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THE COURIER NUMBER 496 OCTOBER 2021 TRIUMPH SPORTS SIX CLUB

# THE COURIER

No. 496 OCTOBER 2021



**Herald Haunts House!**



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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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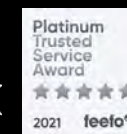
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**THIS ISSUE - 496**

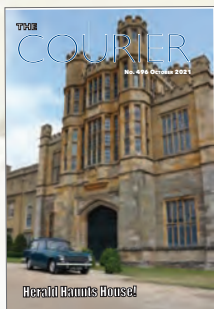
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HALLOWEEN HERALD  
AT CROUGHTON HALL  
PICTURE DAVE BEECHEY

## Courier Copy/Area news



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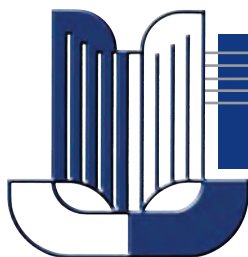
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## THE GET OUT

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# TSSC HQ Services

Tel 01858 434424 E-mail [info@tssc.org.uk](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  
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## 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

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## COUNCIL OF MANAGEMENT 2021 meetings:

### October 24th

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



# One Happy Triumph family

**How much have we packed into 2021 this year following a very strange and quiet 2020 I think we have managed to have an amazing year so far.**

Everyone has been busy doing local shows up and down the country as well as our joint international weekend at Malvern with TR Register and the MG Owners club.

Great weather and lots of fun and laughter throughout. I am looking forward to next years event already. As soon as I have information and the green light we get organising Stafford 2022.



**Autosolo at Malvern - Pic Paul Barlow**

As some of you know myself and Chris Gunby where involved in a little accident in July driving a coast to coast run with the Club Triumph crew and unfortunately we had to call it a day due an accident we had. Injuries are healing slowly but old age isn't on our side. So onwards and carry on with our tasks of council of management and delivering the International show for everyone to enjoy. I am looking for anyone who is willing help on the International Weekend in 2022, if would like to drop me a text, what's app or email it would be most appreciative. Also as the events lead if you wanted to help out at any other shows like NEC or SEM and Duxford etc and much more let me know. More hands makes less work (and stress).

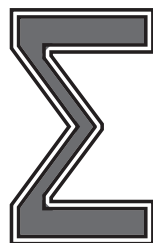
Next year we also have Le Mans which has had to be cancelled twice for us. Help is needed there with the set up or fancy yourself as a Bet Lynch or Peggy Mitchell behind the bar on site? (Fancy dress optional). Our whole Events set up we have at the TSSC works really well for all of our members, Staff and COM bring enjoyment to the Club hoping we have fun and memorable moments we can share with everyone. We are one happy Triumph family and that is what we as a Club are about.

**Doing More with our Triumphs** - making you smile.



**BY NIGEL HILL**

**COUNCIL OF MANAGEMENT**



# EVENTS CALENDAR

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## Insurance Valuations

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Valuation Forms Available from here:

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### POLICYHOLDER'S DETAILS

Insert Name of TSSC Insurance Company Here

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

Title (Mr/Ms etc) and first 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	Reg No	Engine Size	Year of Manufacture	Colour	Body Style	Transmission	Number of Doors	Number of Seats	Previous Use

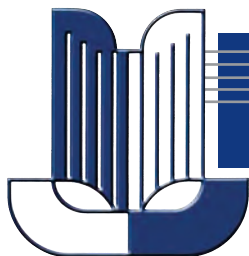
Overall Conditions - CONOURS, A1+, A1/S - Serviceable, P - Project

Body	Paintwork	Chassis & Frame	Wheels & Tyres	Interior	Engine Bay	Transmission & Suspension	Electrical Equipment	Other

NOTE: This section to be filled in by a TSSC APPOINTED VALUER ONLY

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





## NEWS REVIEW

### Monthly News of a Triumph Nature

#### Footman James Win Gold Award

Footman James has achieved Gold status, the highest award, for customer experience by independent feedback company Investor In Customers (IIC).

Earlier this year, clients and staff of Footman James were sent a survey asking for in-depth feedback on the customer experience that FJ provide. After collating the results, IIC were able to award Footman James with the coveted Gold award after achieving an impressive score of 84.3%.

The IIC Awards seek to recognise businesses that meet and exceed

regulatory standards for customer experience excellence. The independent organisation undertakes extensive exercises and research to collect and understand the views of staff and customers alike to ensure customer service and relationships are at the forefront of every decision the company makes.

David Bond, Managing Director of Footman James comments: *"At the beginning of 2020, the first year conducting the IIC survey, we achieved the Silver award and were less than 1% away from Gold. Since then, our staff and clients have faced incredible challenges due to the pandemic, so to see our score improve under such circumstances is something we as a business are deeply proud of.*

*We are also pleased to have received comments on how we can further improve our offering. We'll be looking at these individually over the next couple of months and will be using them to shape the future of the business."*

Feedback from clients included, "Excellent service in every way. They are a big firm that act like a small family run business. Personal. That's nice." And "FJ seem to fully understand the customers perspective and share in their love of classic vehicles. It feels like we are all members of the same club."



## OFFER for October 2021

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State Which

**PADS WORTH UP TO £18.00 set**

P & P 3Kg



# Graham Robson

Obituary - by Chris Gunby

I am sorry to have to let you all know that author **Graham Robson** passed away peacefully on the 5th August 2021 at the age of 85.

For many years Graham had been the voice of the Standard Triumph Forum and all things Triumph and was the first ever Honorary TSSC Member way back in 1981

Graham had a busy professional life, which ended only a short time before his passing. He wrote nearly 170 books, some published in several other languages, and countless newspaper and magazine features, which must have made him one of the most prolific of motoring authors ever.

But quantity did not affect quality. His books, mainly covering classic cars and rallying, were all meticulously researched and well written: on many subjects his books are now the 'standard works'.

Because of his wide motoring knowledge, Robson was regularly called on to be master of ceremonies or commentator for national club events. It also helped him become president of the TR Register, vice president of Club Triumph and honorary life member of several other clubs.



**Alec Arthur Graham Robson** was born in Skipton, Yorkshire, on 18 January 1936 to Clifford and Kathleen Robson. An only child, he was educated at a local school then at Ermysteds Grammar School in Skipton, before going to Lincoln College, Oxford, where he read Engineering.



**Robson (on left) during his time running Triumph's rally programme**



His first job was as a graduate trainee at Jaguar cars in 1957. His subsequent career became almost a perfect training path for someone destined to become a leading motorsport author.

In 1961 he became a development engineer, then the competition secretary at Standard-Triumph; at Autocar magazine from 1965 and the Rootes Group (which became Chrysler UK) in 1969, becoming their chief engineer, product proving. He then had a spell as technical director at Kangol before becoming a full-time independent motoring writer, researcher and author in 1972.

That word 'independent' cannot be stressed too highly because whatever his links with the manufacturer of a car he was writing about, his research was always thorough and he never pulled his punches.

Once asked what was his most memorable motoring moment he said: "*First sight of the Ford RS 200, the day it was shown to a privileged few, before its public launch.*" It was typical of the esteem in which he was held by manufacturers as well as enthusiasts that he was invariably on that list.

Many of Robson's books were about motorsport. Perhaps not surprising because he got involved in the sport as a rally co-driver in the mid-'50s; he said that his passion for writing was triggered by writing modest rally reports in those days for Motoring News.

He became one of the leading UK co-drivers, competing in works teams and winning the Welsh International Rally with **Roger Clark** in



1965. He ran Standard-Triumph's motorsport programme from 1962-1965, and then got heavily involved in running many different rally championships for Ford Motorsport.

Graham married **Pamela** in 1962 and they had two sons, **Hamish** who is now a senior design engineer with Toyota Motorsport in Germany, and **Jonathan** who is an experienced landscape gardener in Dorset.

This final picture above is how many of us will remember Graham commentating with his side kick **Wayne Scott** from the TR Register at our joint international event at Stratford two years ago and was due to do the same at Malvern in 2021 had he been well enough.

The TSSC sent a representative to Graham's funeral that was held in Weymouth on Monday 6th September.

**Chris Gunby**  
TSSC chairman



948/1200/1250

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

## Eeeeeee... its 10%!

**E10 is coming, ethanol-rich petrol; if it's not already in your area it will be, soon. What is it going to mean for our Heralds?**

Only time will tell; after all, we had the fear of valve-seat recession with the demise of leaded petrol, but as **John Davies** recently posted on the TSSC forum - how many of us actually did experience it? I know of a number of original, untouched Heralds still soldiering merrily away; perhaps it was lead memory, perhaps just low mileage, but in any case the dreaded head wear never materialised.

Sadly the introduction of

**Pic 1.**



pense. Ethanol is alcohol, and alcohol has the potential to eat and degrade rubber hoses ([pic1](#)).

We're not so bad as some with our early Heralds. Our rubber hoses and components are a bare minimum by comparison. Starting at the rear of the car, we have the rubber olive where the fuel feed and reserve lever attachment exits the tank ([pic 2](#)). Long unobtainable, you may notice a smell of fuel in this area already and ethanol will not help what remains of the seal. I'd

**Pic 2.**



ethanol is not the same as the demise of unleaded petrol. Here, we have an ingredient that may actively cause harm, and at the very least you don't want neat fuel running out of some component or other that may cause more than just ex-10

like to think that someone can step in with a remade or currently available alternative, but at present we're already making do with all kinds of olives and seals. Above this we have the loop of rubber hose connecting the tank to the fuel pipe ([pic 3](#)); itself

**Pic.3.**





copper or kunifer, so it should be relatively unaffected. The fuel pipe continues under the car, along the chassis rails, to the front outrigger and here, in many cars, there is a rubber connection to the short length of pipe that exits the fuel



**Pic 4.**

pump. This is the spot where many owners have fitted a fuel filter (pic 4), and I know that many of the cheaper plastic filters will practically dissolve at the very sniff of ethanol. Consider a metal or glass filter, watch the filter seals carefully, and replace any rubber hoses with 1/4 inch **Gates Barri-**

**cade**, Codan or the like for about a fiver per metre. Most Autofactors will sell e10-proof fuel hose over the counter and since 2011 it's been an industry standard. Don't be tempted with any of the cheaper online copies, they're worse than nothing, so buy from a reputable source. I'm told that proper Gates hose is embossed, not printed, and certainly the printing on this section is raised (pic 5). One online supplier claims their hose is 'ok' with ethaline alcohol. I'd want it to be more than just ok - I want it fully proofed, and indeed some of the more advanced hoses are compatible with 100% Methanol, Ethanol and Butanol, but you'll pay for that sort of quality - up to £30



**Pic 5.**

per metre.

Overkill, or peace of mind?

Next along the line is the fuel pump itself. How will E10 affect the fuel pump valves? Diaphragm? Seals? At present, we don't know. I'm not going to panic and run for an electronic fuel pump just yet, but will monitor my engine, and online reports, very carefully, and keep a spare pump in the toolkit.

The Solex carb itself is mostly metal, so should be more resistant, and we don't have any rubber diaphragms to worry about but keep a close eye on the gaskets and possibly the float, too.

One of the major problem areas may be the fuel tank itself. The filler neck and cap are metal; the rubber seal through the rear wing should not come into contact with fuel during everyday use. The rubber seal on the filler cap may, but not to any great extent. It's still worth checking. However: the tank itself may suffer, especially during long periods of lay up. Ethanol has a very short shelf life - some sources have quoted as little as a week - so unless you're using your Triumph regularly, you may need to change the fuel more often than at present to keep optimum performance.

The float in your tank sender, and



**Pic 6.**

indeed the cork seal too, may be affected; will the float still float, and the seal still seal? I know some

floats are metal, some are plastic, and I'm not yet certain if the plastic versions are vulnerable (pic 6). You can buy modern float replacements, just a float on its' own, but I've not seen any seals yet, particularly the early six-screw versions, so again will have to keep an eagle eye on developments. With the sender assembly half-way up the tank, that's a lot of fuel to end up in the boot.

The biggest problem is that ethanol is hygroscopic so absorbs water from the air; this in turn being heavier than petrol sinks to the bottom of the tank and will rust the tank out from the inside. Sadly, it appears the more sparingly you use your car the worse the problems are! There are various coatings available for tanks, which should help keep the harmful materials away from the metal itself - POR15, Flowliner, Petseal and more which should be used to coat the inside of a clean, empty tank, but the only other option is to keep the tank drained when not in regular use.

You can siphon the fuel out - unfortunately the current views are that you can't even use it in your lawnmower - or else drain the tank through the bottom drain plug, which more likely than not is rusted solid (pic 7). Replacement plugs are available (pic 8), it's just a matter of removing the old one without twisting the entire assembly



Pic.7.



Pic.8.

off the tank. In any other case I'd be tempted to say: use heat... but here, plenty of penetrating oil is a must, and grip the drain neck so that any pressure is drain plug twisting against the neck, not neck to tank, which will wring the entire assembly off before you can say ethanol. Be gentle and careful but persevere and it will move eventually.

Clean the threads, replace the plug - they're available new from some suppliers, and seal with a good fibre washer rather than the rubber original; keep it freed up with copper grease or similar, and drain regularly especially if laid up for the winter.

Only time will tell us how much ethanol is going to affect our cars, but the best thing is to be prepared, and if you have any tips, or know of any incidents, let us know.

As the old joke goes: *"I went to see The Cure in concert, the support act was called Prevention and they were better..."*

Colin



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### Malvern, Brakes, Bearings and Mazda's

Hello all. Did you get to the Triumph & MG Weekend at Malvern in August? What a great event it was. A big thank you to all of those that helped organise it as well as those that were manning the shop and valuation area all weekend, an amazing job by all.

Zoe and I were initially just going to attend on the Sunday and use the Saturday for a relaxed journey up to our accommodation, but a last minute change of plan saw us leave at

entrance were not working, so they were only taking cash, but after a while queuing we finally managed to get in. Definitely more cars to see on the Saturday than the Sunday, so I was pleased we'd made the effort (Pics 1 & 2).

The Saturday also saw a strong turnout of Devon Area Organisers, with myself, Andy Luckhurst and

John & Sue Franklin all in attendance (Pic 3), we were just missing



3.



1.

7am and go direct to the show, arriving around 10.30am. A bit of a delay getting in as the all the Credit Card machines at the

Nigel Kenneison to make a full house.....where were you Nigel?

Obviously I didn't go in the Herald, but the joy of owning more than one Triumph is that the other can be put into action whilst the one is undergoing surgery, therefore the Spitfire MK4 was called upon for what was its maiden run of any real distance. I had only clocked up around 100 miles on short local trips since it was road legal, so still very much in the 'shake down' period.



2.

The only issue that had come to light in these short runs was a reluctance to go up hills and even on the flat seemed to top out somewhere between 50-60mph. The cause for both issues was that I

wasn't getting wide open throttle, a completely self inflicted issue as I hadn't set up the linkage correctly on the twin SU's. So back to basics, disconnect everything and start again and within 5-10 minutes the issue was solved. However this created another problem in that my accelerator cable was now not long enough and with just two days to go before the show time was getting short. I always use bicycle brake cables rather than the throttle cables supplied by the traders and fortunately I must have bought a couple last time round as I had one in stock, so another quick fix and all was well.

The good news was that the Spitfire completed the 400 mile round trip with no big issues. A creaky clutch, indicators that didn't self cancel, and wipers that didn't park the only things that came to light on the journey. The clutch was fixed with a squirt of WD40 on the pedal pivot and whilst there were no obvious reasons for the other two issues, just having a bit of a fiddle in the general area seemed to fix them....I don't believe in things just fixing themselves, but I'll take that for now, no doubt I will need to revisit both.



On to Herald news and unfortunately I don't have much to tell. I had painted the calipers a little while ago, and I'm sure you will realise from the photo (Pic 4) these are not standard Herald items, they are actually from an Austin Princess. This conversion was available from the TSSC Club Shop some



years ago and seems to have been reasonably popular in Triumph and Ford circles over the years. I'd treated myself to a refurb kit from Bigg Red (no that's not a spelling mistake!), this included all the seals and some very shiny stainless steel pistons (Pic 5).

During my visit to Malvern I picked up some front wheel bearings from Angie at the Club Shop stand, these were the only things stopping me getting the chassis rolling again. Once home I fitted these but then realised that the thread on one of the stub axles wasn't in great shape, not wanting to take any chances I then decided I needed to change both. So some disassembly of what I'd recently assembled was necessary to allow me to drift out the stub axles ready for the replacements to arrive.

The front wheel bearings on the small chassis Triumphs by design are supposed to have a degree of free play in them. However there are alternatives to this set-up which all but eliminates this free play, one which uses the standard bearing and one which requires a modified hub and stub axle along with different bearings. The former I will talk about shortly as this what I've had on the Herald over the last few years and the latter I will talk about next month as I've just ordered the kit from Canley Classics.

The Bearing Spacer Kit has been available on eBay for some years, mainly for the Triumph 2000, Stag, Vitesse and GT6. I bought the very last kit for the Herald & Spitfire, so these are no longer available for our cars. The benefits of these kits are described as follows, I have used the sales blurb from the sellers advert to save me rewriting it:

Most of the wear experienced in the Triumph Wheel Bearing is caused by the bearings shuffling about on the stub axle. It wears out the face of the vertical link (Spider), stub axle, D-washer and internal bore of the bearings.

The rollers and tapers wear very little over their life span.

As the hub moves around it causes premature wear of the bearing by rupturing the surface hardening. Another side effect of the hub movement is premature wear of the discs/pads and pad knock-off. Pad knock-off shows up as a longer brake pedal exaggerated greatly after a slow tight turn or reversing.

The spacer kit effectively locks the inner races



to each other and the stub axle, thus preventing any extra wear to the spider, stub axle & D-Washer. It also makes the stub axle less susceptible to flex.

CNC machined out of high quality steel to tight tolerances.

#### Benefits:

- Extended Service Intervals
- Extended Bearing Life
- Extended Pad & Disc Life
- Reduced Pad Knock-Off
- Stops wear to hard/expensive to replace components such as the vertical link & stub axle

My reason for fitting this kit was two premature wheel bearing failures, since fitting the kits I've not had any issues. Maybe a coincidence, but I can see the logic and my experience of it was positive. The kit includes two spacers, these can only be fitted one way. A selection of 0.003, 0.005 & 0.010



thou shims (Pic 7 & 8).

Here's a quick explanation on how to fit them.

- Remove the Castle Nut, D-Washer and outer bearing.
- Remove the Hub and Disc.

- Remove the felt seal.
- Refit the Hub and Disc without the felt washer.
- Fit 1 each of the 3 different size shims followed by the spacer.
- Refit the outer bearing, D-Washer and Castle Nut and Torque to 45lbs.ft.
- If no play add a shim, if excessive play remove a shim.
- Add/remove shims to give you around 0.002thou of free play.
- Remove all and refit with felt seal and torque to 45lbs.ft

There is some experimentation to do to get the desired amount of free play, but you get enough shims to try a combination to achieve this and once done there's no real need to revisit. Measuring the free play is tricky I guess, but I just aimed for the merest hint of free play when holding the wheel top & bottom and rocking.

The only thing I would say is that these kits are designed to work with the Timken bearings originally fitted to our cars, as these are no longer available the modern bearings and wear in your hubs and stub axle may give you challenges to getting it set-up correctly.

As mentioned above these kits are no longer available, but if you're patient a used kit may pop up on eBay, or if you really want to try it contact me and I may be willing to part with mine for the right price.

Another reason for a lack of Herald progress is that I have been busy fixing fellow Devon AO's John & Sue Franklins Mazda MX5. Unfortunately their Triumph Stag had reversed into the



side of the MX5 causing a fair bit of damage to the Mazda (Pic 9), the Stag's overrider cushioned the blow, so no real damage just a new



rubber buffer required. I am not going to say who was to blame for the coming together, but Sue was stationary in the Mazda when it happened, I'll let you make your own conclusions.

For such a low speed impact the door damage was significant, but I managed to pull most of the dent out and make good the rest. A complete repaint of the driver's side, along with a few other panels with some wear & tear and the little Japanese two seater was looking great again (Pic 10 & 11).

That's all from me, so see you next month.

*Darren*



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# STAG

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

## Stags at Malvern



1.

**There was a good and colourful turnout of Stags on both days at the Three Counties Showground on 14th and 15th August.**

(Photo 1)

Two Stags that in particular caught my eye were imported Federal cars (photos 2 and 3) which had both been converted to right hand drive. All the complicated aircon gear had been taken out as well as it's not something you need very often in Blightie. It's probably more aggro than benefit. The black one

still retained its rear quarter marker lights and the Stag badge below. The blue one has been made to look more like a UK Mk2 car with no marker lights and black badging. Both have stainless oversills, Mk2 style striping and the standard US fitment of wire wheels. The black one has the quarter windows in the hood that were only fitted to Mk1s.

Unfortunately the display didn't include mine as I was rather under the weather around that time and didn't feel up to 400 miles of driving the old girl. So the 'modern' it was for me. Sorry! In fact, on the Sunday I spent most of the time assisting Angie on the Club stand where I believe I was useful fielding quite a few technical enquiries and generally helping people out.

### **Water filters – Suitable for any classic car**

I heard recently from **Simon Parrott**, Herts & Beds Area, who has been running his Stag with a filter in the top hose that stops larger particles from circulating and possibly blocking the radiator. Simon says:



2.



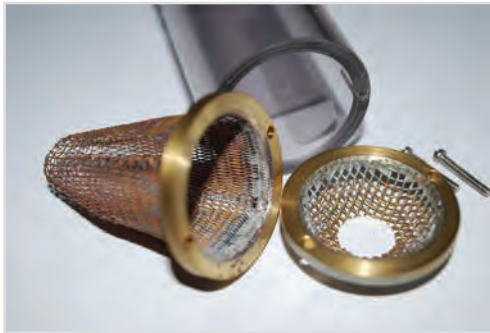
3.



*"Classic Marine Engines Limited, based in Ipswich, supply various sizes of 'in-line' filters for coolant hoses. 3 sizes are available. The 1.25" (smallest one) fits the Stag top radiator hose.*



**Pic 4: The Filter Unit**



**Pic 5. Filter Components**

*"The intention is to collect debris, rust and muck from the engine coolant channels before it can*

*the supplied fittings.*

*"Costing a little over £50 they are a cheap and effective way of maintaining the efficiency of the cooling system with the added bonus of giving a 'window' to allow an instant check of the coolant level.*

*"I have had one fitted for a few years and they are quickly removable and are easily cleaned with just water and an old toothbrush. I have just removed and cleaned mine after 2 years in situ.*



**Pic 7. Dirty Filter**



**Pic 7. Cleaned Filter**



**Pic 6. Unit fitted to top hose**

*get to the radiator and block the cores. They are fitted in minutes by simply cutting a small section of the top hose out and securing in place with all*

*"Although it would be best practice to clean it annually when doing the routine coolant flush/replacement, there is no need to drain the whole system just to clean the filter. A syringe with a piece of tubing in the radiator filler neck can be used to remove enough fluid to temporarily empty the top hose of coolant."*

Thanks, Simon. Check the filters out at <https://www.cmengines.co.uk/>

A couple of notes from me regarding the cooling system: When you do a coolant change (hopefully every year or so) always flush the block completely by removing the two brass plugs, one



9.

either side of the block. Also fully flush the radiator and heater.

The other reason that radiators clog up is due to the formation of lime scale, as in a kettle. So refill using very soft water (if you're lucky enough to have that on tap) and at least 33% ethylene glycol antifreeze with a corrosion inhibitor if possible.

Most of us won't have soft water so it is good practice to use deionised water (as used in steam irons), which is easily available.

Otherwise distilled water will work as well but is less easily available these days.

### **Favourite cars of the Malvern show**

For me this went to a pair of TRs, in fact GTR4s. There were actually four or even five of them there but the blue one on the Racetorations stand and the red one in the Severn hall were on top for me. The blue one was actually up for sale and, being a lover of Harrington products (they

carried out the conversion for Doves of Wimbledon) I had to enquire. I was told they were looking for offers over £50,000 so I will give it a miss for now.



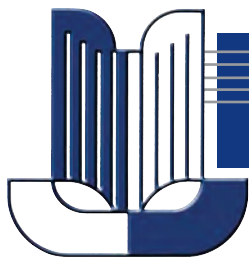
10.

### **Pics 9/10. A Brace of GTR4's**

So that's it for another month. If you have any suggestions regarding our cars or good stories to tell then please get in touch.

**TTFN!**

*Phil*



# Member of the Year

## Triumph Sports Six Club 2021

Colin was presented with his Member of the Year trophy at the recent TSSC AGM at Lubenham HQ. Colin and his team at Derwent Valley have been the driving force behind the ultra successful PEAK RUN Event and organiser of many Charity New Year Runs.



**Colin Wright**  
Derwent Valley AO



# SPECIALS

# ALL MODELS

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

## An Other Burlington

Following on from my piece last month, which featured a brace of Burlington SS cars, my inspiration for this month comes from another of the Burlington range, namely a Burlington Arrow.

Before I go on, there's an issue arising from my last month's piece: somehow the last few words of my text did not make the printed mag. Now, I'm not playing the blame game, but I've checked my sent tray and the email that went to our esteemed Editor was complete... just saying.

Anyway, for anyone who's interested, here is my final sentence, as I wrote it, *"I'll make just one comment, going just by the photos, I reckon the buyer of the £5,000 car did a better deal than did the buyer of the £1,270 car; though, with care and astute spending, it might be possible to bring the second car up to the standard of the first car on the difference in price."*

Back to the Burlington Arrow **RRH833G**, which is, as I write, in early September, up for sale on good old eBay. What do you think of it, just from the seller's photos? My reaction was a subdued, "Wow!" I've seen many Burlington Arrows, and many of them are good looking cars, but this one struck me as one of the



best. It's not the detailing of the build that stands out for me, but its overall look and proportions.

As most of you know the Arrow is a build-from-plans car, a build process for the amateur car builder that produces more variation in the finished article than the more common buy-a-GRP-body approach. I think there are two main factors that contribute to the "wow factor" of this car, the good sized wheels (it is the rim/tyre combination that counts here; the rims are not huge, but the tyres are such as to give a large overall diameter) and the aero-screens (of course, aero-screens are a bit of a cheat; they make most early-style sports cars look good, but they are not very practical for everyday driving).



If I'm being hypercritical there is one detail I worry about – those Wipac spotlight covers seem anachronous. I could be wrong, but

they say very much "Sixties" to me, as opposed to the "Thirties" of the overall look of the car.

The eBay seller's description is not very informative, *"This is a 1969 Burlington Arrow sports, based on a Triumph with the 1296 engine with twin carbs. Fitted with wire wheels, side mounted spare wheel, aero screens and a full tonneau. It starts and drives well, showing a nice patina and, in race/hill climb livery, looks great."*

I hit Google to see what else I could find out about RRH833G. I discovered that it had been sold at Mathewsons auction in August this year, you know, the Yorkshire guys, from the Bangers and Cash TV programme. The on-line catalogue has no more details than the aBay description, and it doesn't tell us the price it fetched,

worthy vehicle I would want it to have passed an MOT, even if it was technically exempt.



There's something a little odd in RRH833G's MOT history leading up to 2014, it looks like it was submitted for a test only every two years. Seems strange, was it used for a year and then taken off the road for the next year?

Since I've not got much to say about this one Burlington, I thought I'd take the opportunity to remind you of the history of the company behind the car. And who better to relay that history than the man who started it all, **Haydn Davies**; I've taken his own words from his web site <http://turn-the-crank.com>:

*About 40 years ago I founded "The Burlington Motor Company Limited" in a railway arch in Leamington Spa, England. We designed and manufactured a*

*1930s-style sports car body that we sold to customers worldwide. It was called the "Burlington SS" and was sold as a kit of parts.*

*About a year later I came up with the idea of designing a*



but the pre-auction guide price was £4,500 to £5,500. Seems it was bought by a dealer for a quick flip. You can see the Mathewsons video tour of the car here [https://youtu.be/Rr5ThpiZ5\\_I](https://youtu.be/Rr5ThpiZ5_I)

The DVLA web site has the car as a purple Triumph, whose most recent car tax ran out in May this year. From the DVSA site, which describes it as a Triumph Kit, we can see that the car last passed an MOT in June 2014. I'm not going to talk about the details, or the logic, of the MOT exemption rules, but I will say that if I was being offered this car as a road-



*car body that could be built entirely from a set of low cost plans, thus eliminating the need for enthusiasts to purchase a kit of parts.*

*The Burlington Arrow was born.*

*Our customers would build their own Arrow using a Triumph Herald as the base vehicle and end up with a truly individual sport scar, with the satisfaction that it was all their own work. There had never been anything quite like it before in the world of home-built cars, and sales of Arrow plans went way beyond expectation. In total over six thousand sets of Arrow plans were sold, and it is estimated that over 500 cars were built. The Burlington Arrow is now a true "Classic Car" in its own right, with many happy owners in all parts of the world.*

*The plans had not been available for many years, but an upsurge of interest in Burlington products made me decide to resurrect the idea, and place the plans on a CD Rom. Because there is a vast amount of space on a CD, I've included other plans that are similar. As well as the Arrow plans, there are plans to enable you to build your own chassis, and a World War 2 utility type vehicle.*

*All the plans are in.jpg format scanned from the original paper masters that were first drawn up by myself many years ago. They are all indexed and some comments are made concerning, "How I would have changed things if I were doing it all again today."*

Because the Arrow was designed so long ago it is not possible to just build a car exactly to the instructions given. The car needs to pass an "IVA" test in order to get it legally on the road. I believe that people have modified things in order to get an IVA certificate for an Arrow, but please be aware that I cannot give any advice on how to do it. There are several handbooks on the net that detail what the requirements are for the IVA test. They range from simple explanations of what you need to the official Government IVA manual.

Things like making the steering column collapse in the event of a crash, incorporating a dual circuit brakes system, having no sharp edges anywhere, and several more things. All of which are achievable.

What I have found over the past few years I've been supplying the CD is that the majority of customers are either people who have just bought a second hand Arrow or people who want to build a unique self made car and need some sort of starting point. Many self-builders just need an idea to get them going. The Arrow plans can provide this.

Haydn's reference to the need for an IVA test (Individual Vehicle Approval) is interesting. The IVA process is another government initiative that I have made a decision not to write publicly about; this is because I don't want to learn every detail of the requirements and, like all similar regulations, there is always an element of interpretation. From what I understand I agree with Haydn that a Burlington Arrow built today would need to pass IVA to be legally on the road, because of the modifications required to the Herald chassis. I am not as confident as Haydn that a Burlington Arrow could easily pass an IVA test.

I have not heard of a single one of "our" kit cars (Gentry, Moss, Midge, Spartan, Marlin etc.) that has been successfully through the IVA test.

If anyone out there knows of a successful attainment of IVA for a Herald-based car I'd be very pleased to hear about it.



To finish, I've found a photo of another Burlington Arrow, **PUE305F**, to compare to RRH833G. This Arrow is a fine looking car, don't get me wrong, but to my mind does not have the same level of visual impact as RRH. Interestingly, PUE is registered at Swansea as a Burlington Arrow, and it is currently taxed and MOT'd.

*Trevor*



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Radiator grille R/H convertible WKC3674	£60.00
Petrol tank retaining strap TKC131	£10.00
Petrol tank	£360.00
Petrol tank sender TKC3408	£42.50
Rear lamp assembly R/H TKC232	£150.00
Recon TR7 (exchange) distributor	£150.00
TR7 distributor cap	£9.50
HT lead set (early) GHT 167	£12.00
Gearbox 4 speed (exchange)	£425.00
Recon steering rack (exchange)	£96.00
Front strut assembly recon	£120.00
Front lower ball joint GSJ154	£11.50
Front suspension strut gaiter UKC4981	£9.50
Rear shock absorbers	£20.00
Upper steering joint UKC2449	£45.00
Lower steering shaft TKC1084	£47.50
Track rod ends GSJ185	£16.00 pair
Steering wheel (early) RKC509	£25.00
Brake pads GBP233	£9.50 set
Brake discs TKC780	£17.00 each
TR7 brake master cylinder recon (exchange)	£85.00
Brake servo recon (exchange)	£85.00
Recon exchange brake caliper	£50.00
Brake shoes 4 speed GSP794 OE Unipart	£17.50 set
Brake shoes 5 speed GBS813	£18.00 set
Wheel cylinders 4-5 speed	£15.00
4 speed differential TKC2619 (exchange)	£350.00
Jackshaft 215207	£225.00
Recon starter motor (exchange)	£120.00
Fan idler pulley bearing	£9.50
Recon w/ulpmr motor (exchange)	£105.00
Clutch kit TR8 Q/H	£110.00

### STAG

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Recon rear hub assy (exchange)	£150.00
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### TR6

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Recon starter motor (exchange)	£60.00
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Universal joint with grease nipple	£9.50
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Inertia seat belts less sensor OE	£95.00 pair
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## GT6

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Main carpet early Mk III new tan 819813	£36.00
Main carpet late Mk III new tan 822633	£36.00
Steering lock 216449/UKC2719	£85.00
Recon Steering Rack (exchange)	£96.00
Seat belts	£85.00 pair
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	£42.00
Rotoflex bush kit inc tubes per side	£37.50
Brake shoe Mk I/II/III rotiflex GBS750	£19.50
Brake shoe non rotiflex GBS746	£20.00
Front side/flasher lamp assembly 155416	£20.50
Delco distributor cap	£12.00
HT lead set	£12.50

## TRIUMPH 2000/2.5 PI/2500

Mk I front wing R/H only 570195/6	£480.00
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
Brake shoes Mk II (axle set) GBS803	£19.50
Rear wheel cylinder GWC1205	£17.50
2.5PI Restyle Wheel trims	£125.00 set

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Rear lamp assembly 1300 F.W.D. 211874	£37.50
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 1300/1500 recon exch distributor	£47.50
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
Front subframe mounting cup washer 138626	£7.50
Recon steering rack (exchange)	£96.00
Track rod end	£9.60
Upper steering column joint 157659	£48.00
Lower steering column joint FAM1718	£30.00
Front/Rear shock absorber (Dolo)	£35.00
Toledo front shock/spring assembly	£48.50
Anti-roll bar mount bracket 154868	£7.50
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
Dolo 1500/18.50 wheel cylinder GWC1502	£18.00
Sprint wheel cylinder GWC1121	£18.00
Tank sender 1500HL/1850HL/Sprint 215652	£45.00

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DAVE RUMENS [vitesse@tssc.org.uk](mailto:vitesse@tssc.org.uk)

## Triumph & MG Weekend

**Hello everybody. This August we saw our second Triumph Inter-Club Weekends this time including the MG Car Club.**

It continues to make economic sense to hold a joint annual event and maybe more importantly it's good to get a variety of classic cars at the show. In the past I have alternated between my Vitesse and TR7. Though in 2019, no event in 2020 due to

sports car with a major advantage of having four seats.

Both TSSC and TR Registration Secretaries were asked to man the tables in the Severn Hall to take questions from respective members. Maybe because the Hall is a bit out of the way we had very few takers. So, I went back to my usual way of talking to people along the line up of Vitesse. As a result, I would like to thank Alan, Bev, Brian, Dave, John, Ian, Martin, Richard and Steve for taking the time out to talk to me. It was great to see everybody and chat all things Vitesse. Thanks chaps.

So on to what was the show like. The show was well attended by both TSSC and TR Reg. Less so by the MG Car Club and mainly the later

**Pic.1.**



Covid, I went to Stratford in the Vitesse. As this year was again a TSSC/TR Reg event it made sense to use the Vitesse again as there would be loads of TR's.

I am glad to say there was a good attendance of Vitesse with over thirty present.

There appeared to be great interest in the Vitesse, **Picture 1**, with a number of people looking to buy one. Word must have got around just how good the **"Two Seater Beater"** really is. The general standard of the Vitesse continues to improve over each year, I guess this is because not only do we enjoy owning a Vitesse, but also its value has been steadily increasing in recent years as it's seen as a true classic



**Pic.2.**

models, but it was still good to see them there. It was also good to meet Brian Chapman with his well-presented early Vitesse 6, **Picture 2**. I am glad to say Brian is a regular at

most of the Triumph shows with his car because it's good to see a Vitesse 6 Saloon in the line-up. All models of the Vitesse were on show, so let's have a



**Pic.3.**

look at some of the pictures.

Picture 3 shows a well presented early Vitesse 6 Convertible and I am glad to say is a regular at shows. It has the classic black stripe which if you are interested in originality it was only available on the Vitesse 6 when new.



**Pic.4.**

Pictures 4 is of a Vitesse 2 Litre (Mk1) in Signal Red and looks like a bargain at £199!

In Picture 5 we have a couple of Vitesse 2



**Pic.5.**

Litres Mk2, the one on the left being an early version and the one on the right being later. Look at the wiper spacing, on the later models this was wider apart. It was said at the time the change to wider spacing was to enable the use of parts fitted to the later Triumph models e.g. 1300 Saloon.

Picture 6 shows a Vitesse 2 Litre (Mk1) Saloon



**Pic.6.**

in conifer or Triumph's version of British Racing Green. There is a view of the fine balanced lines of the Vitesse from the rear in Picture 7. The yellow Vitesse is a late model and a rare colour which to me looks as if it



**Pic.7.**



maybe Jasmine code 34.

what that space under the controls could be



**Pic.8.**



**Pic.9.**

In [Picture 8](#) we have a front view of the line up. Moving on to some under bonnet and dash pictures the first is of a hot Vitesse, [Pic-](#)



**Pic.11.**



**Pic.10.**

[ture 9](#), that I suspect gives any modern car something to think about. In [Picture 10](#) the engine looks fairly standard but I suspect one or two subtle changes have been made to improve the performance. Next the dashes. [Picture 11](#) shows just



**Pic.12.**

used for. I did the same back in 1968 on a Herald 13/60, [Picture 12](#), I had at the time. The factory became interested in what I had done and took some photos of it, I never heard what be-



came of it.



**Pic.13.**

In [Picture 13](#) it shows what you can do without cutting holes in your dash. The small chassis cars, as all Herald derived models are known, did get a chance to display in the arena. However, we were at the rear behind the early MG display which was still in place. [Picture 14](#) shows us waiting to get into the area and [Picture 15](#) the small chassis line up itself.

So, my thoughts on the event. It was excellent to get all three clubs together and interesting to see the majority of the MG support came from there more modern models. As the event was where the TR

Reg have traditionally held their International in the past, I have been to a few, it did feel more of a TR event. But, I guess that is only to be expected as come Stafford next year the reverse may well be true. Don't forget next year will be 60 years since the Vitesse was launched in 1962, so you and your Vitesse will be very welcome at Stafford in 2022.

I have had a request from a club member for any history concerning Vitesse GTU146G. If you have any information, then please send it to me and I will pass it on.

As most club members like to read of others' experiences with the Vitesse I am always looking of articles to feature, so let's hear about you and your Vitesse.

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

**Safe Driving & Keep Running On All Six**

*Dave*



**Pic.14.**



**Pic.15.**



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

**Back in August I went along the Malvern Triumph Weekend in the GT6, it was great to be back to a big event again after all the restrictions over the last year.**

The Showground in Malvern was overlooked by



**My GT6 just arrived at the show camping area with the lovely Malvern Hills in the background**

the lovely backdrop of the Malvern Hills, which was impressive.

I must admit, I was a bit nervous about using the GT6 for a long journey as due to the lockdowns it had only done a few local trips since last year and in using it locally had already re-



cently suffered a water pump and fuel pump failure, probably not helped by lack of use.

## Malvern 2021

However the car ran perfectly. The only issue I did have was not a fault of the car, I ended up with a stone damaging one of the headlights.

After Malvern I continued Northwards to visit my Father for a few days as I hadn't seen him since 2019, so it was a fairly sizeable trip from Hampshire to Herefordshire to Cheshire then back to Hampshire.

On the Sunday evening after the Malvern event I went to Ledbury to my ex wife's house to pick my daughter up. Just after I pulled onto her driveway a couple who were walking past came over and said we've got a GT6 at home! In fact



### Jim's GT6 MK3 at the show

the GT6 came past a couple of minutes later, it wasn't actually the couple's car though, it belonged to a member called Jim Reeves from one of my local areas, East Berks. Jim had mentioned at the last area meet that he would be staying with friends in Ledbury and visiting the show, what I didn't know though was that he was staying with very close neighbours to my ex missus!

There was a good selection of GT6s at the show, I managed to take pictures of most of them.







**GT6 MK1s at Malvern**







**GT6 MK2s at Malvern**



**GT6 MK3s at Malvern**





## Happy Birthday KMX433K

stroppy teenager, we have grown older together and I'm now a grumpy pensioner!

The car has seen me get married, raise two kids into adulthood, get divorced, retire, go through 7 daily drivers and buy/sell another Triumph (my Dolomite).

Back in 1988 it cost me the princely sum of £1700 and it's increased in value somewhat as it was valued this year by the club at £16,000.

The car has now covered nearly 190,000 miles of which I've personally driven around 100,000 of them.

It's had a lot of work done over the years including a new John Kipping reconditioned engine in 1992, I've replaced 3 x Gearboxes, 4 clutches, a Canley Classics reconditioned diff. The suspension and brakes and clutch hydraulics have been rebuilt by me several times. It had a new Heritage bonnet in 2006, new sills (one in '92 one in 2006), new rear wings, replacement rust free tailgate from the US in '92, which started to corrode and was repaired in 2015. The doors were replaced in 2006, steel Quarter valences have been replaced twice. The rear valence was replaced in 2015. Rear wheel arch stress cracks were repaired (where they all go due to the poor Triumph design idea of mounting the shock on the rear arch on rotoflex cars!). The Floor pans and Chassis have also been repaired. I've re-trimmed it twice. It had body repairs and a respray in 1992 and 2006, with a rear outer wheelarch repair panel fitted and spayed in in 2015. I have used and abused it for over 30 years, it's definitely not a trailer queen, it has done the Club Triumph Round Britain Run (2000 miles in 48 hours) 3 times, several trips to Europe visiting France, Belgium, Holland, Germany, Switzerland and Luxembourg. It's driven

35



## Gitfires (AKA Spitsixes) at Malvern

### Happy Birthday to my GT6

Also in August my GT6 celebrated it's 50th birthday. KMX433K rolled off the production line on



23rd August 1971.

I purchased the car 17 years later in 1988, I was in my twenty's at the time and the car was a



the Nurburgring & Prescott Hill Climb. The car has appeared in Practical Classics and appeared on TV in Car SOS as the example car when they restored a GT6.



**Posing with Tim and Fuzz when my car was used in Car SOS.**

### GT6s out and about

Also back in August I went along to the British Motor Show in Farnborough. Amongst all the Supercars, Modern cars and Electric cars there were quite a few classics and I spotted this Red GT6 MK2.



**MK2 GT6 spotted at the British Motor Show.**



**GT6 MK2 at Basingstoke Festival of Transport**

I also went along to the excellent Basingstoke Festival of Transport, although this is pretty local to me I don't normally get to go as it's usually in May and clashes with SEM. While I was there I spotted another Red GT6 MK2.

**David Burden** took the following picture of a Rover V8 engine GT6 he spotted at Brooklands in August.



**Rover V8 Engine GT6 at Brooklands**

### From the Archives

As my car has just turned 50, here is a picture from 1988 shortly after I purchased it!



**KMX433K** in 1988 at the Leicester Splash (now known as the Sunshine Rally)

*Andy*



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**POLICYHOLDER'S DETAILS**

Insert Name of TSSC Insurance Company Here

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

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

\* Membership No. .... / ..... Membership Expiry Date .....

Address (Including Post Code) .....

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

Fax No. ....

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

**VEHICLE DETAILS - MUST BE COMPLETED**

Model & Mk.	Reg Number	Body Type	Engine Size CC	Tick if 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 Here	

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

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

**A1/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.

**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 are as stated, a file will be opened. If the Club Car has been over or under valued in the event of a dispute, the Club valuer may request more information or a personal inspection.

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

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

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

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

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

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

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

# TSSC INSURANCE - CAR VALUES

MODEL	BODY	PROD	CC/Cyls	Concours	A1+	A1/S	P - Project
<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**

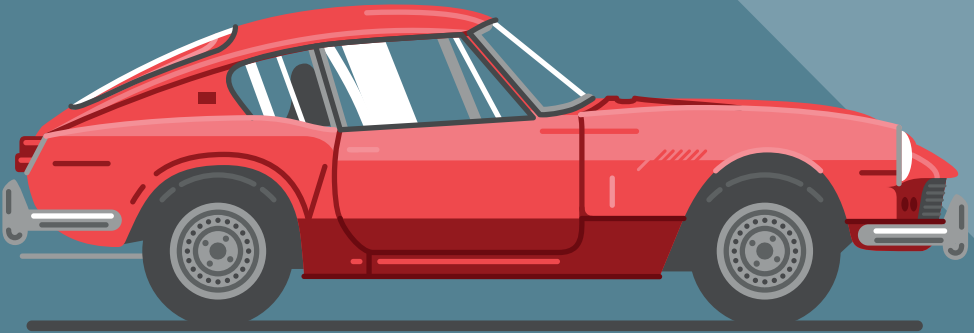
**Left Hand Drive cars as above less 10% (or less 5% if converted to RHD)**

**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**

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TR 4/4A/5/250/6

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

## Triumph & MG Show Malvern

**Was it really 2 years ago that I had taken my Vignale to the TRIUMPH show at Stratford? Where does time go even allowing for the disruption that Covid has caused to our lives?**

Anyway, although very tempted to take the Vignale again as I can carry much more equipment for the camping weekend, I decided that it had to be the TR's turn, so, at 10:30am on Fri-

A great afternoon and evening were spent walking around the showground looking at the cars with the evening spent at the entertainment marquee drinking beer.

We were joined on the Saturday morning by Andrew in his beautiful Spitfire MKIV, bringing more much needed supplies for the rest of the weekend. During the Saturday we met up with an-



TRs at Raglan Services

day 13th I jumped into my TR4A which I had packed the previous evening and made my way to the rendezvous point at Cardiff Gate Services via the private road near my house for my "Ton of the run". My son Jack had decided to come along in his modern car to give extra room for camping gear and for the experience of taking his own car.

We met Al in his Spitfire at Cardiff Gate Services and continued onto Raglan Services where Kalib was waiting in his newly acquired Herald along with Ray & Carey in their lovely TR6's. We then travelled the remaining 50 miles to the showground in the dry but overcast weather.

other 18 members of S.Wales TSSC who were attending for the day.



Swallowtastic Doretti



### Salmontastic!

Rather than describe the whole weekend with the odd images of the cars, I will sum up the whole experience **FANTASTIC!**



### Greentastic!

I have to, did, take my hat off to the organisers, this show had to be organised while restrictions and doubts about further restrictions were in place and the uncertainties that the organisers had to contend with to deliver this show and help to keep the Classic Car movement actually moving are mind boggling! Please keep this in mind when you look back on your experience of this show, also if you are at all able, please support any future Classic Car events that take place, as numbers are needed for the traders and auto jumbles to continue to operate which in turn allow us to not only keep our Classics on the road, but to underline that the "Classic Car Industry" is an important piece of the financial jigsaw for the British economy,

which helps to stem the flow of the **"get the old cars off the road" brigade.**

Anyway, jumping off my soapbox, we spent a great day walking around the show, buying bits and pieces that are no longer available new from the autojumbles and tools that we didn't really need (far too tempting to walk past spanners shining in the August sunshine) as well as the reduced for the show prices and Kalib had taken advantage of the Rimmer Bros offer of discount along with no need for P&P to

pre order a lovely set of carpets for his Herald. The afternoon was taken up drinking beer and watching the cars whizzing around the cones at the time trial area and walking around looking at the various cars. I managed to take some images of some very interesting TR's (most of them with Andrew suddenly appearing in the shot) which I will use in this column over the next few months in order of the car's age (TR2, TR3 & SWALLOW DORETTI in this edition). If anyone recognises



### Whitetastic!

their car, please get in touch and let me have some information about you and your car along with any images that you would like included in the magazine.





**Racetastic!**

Saturday night saw us at the entertainment marquee with more beer and music. Sunday was much of the same (apart from the beer) before our group of cars made the trip home. The only downside of the weekend for me was the failure of my 4A to win the Spitfire "Show 'n' shine" (I asked one of the judges what my car had lost points on and he said *"1 it's a TR, 2 it's dirty and 3 it's parked facing the wrong way"*), knowing that it had only failed on those 3 minor points cheered me up a bit, so for next year I need to buy some new badges and park it facing the correct way, cleaning it is a bridge too far.

John Williams' TR4 won a Highly Commended Plaque in the TRR Pride of Ownership category, a big well done to John & Pauline, but I bet he was glad that I had entered my TR in the Spitfire Show "n' Shine!"

**To the TSSC Show, start your TRIUMPH & go!**

## TEWKESBURY SHOW 22nd AUGUST 2021 in my TR

After a very rainy start to the weekend (it even rained here in Wales!) I was surprised to wake up on the Sunday morning to bright sunshine. Jumping into my TR4A and once again taking it for granted that it would start (even with the tank half full of week old E10) first time, which it did, I set off for the first rendezvous point at Cardiff Gate (along the private road near my house for my "ton of the run") where I met up with 3 more

TSSC S. Wales cars.

With my TR in the lead, we headed off for the next rendezvous along the M4 and A449 to Raglan services where another 7 TSSC S. Wales cars were waiting. A fast "cruise" along the A40/M50 and M5 saw our group arrive at the show ground where we met up with another S. Wales TR4, so, 12 cars from S. Wales, an excellent turnout that we haven't seen for over 18 months, well done to everyone who attended the show.



**TR4 at Tewkesbury**



**TR4A at Tewkesbury**

There were hundreds of cars there including the images of the TR's in these pages and again, if





**TR4A at Tewkesbury**



**TR6**

anyone recognises their car, please get in touch.

A great day was had in the sun and my day (being a motorcyclist and engineer) was made by the appearance of **Allen Millyard** on his "home-made" six-cylinder Kawasaki, he asked to have his photo with me and I of course agreed after he signed up for TSSC membership.

My TR once again ran like a dream even with the E10 fuel (it's second tank full if the markings on the petrol pumps are accurate). Hopefully the R9 hoses that I have fitted will give protection to the fuel lines. I have seen some worrying examples of paper filters degrading over the last few weeks on cars that I have changed the hoses to R9 specification, but no corrosion damage to float bowls etc that I have seen reported on various web sites, time will tell.

Turning off the M4 onto the private road near my house my TR gave me a second "ton of the run", what a day, what a great bunch of people to spend the day with, and did I mention that I met **Allen Millyard**?

*Whether one mention or two  
Allen Millyard will do!*

*Bern*

**Allen Millyard and I at Tewkesbury**





# Spitfire Mk 1/2/3

SUZIE SINGLETON [spitfires@cadley.org](mailto:spitfires@cadley.org)

## The Die is Set

Something a little different this month and a shortish set of words as – as ever – I'm overdue getting these words to Bernie. The patience of a saint! I can plead Beaulieu and Guy's Bond Rally which all seem to come at once, but of course the culprit is only me for not getting these written well before deadline.

Some years ago I had a plan for an article which never came to be at the time but I am finally putting it together now. Having found all the files I need I see this dates as far back as 2007! That's definitely Procrastination with a capital P!

It started with **Jasper Bacon** letting me borrow a set of printing dies he had acquired which had been produced by Triumph as part of their Publicity offerings. These linked in with a Standard Triumph Publicity Manual **Richard Dredge** was also kind enough to lend me.

I do have to declare that I may be stepping on a few toes as the blocks and Manual cover many models, not just the Spitfires so I hope my fellow Reg. Secs will allow me a brief incursion into their territory.

The printing blocks and catalogue are obviously from slightly different eras as the blocks include the Standard Ensign De Luxe, the Atlas pick-up and van and the Herald 1200 and early 13/60 whereas the



publicity manual also offers blocks for the TR4, Vitesse and 2000 Mk1. There is some cross over as both include the Spitfire 4 and various Heralds.

My uncle had been involved in printing for much of his working life and he continued this interest as a hobby / small business for many more years with a large shed full of vintage printing presses, everything from small hand cranked presses to large machinery for larger jobs. He made





us some beautiful engraved wedding invitations – some years ago.



The next time we visited I was able to collect a lovely set of prints made from the printing blocks, the smaller images came out clearer than some of the larger ones, but it was enough to get a feel for them.

I'll share one with you this month and more another time. Of course



**NEW TRIUMPH SPITFIRE 4**

No light sports car has ever treated you as civilly as the Spitfire! In its price range, only the Spitfire gives you the luxury of wind-up windows. And the liveliness of 92 mph! And the surety of all-round independent suspension; the strength of a steel-girder chassis; disc brakes on the front wheels. And a casual-like turning circle of 24 ft!

**ALL FOR £640-19-7 inc. p.t. Come and try it!**

**STANDARD TRIUMPH**

*A member of the Leyland Motors Group*

I'll start with the only Spitfire block in Jasper's collection, the Spitfire 4 block and its print, and a very similar

SECTION E STANDARD-TRIUMPH PUBLICITY

**Spitfire—civil version**

**NEW TRIUMPH SPITFIRE 4**

No light sports car has ever treated you as civilly as the Spitfire! In its price range, only the Spitfire gives you the luxury of wind-up windows. And the liveliness of 92 mph! And the surety of all-round independent suspension; the strength of a steel-girder chassis; disc brakes on the front wheels. And a casual-like turning circle of 24 ft!

**ALL FOR £640-19-7 inc. p.t.**

**COME AND TRY IT!**

**STANDARD TRIUMPH**

**DEALER'S NAME, ADDRESS AND TELEPHONE NUMBER**

version shown in this edition of the Manual.

And finally, a plea from **Kevin Hill** in Winchester who's trying to find a fibreglass hardtop for his Spitfire 4 as he has a project in mind to create a Surrey top for his Australian import Spitfire 4. If you have one available I'll put you in touch with Kevin.

*Suzie*





# INTERNATIONAL LIAISON

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

This month, we are bringing you a real miscellany of Triumph stories, starting very close to home.

## Around our World

Malvern, **Henrik Schroter** - a regular at our local, West Sussex, Area Meeting - was enjoying a visit back home to Denmark, where he came across the O-Loeb rally, which he was told attended by 150 of the 453 members of the Danish Triumph club. This picture shows what Henrik was told is one of only two herald "station cars" in Denmark - although someone may know something different?



We both attended the Inter Club Event at Malvern in August and had a great time, especially catching up with TSSC friends from across the country. Unfortunately, largely due to the continuing dangers of Covid making travel difficult and uncertain, we were unable to meet up with any members from outside the UK - hopefully next year at Stafford!

However, we were delighted to be presented with a TSSC International "power flag", shown here fluttering proudly between our tents and cars - the Herald Convertible is Jess's, the heavily laden modern is John's (not a TSSC car, but the Spitfire would never have managed to haul so much Triumph and MG Autojumble to the show).

Malvern tents/flag pic

Whilst we were enjoying



**Randi and Lillian Hildebrand** - our Danish Country Contacts - were also at the Rally that weekend, and sent us this picture of some club cars lined up in front of Fredensborg Castle, where parking was allowed by the Crown Prince and Princess.

Randi and Lillian also told us of recent difficulties in getting parts



from the United Kingdom: *"At the moment it is very difficult to get spares from the UK. Sometimes the waiting time is up to 7 weeks and sometimes they get lost in custom.*

*Luckily we have got a new Danish supplier, who is able to get stuff from most major suppliers in the UK."*

On an encouraging note, **Chris Anthony** - a member living in France - sent us some good news he had received from **Rimmer Bros**, that suggests that UK parts companies are beginning to adapt to some of the challenges thrown up by Brexit.

A Rimmer email Chris received described: *"a new EU shipping service, currently available for orders placed via phone or email. We can now ship your order door to door with Duty & Taxes pre-paid, no hidden charges! Our new DDP (Delivered Duty Paid) service is all inclusive and takes care of everything for you in one single payment. Orders are delivered quickly with no customs border delays to worry about."*

The email also promised that this is: "just the first phase of improvements to our EU service, we'll soon have this service available on our website and other news too!". Although it may take a while to find the new "normals", it is clearly worth keeping an eye on the websites of Rimmers and other suppliers, as they seek to circumvent some of the obstacles that go with being outside the EU single market.



nized by our Giovanna Riva, who owns a green mk3. Both "Targa oro ASI", the best award in Italy for a classic car."

*"In June there was a 2 day meeting in the Bologna hills, the first of the year with 25 cars, very well run by Matteo Mattarelli and in September another is scheduled, organized by Enrico Vandone in Parma e Piacenza. Busseto is Giuseppe Verdi's birth place and really worth a visit. It is already sold out with 35 cars booked in four days! Triumph people were hungry to see their friends and - for 2021 - this is the very*



**Pietro Noe**, our Italian Country Contact wrote to update us on this summer's activities in Italy. Although more limited than usual, it was good to read about what has been achieved: *"pretty soon - the next year I hope - our Triumph Italian Register will come back to the usual seven meetings, but this year we were only able to do two, plus a Triumph Spitfire Day."*

*"This one was in Treviglio in July, well orga-*

*last chance!"*

**Colin Lindsay** - the Club's early Herald Registrar has very kindly sent us another absolute gem. Whilst trawling the internet for floorpans for his own Herald, he came across a blog from Pakistan, recording how a man has replicated Herald repair sections from hammered steel sheet - literally a hammer and 18 gauge steel! As Colin says, they are absolutely superb!



This photograph shows the original floor in place on the right of the picture, with the hand beaten replacement taking shape to the left. Although it comes to a halt in July 2013, it is well worth a visit to this blog, to see some of this man's amazing work: <https://www.pak-wheels.com/forums/t/rebuilding-triumph-herald-63-original-convertible-for-my-son-spitfire/187793/302>

Finally, you may remember our plea for anything - scanned documents, links to websites, reminiscences, or even hearsay - relating to Standard Triumph Assembly Plants outside the UK in last month's Courier?

Well, we've had a few snippets back and have started working through the Richard Langworth and Graham Robson book "Triumph Cars - the complete 75-year history" to see what we can uncover there, but would be very grateful to hear of anything else anyone could direct us to.

Part of our research turned up this wonderful image of a Standard Gazel, made by Standard of India from 1971 (when Herald production ended in the UK) right through until 1978. Looking very much like a Triumph Herald, but one that is shocked by being renamed and by having a couple of extra doors

added to it, this bench seated car was apparently marketed by Standard Motor Products of India as a 'four-door, four-light, five- to six-seater saloon'.

Apparently there were also Standard Gazel estates and convertibles, which - like the saloon - had this very different nose treatment, as well as a very different tail and dashboard and what seems to be completely different rear suspension to a Triumph Herald.

If you're interested in finding out a little more, we can recommend a couple of links to get you started. The first is the UK based "honest john" (no relation):

<https://classics.honestjoh.co.uk/features/curiosities/curios-standard-gazel/> The second is an Indian Forum:

<https://www.team-bhp.com/forum/post-war/163793-1974-standard-gazel-restoration.html> For a real eye opener, there is a You Tube film of one still being driven on the roads of India

- this one is claimed to still be running on its original tyres - from 1979. If you skip to 10:30 on this film, that claim looks scarily likely - and don't miss the radiator cap a few minutes later!! <https://www.youtube.com/watch?v=rmmTmvrDGQc>

If this has piqued your interest, and you discover - or already know - any more about the Standard Gazel, or any other non-UK assembled Standard Triumph car, please drop us a few words, so that we can share them with our readers one day, once we pull everything together. Obviously, pictures can be more difficult, with copyright issues before we could print them, but do please let us have any and we'll see what we can do with them.

As always, we love to receive any Triumph related words and pictures - covering cars, events, or any international experiences and travels - from anywhere in the world, so please write to us at [international-liaison@tssc.org.uk](mailto:international-liaison@tssc.org.uk) and we promise we'll share your story with your fellow TSSC Members.

*Jess & John*







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# BOND EQUIPE

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

## Restorations Ahead!

October – maybe it's time to start on the next restoration? Well, I have heard from Jeff Baker, who is a very early TSSC member - earlier than me, and I was No 54! He has had his 2 Litre Coupe in storage for many years, but has now started working on it and has sent me the following article based on the initial works – over to Jeff – who writes:

*"I bought my Bond Equipe MK2 2Ltr in 1974, other than about a 10 year gap in the late 80's, when I sold it due to marriage, it has been a constant 'companion'. I travelled 120,000 miles in the car and was very happy when I was able to acquire the car back at the end of the 90's. It had actually not travelled very far in the 10 years out of my ownership, but had been kept in a dry garage.*

*Being 100% original it still didn't look too bad then, just get the engine running and spit and polish and away we go, however due to circumstances it was moved into another dry garage and there it sat until 2019 when I was able to move it to be with me, following a house move with good storage.*

*The car is a little unique having a chassis plate dated after the cessation of the Bond company and being sold to the first owner in Jersey.*

*Taking a measured in depth look around the car, I still didn't think that it was too bad, except the chrome had weathered badly and the whole car looked a bit more down at heel.*

*With the benefit (?) of lockdown, I decided to start on a few easy bits myself, and to attempt to get to a rolling, running vehicle, but quickly*

*realised that there was some important welding that needed to be done, which I was not capable of doing.*



*I asked a well known local Triumph specialist to come and have a look and give me an idea*



*of what was required. He also didn't think that the car was too bad but doing restorations for a living was keen to confirm, what we all know,*





lace work. Out-riggers and cross-members were ok but have many dents and twists in them, as if the car had been jacked up incorrectly many times.

Very strangely the front body mounts on both sides were in the place of the second body mounting and vice versa. This was very obvious as they are different sizes, but I have no idea how this

that small rust holes lead to bigger ones. It was decided to let him take the car away and get a proper look at the car on the ramp.

With a sudden space in the workshop the Bond was despatched.

An hour later I received a phone call, "you'd better come and have a look at your car".

A very different story was apparent now the car was on the ramp. Pretty much the bottom of the car was non-existent or wafer thin. Bottom corners of the scuttle were both



has happened, certainly not in my ownership.

It was decided to attack the car in separate stages and keep the body on the chas-



very rusty, seat belt mounts a bit fluffy and both floors looked like

sis at all times so that the fibreglass was not disturbed. Also I had to be mindful of available funding, so we decided on the following staged restoration route.

Stage 1 – Offside



Stage 2 – Nearside  
Stage 3 – Front screen  
surround

Stage 4 – Mechanicals

So far the bottom quarter of the scuttle has been replaced along with internal A post, new drivers floor and the off-side sill/tread plate is currently being worked on. There are lots of different

*pieces of metal all coming together and lots of lining up. This restoration is going to take a bit longer than I had hoped."*

Jeff – I think you have your work cut out but with patience you will get there. As a taster of what you could achieve there is a very nice Coupe for sale in New Zealand – they are asking \$25000 or



It was good to see 5 Equipes at Malvern, we did not manage to get them all together but did have a nice little display of three 2 litre cars on Sunday.

Now for something so rare I believed it no longer existed. Having purchased Bond Cars Ltd Reliant did not continue with the project of bas-

ing a new car on the Triumph 2000 but did produce their own prototype Mk 3 Equipe. Photos of the car are featured in Nick Wother- spoon's Lawrie Bond – Microcar Man, and I, like 99.9% of the Bond World believed that the car was destroyed by Reliant. However that was not the case as it appears that it was sold by the Reliant Factory in 1981, and has been stored in a barn ever since.

This prototype was offered for sale at the Bonhams Auction at Beaulieu this September, I was there, and I raised my hand, and I now have a new project – more anon.

There were also two Convertibles, a Herald Estate and a Herald Convertible which came out of the same barn, hopefully in due course



£12,500 which is the most expensive Equipe I have heard of.

I will hear from the owners of the Convertibles, I hope these will be restored, although they need



**The Bond Prototype**



a lot of work it is doable, and are better than some.

It looks like along with Jeff a few of us have restoration projects ahead!

Not surprisingly none of the Bonhams Equipes were on my register so it was good to add the details of the three 'new' cars – I now have some information on 765 out of the 4389 Equipes produced by Bond.

*Guy*





## To Malvern...twice!

Hello, Hope you and yours are well. As often I say, we need to go back to go forward, and August was certainly a busy month for the 2000!

The ongoing saga with the paint work took a positive turn. The detailer I had visited was intrigued when I said the white spots had returned. He asked me if I could go back and see



spots will continue but it seems it's an age-related issue with the cellulose paint.

So, all cleaned up, but where to go?

Malvern!!!! We went up on the Sunday and what a fantastic event! So many Triumphs and MGs too made for a great event. Good number of big saloons in attendance

him again. He tried a couple of products, but nothing would remove the stains. However, there was a definite improvement of the paint. He continued onto another panel with the same result. We agreed a cost, so he continued the rest of the horizontal panels. The roof was quite amazing. The left is after the cutting compound and mop has been used. The right is how it looked before!



He continued and the result was most impressive. Unfortunately, the issue of the white

too which was great to see. Shout out to Martin and family who were busy keeping their recently restored and many parts rebuilt 2000 in superb condition.





Lovely Lavern hills in the background...

Harry and I stayed overnight and visited the Morgan factory for the factory tour, being up close and personal (COVID-19 compliant) to the workers building the cars!

torway and 70mph, it quiets down and just a faint burble. You can really feel that's what this was built for!

The following week by some bizarre coincidence, my very good friend from South Bucks area, **Dan James** was getting married.

I'd offered to give his Stag a wash and polish for the event. Made for a good Triumph collection!

His bride to be, **Elaine**, is from Malvern! So, back on the motorway to



The Triumph received a good number of looks parked in their car park!

We travelled over 120 miles to the Malvern show ground and a few more to Morgan, then the return home, so probably over 250 miles. Full tank of Esso Super unleaded (lowest ethanol content) and not an issue there or back! The Chris Witter sports exhaust is a great combination as sounds very impressive around town and cross county, but when sitting on the mo-

with four miles of where I was a week earlier! Dan had asked if I could collect the bridesmaids and page boy, and follow his brother driving the bride and brides' mother to the church. I arrived early just to be sure, and all went well. On the journey up. It was a good ¾ hour trip from Elaine's parents house to the church. The ribbons made for entertaining driving conditions at times, as would rise up and then return! Great to have the



**Dan & Elaine**



Triumphs in convoy. We arrived just about on time at the church. I collected the bridesmaids and page boy and made our short way to the reception held at a lovely manor house / hotel with fabulous grounds.

Robin from South Bucks made the journey in his Spitfire. The following day I made the journey back. Just as I made it to the drive, the sun came out so a great reason to stop for another picture!

So, another 200 miles or so covered on that weekend, bringing the total somewhere close to 500 miles! In fairness, two tanks of Esso Super unleaded is all the 2000 has wanted. Probably the highest mileage I have covered in this car in such a short time.

Two personal points TSSC related. My son, **Harry Swanson** passed his driving test (first time) a couple of weeks ago

On a very sad point, my dear friend from the TSSC South Bucks area, **Simon Embury** passed away October 2020.

Take care,

Carl



**Simon Embury**



# PRACTICAL CLASSICS NOVEMBER ISSUE ON SALE NOW!



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## FEATURES



## SAGAS





## Tour of Devon

by Sue Franklin

Some 40 years ago, a young Jon Chartres suggested to the then Devon AO, Stan Walters, that he would like to organise a long distance driving event. In 2021 this dream was realised on Sunday 5th September with the first Tour of Devon.

With the help of online mapping tools to meticulously plan the routes and further help from Rob Lingard, Darren and Andy from North Devon and a little from me, the idea turned into reality.

The weather was perfect and with three starting points to choose from, North, South and East, 70 cars registered to take part, mainly from TSSC and the local Stag Owners Club, but all other local Triumph clubs were invited. With each of the three



### South Devon Start

routes split into 6 stages, drivers were able to join in at any point they wished and many chose to start near their homes and drive their selected stages.

The non competitive social event was a roaring success and



### No Tights Needed



### Route Book South

everyone enjoyed driving some of the most beautiful parts of the county from beach scenes, narrow country lanes, dual carriageways, motorways and beautiful Dartmoor. The finish was at Okehampton with a gathering of Triumphs.

The WhatsApp group set up to report holdups etc was buzzing, with comments and photos coming in thick and fast. Rumour has it that organiser Jon and Phil in Phil's magenta GT6 may have got lost at one stage, and when the



**Parked up**

fan belt broke, his spare was fitted with the aid of Steve's and his 2.5PI boot load of spanners!

A hugely enjoyable day, which could not have happened without Jon. Already we are getting requests about the 2022 run which is in the early planning stages and, with a few tweaks, should be one to watch out for.

We will publicise the date in due course but when we do, why not plan to take a short break in Devon and join us?



**Misty Dartmoor**



**The Usual Crew**



**Dartmouth ferry**



**Slapton**



**Over the Bridge**



**Great rear view**



Saturday morning the 14th August 2021 saw the TSSC Show and Shine competition take place at our international event at the three counties show ground near Malvern.

The show and shine competition is the TSSC's way of letting everyone's cars compete against each with a slightly less formal scoring system than that of a full concours competition.

This year's competition was one of the highest standard of vehicles I have seen for a long while, obviously lock down time off has paid dividend to the cars.



**The Show and Shine Line up**



**1st Nick Seaton**



**2nd Richard Gash**



**3rd Davina Clarke**

I would like to thank our esteemed judges **Bob Rowland, Chris Allen, Julian Rowell and Sue Franklin**, for all the time they gave to looking and judging all of the beautiful cars that were entered into the competition.

**In Third place was Triumph Spitfire 1500 YHV 746T**  
owned by Davina Clarke

**Second place went to Triumph Vitesse OCV 627G**  
owned by Richard Gash

**With the Winner being Triumph Stag TDK 355S**  
owned by Nick Seaton



# TSSC Concours Malvern 2021

by Chris Gunby

Sunday saw the return of the TSSC formal concours, this year organised and run by Tony Simpson and Steve Taylor who sadly two days before the event was showing Covid symptoms, this meant Steve could not attend so I had to step in and run the Sunday event.

Never in all my years of being involved with Concours cars have I seen such an amazing top three finishers with a possible 465 points available, all three were just one point away from each other.

Hopefully when people look at the winners they will see a very varied field of cars and as I have always said "It is not what you restore - it is how you restore it."

Again I would like to thank our judges for giving their time to look around the amazing cars also I would like to thank all the entrants who spend hundreds of hours in preparation for an event like this.

## RESULTS

In third place was

**Triumph TR5 TAL 825G**

owned by Gary Yardley

In second place was the

**Triumph Stag TDK 355S**

owned by Nick Seaton

Winner of the TSSC Concours

2021 was the

**Triumph Toledo ENX 402K**

owned by Chris Howell

which was restored in memory of his parent's and owned by the family from new

All of these members have done amazing restoration's to their cars hopefully we will see you in your's next year at Stafford 2022

**Chris Gunby**

TSSC Chairman



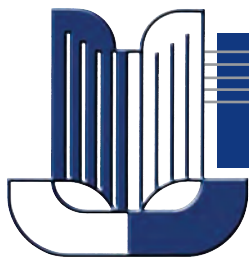
**Winner - Chris Howell's Toledo**



**2nd - Nick Seaton's Stag**



**3rd - Gary Yardley's TR5**



# Car Loan Project

By Matthew Goodwin

## Acclaim Show Off

**Saturday morning, the 14th August, and the second day of the Triumph & MG Weekend at the Three Counties Show Ground in Malvern.**

I was up bright and early, my sandwiches were made, my flask was full of tea, my ticket was in my rucksack, and I headed gingerly out onto the road in my pristine Triumph Acclaim that looked as though it could plausibly have just rolled out of the showroom the day before. I was a little nervous, and not just because the

years, but this would be the first one I've attended where my own car would be on display and under the scrutiny of the general public. Not only that, but the owner of my car, Chris would be there, and I really didn't want to disappoint him. I'm not at all used to showing off my things, in fact most of my friends don't even know I have this car yet, and the thought of putting Alisha up on a pedestal where she would be judged and criticised by complete strangers filled me with dread. Still, I'd promised to be there, so there I would be.

I needn't have worried. Due to a motorway hold-up, I'd arrived a little later than planned, and I'd encountered a shower of rain halfway through my journey, but once parked in the hanger alongside the four or five other Triumph Acclaims there, I felt strangely relaxed. Mercifully, the rain hadn't spoiled my carefully polished paintwork, and though, as predicted, Alisha wasn't quite the best



sky was grey and threatened to rain at any second, which would have completely ruined all the hard work I'd put in to make my car look as good as it did. I've been to a few classic car shows before, though not for many

Acclaim present, she was definitely one of them. She certainly had the best looking set of wheels, even compared to the concours-winning example on the end of the row, and her bumpers were definitely the least scuffed. All in all, Alisha held her own pretty well, and I was very proud to have her on display for the 40th Year Anniversary of the Triumph Acclaim. To be honest, I've never really been all that bothered about what other people think about me



or my things, but it certainly was nice to receive so many compliments about how nice my car looked. That said, I had to distance myself from it after a while, and I opted not to join the other Acclaim owners in the live arena because I'm not very comfortable in that sort of environment. Plus also, my clutch leg was aching after the journey there, and I needed to save my strength for the drive home. Chris seemed happy with the car, and that, for me, was enough.

The people there were a friendly bunch, save for the odd old man with a beard who felt compelled to explain to me, yet again, that my Acclaim isn't actually a proper Triumph. The most hilarious one of these was a man in a petrol station a few days earlier.

Hilarious because he happened to be driving an Audi A3, which as we all know isn't actually a proper Audi, it's merely a VW Golf with a slightly different bodyshell and four rings glued to the radiator grille. The irony was obviously lost on the poor chap. Still, as someone once famously quoted, you can't please all of the people all of the time. Not that I'm all that bothered. These are the remaners of the classic car world, and are to be pitied really. Imagine being so insecure that you have to belittle someone else's car in order to feel good about yourself. Sad, very sad. I've never understood this petty derision of the Triumph Acclaim. Yes, it was firstly designed by Honda and only slightly re-worked by British Leyland Engineers for the British Market, but it was assembled in Britain, by British workers, and for me, that still counts as being a British car. Plus, let's be honest, Honda make blooming fine cars that are superbly engineered, very well put together, and hugely good fun to drive. I'd certainly choose one over a glorified Golf with a truly appalling ride quality, that's for sure.

Perhaps I'm biased because I happen to like Japanese cars. There's an integrity to them that British and European cars just don't have; They feel better engineered, better put together, and more durable than almost anything else on the road, and I like that in a car. No other nation on earth can produce a car quite so well as the Japanese. They really are, in my opinion, the best engineers in the world. This is one of the many reasons why the Triumph Acclaim appeals to me. I like the build quality, and I like that it has the sort of reliability a Dolomite Sprint owner could only dream of. And unlike owners of the Triumph Stag, I also like that I can drive along without having to keep one eye constantly glued to the temperature gauge. But having only ever driven the Acclaim, it's difficult for me to be objective because I've absolutely no idea what a 'proper Triumph' feels like. I haven't driven any. I'd love to say that Honda and British Leyland worked together and produced a car that captured the spirit of what a Triumph should be, but I can't. What I can tell you is that the Acclaim is a very well built, and very well engineered sports saloon that is hugely good fun to drive, and it puts a massive smile on my face every time I climb into it. Died in the wool Triumph purists might want to look elsewhere, but for anyone who just wants an interesting classic to have fun with, that they can drive without too many worries about reliability, the Acclaim makes a great deal of sense. I love mine, and you'd love one too, I'm sure. If you've never driven one, try one. You might just be surprised.

Walking around the show, or in my case wheeling around on my

mobility scooter, I was amazed by just how friendly everyone was. Pretty much everyone I met was enthusiastic and willing to share a few moments for a chat. I particularly enjoyed looking around the auto-jumble. I can't even begin to describe how joyous it is to deal with people who know what they're talking about, and having access to trade and other owners with a wealth of experience they're only too willing to share is beyond valuable. I picked up a giant roll of polishing cloths that would have cost four times as much in Halfords, and some Lead Additive for my petrol that I haven't been able to source locally yet. It seems that nearly everyone with a classic in my area has already had their cylinder-heads converted to run on Unleaded Petrol, so the demand for the additives isn't really there any more. I also found a company that produces tailored custom fit carpet-mats for any classic car you happen to mention, made to factory specification. The carpet they use is very high quality, and they offer a range of different colours to suit your interior. You can also add different coloured stitching and embroidery logos to make something truly unique to your car. I was very impressed, and if the Acclaim was mine, I would be very tempted to have a set made. Prices are very reasonable when you consider what you are actually getting, and the time involved in making them, but for the moment I can't justify spending £115 to £150 on something for a car I'll be handing back in a years time.

The cars on display were amazing. It was especially nice to see so many examples of MG Z Cars. I used to work in an MG/Rover Dealership in the early 2000s, so looking around the MG ZR, ZS, & ZT models

brought back many fond, and a few not so fond memories of my not so illustrious career in the motor trade all those years ago. I still can't forgive the Phoenix

in the same hanger as my Acclaim. The owner had invested a lot of love into this car, and it showed. It was absolutely marvellous, and reminded me of the car the character Purdey drove in the New Avengers.

Happy days.



Four for running off with my pension, but it wasn't the cars fault, and it was certainly good to see them all again, especially now that they're in the care of such dedicated owners. Most of all, I just loved the laid-back and fun-filled atmosphere of the show. Hardly anyone was wearing masks, which was nice to see (for me), and there was very little fear amongst the people attending. Everyone was relaxed and having a great time, just as we're meant to. My favourite cars of the show, in no particular order were a 1913 Vintage Triumph, a bright yellow Triumph TR7 in the concourse selection that looked absolutely stunning, and an equally stunning brown Triumph Dolomite 1500HL also in the same hanger. I was also rather taken by the yellow MGB Roadster with a V8 conversion parked

It was a lovely day out, with great people and some truly remarkable cars. I will definitely return next year, and enjoy it all over again. Overall car of the show for me was that spectacular TR7 in yellow, which only just pipped the yellow MGB, and is something I'd one day love to own. However, the car I'd most like to have driven home in, was in fact the car I drove home in. The other cars at the show were lovely, and amazing, and spectacular, but there's just something about this little beige car I've been looking after for the last couple of months. It isn't the fanciest, or the smartest, or the most expensive, and it certainly isn't the fastest; but I just like it. For this young at heart middle age man looking back at the 1980s through rose tinted glasses, the Acclaim reminds me of my childhood, and of being with my granddad, who always appreciated a good car. It's the sort of car he would have chosen, and he did in-fact have a lovely gold SD3 Rover 213 that came after the Acclaim in around 1984. Having this car helps me connect with him, and I'm sure that I can sometimes feel him sitting beside me in the passenger seat as I drive along. To anyone else, it's just an old saloon car that's mostly been forgotten. For me, it represents something a bit special. This particular Acclaim is more than just a car, it's my friend, and a porthole back to my childhood era when life felt so much simpler and more care-free. I've formed a bond with it, and I really do love it, to the extent that absolutely nothing else would ever do.

Matthew



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**ONE OWNER MKIV.** Zetec 1.8 engine, type 9 g.box, 3.63 diff, GT6 brakes, USA spec bonnet, Mazda MX5 cloth seats, mohair hood. Emerald green paint. MOT'd until August '22. £7,250 **David Bayliss (Isle of Wight)** +441983 731991

## *Vitesse*



**2L MK1 SALOON** 1969. 69k Miles Overdrive, MOT July 2022, Recent Triumph Specialist work, Roof recently stripped and resprayed, New Tyres all round, Minilite Alloys, Lovely car but not perfect More pictures available £8,500. **Phil Griffiths (Harrow, Middlesex)** 07713 066316

## **GT6**



**RESTORED MK3**, owned 16 years. TSSC valuation this year £16,800. Loads of history, pics etc. Please call for more information. £13,000 **Hugh Estill (Staffordshire (Lichfield/Tamworth))** 07789 957649.

## *Herald*



**1970 13/60** (81,480 miles) Owned by me since August 1984. Body off restoration (new outriggers, sills, wheel arches & lower doors reskinned) in 1990s Brakes overhauled in last 3 months. Regularly serviced. Car runs well. £7,500. **Paul Mann (Great Bentley CO7)** 07877 008011.



**13/60 ON ROAD PROJECT.** Has been Motd since digital mot started, poor paint needs respray good runner, on road restoration, interior ok, good tyres. £1,000. **Gary Pearson (Nottingham)** 07445 515279.



**VITESSE Mk2 CONVERTIBLE** 1970 Soft top with overdrive, leather seats. Mileage 74,494. £5,500. **M. Evans (Ammanford)** 07989 300098 after 2.00 pm.

**MK2 1971 CONVERTIBLE** Reasonable condition. Spare Bootlid. Chrome wire wheels. Good hood. Red. Selling for health reasons. £8,995. O.N.O. **Trish (Southport, Lancs.)** 07594 604523.



**VITESSE CONVERTIBLE WITH OVERDRIVE.** March 1970 Vitesse Mk2 Very original car, boxes of paperwork, and spares, 4 previous owners full service, MOT 03/09/2021 73712 miles, high res images available TSSC valuation £17,000 £10,500. **David Dawson (Retford. Notts. DN22)** 01777 704224.

## **2000**



**TRIUMPH 2000 MARK 2 ESTATE**, Automatic. Barn Find early 1970 66k. Complete in Navy Blue rare Needs full restoration. Substantial corrosion lower parts. Engine and autobox are fine, drives ok. Some spares, doors, bumper, dashboard. £1,000. **Samuel Shattock (Silsoe, Bedfordshire)** 07850 015961.

## **Cars Wanted**

**VITESSE MK2 CONVERTIBLE WANTED.** Seeking Triumph Vitesse convertible prefer excellent car but all conditions considered please call or mail me if you wish to sell yours. Happy to travel for the right car. **Russell Johnson (Hindhead)** 07876 616886.

# Parts for Sale

**SPITFIRE MKIV HOOD FRAME.** Good working order. Needs painting. Photos available. £100 **Robert McMahon (Windlesham, Surrey)** 07825 833107.

**SPITFIRE ROLLOVER BAR.** Roll over bar taken off MkIV Spitfire but should fit 1500. £75 **Graham Warr (Teesside)** 07789 711856.

**GT6 3 JOB LOT OF SPARES.** FREE. Some Glass & other parts. Good Off-side door. Free to collector. **John Wanstall (Hereford)** 01432 279292.

**COURIER MAGAZINES.** I have approx. 24yrs of The Courier club magazines approx 300 editions if they're of interest to anyone, due to weight must be collected, Northampton. **Alan Lucking (Northampton)** 01604 719435.

**SPITFIRE 1500 FACTORY STEEL HARDTOP.** In good condition (Emerald Green), minimal refurbishment work required prior to you repainting in colour of your car/choice. £225. **M. Saunsbury (South London)** 07939 452702.

**13/60 SPARES** - dynamos, water pump and fan, inlet and exhaust manifolds, half tonneau, door handles, regulator, seat rails. phone for details. £25 **Malcolm Grieve (Swindon, Wilts)** 07769 855526

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# Parts Wanted

**TRIUMPH HERALD WHEEL.** I am looking for 1 Herald wheel if anyone is selling any please. **Susanne Howes (Leicestershire)** 07958 607521.

**SPARE WHEEL NEEDED** 4 1/2J wheel needed for Mk 2 Vitesse Estate. Rostyle wheel trim type. Des Sowerby (East London) 02089 267250.

**WANTED FOR LHD SPITFIRE 1500.** Ignition upper surround XKC2342 and lower surround XKC2345. **Ray Kelly (Northampton)** 07815 512984.

**SPITFIRE MK 3 HARDTOP WANTED** Factory hardtop wanted for Spitfire Mk3 ,any condition considered, preferably with rear glass . **David Marklew (Walsall)** 07840 168554

**TR7 WHEEL NUTS WANTED.** Looking for a set of TR7 alloy wheel nuts if any one has any for sale? **John Lennox (Motherwell, Scotland)** 01698 841134.

**VITESSE 6 ENGINE WANTED** Good 1600 Engine, whole lump or good

bottom end wanted, **James Hawes (Essex)** 07850 426873.

**SPITFIRE MKIII WINDSCREEN FRAME.** I am looking for a windscreen Frame for a Spitfire Mk3 **Graham Waters (Rookley, Ventnor)** 07791 700609.

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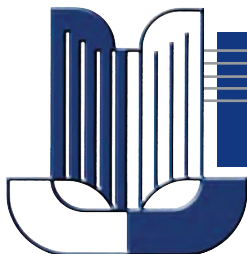
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### HERALD 948/1200/1250

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

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Tel: 0776 7248798 e-mail: [specials@tssc.org.uk](mailto:specials@tssc.org.uk)

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**Carl Swanson**, 55 Heath Rd, Beaconsfield, Buckinghamshire HP9 1DG.  
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### TR 4/4A/5/250/6

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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)

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**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)

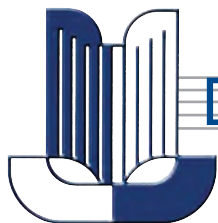
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### PUBLIC RELATIONS OFFICER

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# 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, Hare and Hounds 8 Silver Street. RICCALL. YO19 6PA.	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 <b>George &amp; Dragon</b> - MEAFORD Nr STONE ST15 0PX	LAST WED 8PM.
<b>WEST MIDLANDS</b>	<b>Chris Allen:</b> 07505 110922 <b>Drakes Drum</b> Great Barr - BIRMINGHAM. B44 8TR <b>Sharmans Cross</b> - SOLIHULL WEST MIDS B91 1HT	1ST TUES. 7.30PM. 3RD WED. 7.30PM.
<b>WORCESTER</b>	<b>Vicky Kitchen:</b> 07745 299457 <b>The Nightingale</b> - Spetchley - WORCESTER. WR7 4QS	1ST MON. 7.30PM

## EASTERN AREAS

<b>CAMBRIDGE</b>	<b>Tom Hartley:</b> 07795 436149 <b>Crown and Punchbowl</b> , Barrington Green, HORNINGSEA, CB25 9JG <b>Barrington Village Green</b> , CB22 7RZ. (and at 12pm New Years Day)	1ST MON. 8PM 1ST FRI 6PM (Apr-Sep)
<b>ESSEX</b>	<b>Mike Titchen:</b> 07860 708356 <b>"Passing Thyme" Cafe</b> - RAYLEIGH ESSEX SS11 8SJ	2ND SUN. 12NOON
<b>M25 EAST</b>	<b>John Hill:</b> 07938 526324 <b>The Royal Hotel</b> - PURFLEET - OCTOBER TO APRIL	4TH SUN. 12 NOON
<b>NORFOLK</b> ALT MONTHS START JAN	<b>Mike Carroll:</b> 07828 103064 <b>The Oak Tree</b> - Ipswich Rd - NORWICH. NR4 6LA	2ND MON. 8PM
ALT MONTHS START FEB	<b>Paul &amp; Christina Girling:</b> 07584 000442 <b>The Windmill Inn</b> - Mill Street - NECTON. PE37 8EN	2ND MON. 8PM.
<b>SUFFOLK</b>	<b>Colin Wake:</b> 01206 250360 <b>Sorrel Horse</b> - BARHAM - IPSWICH. IP6 0PG	1ST TUES. 8PM.

## SOUTH EASTERN AREAS

<b>EAST BERKS</b>	<b>Doug Brown:</b> 01189 321390 <b>The Shire Horse</b> - Nr MAIDENHEAD on A4 - SL6 3QA	2ND TUES. 8PM.
<b>SOUTH BUCKS</b>	<b>Daniel James:</b> 07818 052276 <b>The Harte &amp; Magpies</b> - Coleshill, AMERSHAM BUCKS. HP7 0LU	3RD WED. 8PM.
<b>CANTERBURY</b>	<b>Anne Mullender:</b> 07845 916665 <b>The Red Lion</b> , Badlesmere, FAVERSHAM, ME13 0NX	1ST THURS. 7PM.
<b>GATWICK</b>	<b>Tony Locker-Lampson:</b> 07775 564427 <b>The Red Lion</b> , Lion Lane, Turners Hill, Nr CRAWLEY, RH10 4NU	2ND TUES. 8PM.
<b>HANTS &amp; BERKS</b>	<b>Alan Fulbrook:</b> 07795 096394 <b>The Twesledown</b> , CHURCH CROOKHAM, FLEET, HAMPS, GU52 8DY.	1ST TUES. 8PM.
<b>HERTS &amp; BEDS</b>	<b>Peter Lewis:</b> 01582 750943 <b>The Old Hunters Lodge</b> , 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 <b>The Woodman</b> - Goathurst Common - IDE HILL - TN14 6BU <b>The Castle Inn</b> - Main Road - BODIAM -TN32 5UB	LAST TUES 7.30PM LAST WED AT 7.30.
<b>NEWBURY</b>	<b>Dave Rumens:</b> 01635 868640 <b>The Coach and Horse</b> , A4 MIDGHAM, RG7 5UX. <b>The Craven Arms</b> Skinner's Green Ln, ENBORNE. RG20 0HG.	2ND WED. 7.30PM 4th Wed. 7.30pm
<b>SOUTHERN</b>	<b>Mike Goolding:</b> 01252 722432 <b>The Seven Stars</b> - STROUD GU32 3PG	1ST TUES. 7.30 PM.
<b>SURREY</b>	<b>Clifford Darby:</b> 07853 793341 <b>Wellhouse Inn</b> - Chipstead Lane - MUGSWELL. CR5 3SQ.	LAST WEDS. 8PM.
<b>EAST SUSSEX</b>	<b>Ian Gordon:</b> 01273 813691 <b>The Halfway House</b> - Rose Hill, ISFIELD SUSSEX. TN22 5UG.	1ST WEDS. 8PM.
<b>WEST SUSSEX</b>	<b>Nigel Ayre:</b> 01403253034. <b>George &amp; Dragon</b> - Dragons Green - HORSHAM RH13 8GE	3RD WEDS 7.30 PM.
<b>THAMES</b>	<b>Mickey Hazell:</b> 07773 623807 <b>Fairmile Inn</b> - Portsmouth Rd - COBHAM. KT11 1BW. <b>George Inn</b> - 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
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<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

First of all we would like to apologise for not being able to attend this years Area Organisers Seminar and AGM unfortunately Nigel and I ain't feeling the greatest at present hopefully we will feel better soon. We know Chris and the team would of made an amazing job in presenting the seminar and hope you didn't miss us too much or had more fun without us.

By the feed back, we had a great attendance on Zoom and a few showed at HQ. Congratulations all who won awards they are very much deserved and we heard we were also given an award which we know Chris is presenting us with soon. Thank you again for your continued support in your areas and I'm doing a quick recap on the ALO seminar and hopefully in October or November's report we have answers to your questions.

We wanted to chat regards Malvern of which everyone has been saying what a buzz and great show it was. And ourselves we thoroughly enjoyed organising it and running the show with TR Register and MG guys. We are looking forward to - Fingers crossed - Stafford next August, a few bits are already being sorted and wash up meetings are taking place. Again we would like any one to help with in the show I know we have some volunteers already. Which is wonderful, even if it is just an hourdirecting traffic or help out on the Club Shop or Valuations, every little helps. Also we've been thinking about the presence of the TSSC and where best we can show unity around the country. We know we cannot do all the shows and already we have NEC, Duxford and SEM. It would be good to be at other events such as the London show, Carfest up or down the country. Goodwood and lots of large shows that go on throughout the country. Something for us to think about and

begin showing our presence.

Another question we wanted to ask is about the Club website page and of up dating area Events and Details. We do know some use it regularly but other Areas don't use this tool to promote your area meetings. Facebook ads is presently our biggest advertisement for our areas. Which is great, and we know Tom Hartley is working on the Website and we will catch up with him soon to discuss how it is going. And last but means least what do area organisers need to promote your area. We did banners and power flags before. Drop us a message on ideas to promote TSSC more.

Re Registering your area. It is great that we have had a busy gatherings and meet ups throughout the summer months, fantastic. Don't forget as well if you are still the area organiser for your area just drop us a 'what's app' or email to say all is the same but if there are changes afoot we need to know asap. A new registration form must be completed and sent to us.

Thanks again everyone for all your hard work throughout these difficult times. Many Thanks.

*Nigel & Di.*

## Andover

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

Tel. 01672 514241

Where has this year gone, October already, clocks going back at the end of the month and the evenings getting darker.

We had a smaller group for lunch in September on a scorching hot day. We took Sybil out for a jaunt and together with Robin's Spitfire and Ed's TR6 they just squeezed into a busy car park. We were a bit worried as we got close to Clatford as there was a large road closed sign and a police car parked behind it. As we stopped and were cogitating how to get to the pub if our road was closed a car coming towards us stopped next to us and on hearing where we were heading told us how to get there, taking the next turning, so we did so and on our route found the very picturesque Norman Court barns and the pretty bridge a little further along over the River Avon. New to us but very familiar to Ed & Maureen. It does some-

times pay to have to take a detour when we find such pretty areas to drive through.

Ed has "reverted to the original wheels on my TR6 and purchased original size tyres at vast expense, but the result was good - I don't think you can't beat the original wheels. Son Dave has been spending with Rimmers again, this time bits to get the injection system up to scratch and a multi-branch exhaust - 'because they look nice!' He reckons this will be the last big spend before he gets his rebuilt TR6 going - just in time for winter! TR7 plods on with no problems except for a squeaky seat and the temperature gauge having a mind of its own."

Robin is tempted to sell the Spitfire, although he's likely to be unpopular with Ann if he does, so we wait with bated breath to see who has the upper hand in this question.

We're planning to stick with our midweek lunches for now and if we're lucky with the weather we'll stick with eating outside, otherwise we'll book inside unless they're particularly busy.

Next meeting 13th October at 12.30 - The Royal Oak, Goodworth Clatford, SP11 7QY

*Suzie & Guy*



# Avon - East Berks South Bucks - Cambridge

## Avon

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**Tel. 07860 878058**

As the summer and therefore the show season draws to a close, it was good to meet up with 16 members at our monthly meet on the first Tuesday of the month. A few will have attended shows once this article arrives on your door step. I and another member attended a small local show on the 4th September. Great weather, activities and a good range of cars from a 1932 Austin 7 to a newish Ford Mustang and many other cars in between including a Spitfire, 13/60, Herald, Stag and maybe others I missed!

We plan to have two more drives in the next month or two, one is in the final stages of planning and details will be emailed to regular attendees, however, all are welcome and if you are in the Bristol area why not come and join us before you mothball the car for the winter?

The first planned drive will include a visit to a local brewery followed by a pub Sunday roast. As always, stay safe and enjoy these last couple of months before we expect inclement weather!

*Dave*

## East Berks

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**Tel. 01189 321390**

8 at the Shire Horse tonight, weather a bit grim, but fortunately we were inside. Shock horror! Shire Horse short of food! No gammon, chicken Tikka, Steak pies, all down to lack of HVG drivers apparently.

We all had to try something new, Andy did OK, he had a strange vegetarian starter, then an enormous battered cod. I don't know where he puts it all.

I had chicken and mushroom pie, OK but not chicken tikka. We wondered if John was thinking of buying a GT6, as despite the weather he was wearing shorts. Obviously acclimatising to the universal GT6 uniform.

Steve was recovering from a memorial do the previous night which my daughter also attended, a local man who did good works, He did a lot of organising from The Duke of Wellington, which he referred to as the "office".

Don finally collected his Vitesse from the restorers, he made it home, but with a rear wheel protesting. He thinks it's a bearing or brakes binding.

Jim has sorted out his brakes, with the help of his old dad. Dad is now fired up and thinking of getting back into classic cars, an MGA possibly. That will be the end of helping Jim, no time!

Unfortunately Jim bought too much silicone fluid, a whole litre too much. I was tempted to buy it off him, but why? You don't have to change silicone!

Jim brought along a neighbour, Paul who has a Herald and a TR6. Finally East Berks has a TR6! It's a LHD USA model with Strombergs. If I had a TR6 I'd prefer Strombergs even if it was a RHD model. Don't trust this new fangled fuel injection.

My GT6 made it all the way to Duxford and back, 170 miles! I really didn't think I'd make it and set off with my recovery details next to me on the passenger seat. I have renewed confidence and may chance another trip to Micky's Thames meeting.

I wondered if there will be steak on the menu at The George considering what happened at the Shire Horse? Duxford was fantastic, Pete said 90+ cars, plus aeroplanes, food and SUN. I also won chocolates in the raffle. Had to fill up with E10 coming home, but didn't really notice any difference in performance.

Back to the Shire Horse I got an Email from Malcolm "Sorry can't make the meeting tonight, just landed in Cyprus" All right for some!

*Doug*

## South Bucks

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We are at the end of the show season now with autumn in full swing but august being quite a success with the Malvern show and a few smaller events happening in short notice. The weather wasn't brilliant for being summer however we battled though to make quite a good show season.

Now summer has truly finished the shows will be hard to come by however the monthly meets at the Harte and Magpies HP7 0LU will still go ahead (you don't need to bring your Triumph there if you don't want to, honest!) hope to see you there.

Thanks for reading.

*Harry*

## Cambridge

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**Tel. 07795 436149**

We met at the rear of the Crown and Punchbowl which was surprisingly busy this month. We missed Howard who was unable to come because he was car-less. He was preparing for the Round Britain Reliability Run next month and had





## Cheshire

adjusted the brakes on his TR7 so he took her out for a test drive. Tested the brakes, lightly, and locked the wheels up at speed, lost the back end and slid into the hedge by the side of the road. Hit something immovable in there and wrote the car off - a Category B write-off. Being the undimmed sort of Triumph driver he has both bought the remains back to try and rebuild her and has taken the cash and bought himself the TR8 - a TR7 with a V8 engine that he's always lusted after and will be doing the RBRR in that!

I awarded Toby a trophy made out of one of the suspension bolts from his Hurricane that was recovered from the scene of the crash on another RBRR some 8 or 9 years ago when we revisited about 4 years ago on the North Coast 500 run. The rusty bolt had all the signs of having lain by the side of that Scottish Loch for four or five years and it had an Imperial 5/8" nut on it; near conclusive proof that it was a part of Toby's car. I mounted it on a plinth with a small brass plaque saying 'All that remains of the Triumph that embraced Hurricane Rock, Loch Naver, 2012'

We spoke of future events; Mike and Tim are going to try to get us in to Shuttleworth to see the vintage car racing on October the 2nd, plus we chatted about Toby's Peaks, Lakes and Dales run that he organised for the middle of September.

In a mild addition to the trip we decided to start at the All Triumph Picnic, organised by the Pre-War Triumph Club, at Walton Hall Hotel near Warwick on the Sunday. A selection of high passes, some in the Peak District, some in the Lakes and some fabulous driving roads.

Speaking of trophies, we decided to award the Triumph Top Tales Trophy to Trevor for his story of how his car nearly didn't make it (nor him) to the meeting. Overtaking a hay lorry he was dismayed to discover it was a lorry and trailer just as his car started to splutter and cough and a lorry came round the corner coming the other way! He changed down and floored the accelerator and just, he repeated just, managed to scrape past the front of the hay lorry before being squished on the front of the oncoming lorry!

We also chatted about a **Christmas Lunch at the Crown and Punchbowl for our December meeting, Mon Dec 6th** so have a think about whether wives and partners might want to come and we'll make an evening of it.

**Next meeting is at the Crown and Punchbowl on Monday October 4th** when we may have a few less than normal as that overlaps with the RBRR which some people are entered in for and others set to marshal.



*Tom*

**Cheshire**  
e-mail: [cheshire@tssc.org.uk](mailto:cheshire@tssc.org.uk)  
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The MD of Cast Iron World has, it seems, tamed the obstacle course between the garage and the car port at Head Office. The GT6 fired up obediently and he travelled round Macclesfield and called at the Branch Office, but no-one was in. The Assistant Director and his management were out in Hark the Herald (it was a nice day) collecting things from S\*\*\*\*\*x and lunch bits from another local emporium. Apparently the GT6 gearbox is now almost unusable, with 4th gear being somewhat unobtainable. But there is another engine with a Type 9 gearbox attached waiting patiently to be installed in said GT6. The gearbox in Heap the Vitesse is also in need of attention. There is a common thread between these misbehaving gearboxes, it seems.

Our man from Crewe travelled to the Three Counties Showground on the Saturday.

Yours truly travelled to the Three Counties Showground on the Sunday. The rows of cars were a sight to behold, and there were traders with some bits of rusty (dirty) metal for those who seek such things. There were also lots of immaculate cars to admire, and (as ever) many people to talk to. On the journey to the Showground, I passed a good number of Triumphs, many going in the opposite direction to me (were they lost or just going home?) but I did not see any MGs until arrival. One of the unexpected parts was a flypast by the Battle of Britain flight (Dakota) at 13:08, so I waited with SLR and long lens. A few minutes passed and a Spitfire (the sort with wings, a 12 cylinder engine and an enormous fan on the front) appeared in the sky. This sort of Spitfire flies a bit faster than a Dakota, but I did manage some photos.

Capesthorpe had another bash over the Bank Holiday weekend, with reasonable attendance. The weather wasn't excessively hot (last time it was!) and I managed to park in close proximity to 2 Vitesses, with a 1200 saloon a little way down the row. Maisie the Moss put in another appearance too.

Our meeting was held under the smoking shelter at the Crock and Present, with three Triumphs in the car park. Both ragtops had the hood down. It was just warm enough in the shelter with the electric light/heaters on. Many topics of conversation. Roger has at last got his Spitfire certified as Historic, but not historic enough to come out that evening. Talk of Malvern and Spitfires brought up the fuel consumption of a Merlin - one gallon per engine per minute. Somehow this got on to electric conversions to classics, which one person present did not like as it would remove the exhaust note. We also touched on E10 fuel, which is likely to cause confusion. Check your rubber fuel pipes!

**Our next meeting is on Thursday 7th October at the Cock and Pheasant.** The pub was seriously poorly at

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

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



# Cheshire - Coventry Cumbria

## Cheshire Continues

tended this time round, so indoors was not at all crowded. Check the web site for any developments.

*Henry*

## Coventry

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**Tel. 02476 457487**

Hi Folks. August was a bit of a quiet month for our area, we didn't go to Kineton on Thursday 5th due to bad weather, Phil did however go to the Coventry MotorFest on Sunday the 8th along with Paul & Joan and met up with Rikk & Jeanette who went with the MVPS group. There were a few show-ers but mainly dry but a bit windy. There was no where near as many cars on display as previous years due to nothing going on but static displays. The other events taking place the 3 previous weeks, if it continues in this format next year we will not take part. Still a good breakfast was had in Wetherspoons and at lunch a good drop of beer at only £1.69 a pint. Thanks for the photos Paul.

Dalos Day scheduled for Sunday 15th had to be cancelled through lack of interest, but we did however have lunch at the Bull & Butcher with Rikk & Jeanette and Liz.

Our monthly meeting at the Bull & Butcher on Tuesday 7th of September was a big disappointment to us, on what was arguably the best evening of the year weather wise we were expecting a good turnout, but there were only 4 of us for a meal in the restaurant pre meeting to be joined by another 5 of our members for the meeting plus 4 from the Heart of England, there were 3 Triumph cars on display, plus 3 Triumph motor bikes of which only 2 were classics, a nice 750 Bonneville and a nice Tiger 90. It seems people still do not want to venture out, but come on folks we need your support otherwise it's not worth the effort we put in.

Sorry no other events apart from Heart of England meets, our monthly meets and Dalos Day Runs are planned for rest of year.

Still looking for some one to take over as Area Organiser our last meeting will be the March meeting.

Lyn made enquiries to Ann about our Christmas Fayre

meeting on our December meeting and yes there will be a menu available at our October meeting, but we need to know if you will be coming by the October meeting and then we will want your Menu choice by the November meeting.

Regards

*Phil & Lyn.*

### Forthcoming Events:-

**Tuesday October 5th our monthly meeting at the Bull and Butcher, Corley Moor 7.30pm.**

**If you want to join us for a meal pre meeting be there for 6.30pm.**

**Sunday October 10th HoE Meet**

**Bulkington 12noon**

**Sunday October 17th Dalos Day Run.**

## Cumbria

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**Tel. 01229 316501**

With things now getting back to some sort of normality there are three events to report on for the month of August. Firstly Gosforth show held on Sunday 8th August and run by the Rotary club. A small event with only a couple of car clubs attending, including ours, but it had many individual entries. One of the highlights for me was seeing a Ferret Scout car for the first time since leaving the army. I spent a few years attached to a tank regiment repairing the scout cars and have many happy memories travelling Europe with them. Our local MP Trudy Harrison was there and she awarded the prizes, unfortunately we were not the recipients of any of them. The rain stayed away until we were about to pack up when the heavens opened.

Dalemain Sunday 22nd August. Anne and I left home in the Spitfire, along the A590 on the dual carriageway coming up to the A6 turn off there was a loud bang and a massive vibration. I managed to pull into the slip road and establish that the problem was the prop shaft. Time to call the Insurance breakdown which is the first time in over 20 years I have made use of this service. The person on the phone was very helpful and deemed that because we were in a live lane then the recovery would be a priority. The breakdown truck was with us in 10 mins and we were loaded and taken home. I can't sing their praises enough for the quality of service. Once home everything was loaded into the Volvo and we again headed for Dalemain, Penrith. At Newby bridge roundabout there had been another accident which delayed us for another twenty minutes. Recently there is not a day that goes by without an accident being mentioned on radio Cumbria and a tailback on the A590 or at junction 36 with the M6. With the no entry after 10.30 at the event we had to call on Nigel Entwistle to negotiate with the staff and meet us at the gate to let us in. Many thanks Nigel without you we would have been in the visitor's car park. There were some new TSSC faces at the event and some old ones that we have not seen for a few years. Welcome to first timers Anthony Borgogno and Theo Lewthwaite both with their spitfires and recent new member Lei Mashiter with his





## Derwent Valley

spitfire. The afternoon for me was taken up with car valuations and I know that some were surprised at just how much their cars are now worth. I know I have said it many times but I still can't emphasize enough the importance of having your car valued by the club. Without one your car will only be worth market value by the insurance company, which in most cases is a fraction of the cars true value. Another new car on the club stand was a very nice triumph 2000 saloon, a recent purchase by Nigel Entwistle. Nigel sold his GT6 recently for a very good price and decided to buy something more comfortable.

On Monday following the show the prop was removed from my Spitfire and a rather unusual problem was immediately seen. One of the UJ's cups was missing and had damaged the coupling at the diff end. The circlip had obviously broken and the cup had come out. The prop shaft was rebuilt and balanced in 2016 and had covered quite a few miles and I have never seen this happen before. It was quite a scary experience when it happened especially at 70mph. One good thing is that it happened where it did and not on the outside lane of the motorway.

Bank Holiday Monday 30th August, Bootle show. After months of whether we would be allowed to take our cars to this event, because of the Covid restrictions, the organisers did decide we could and we had another grand day out. The number of trade stands seemed to be up on previous years which gave many of us the chance to spend some cash. Rod went away with a van full of plants for Joan. Congratulations to Rod for being awarded second in the car show class with his Courier Van. A long overdue award. Interest in our cars was overwhelming at times and I don't think Rod sat down all day.

I needed a replacement prop shaft coupling and a trip to Rod's and a rummage through his garage proved fruitful. He wants to part with some of his extensive stock of used car parts. These include engines, gearboxes, and many other parts including a large stock of hub caps. If you are looking for something Rod has probably got it. Tel: 01900 823254  
Safe motoring

*Roy*

## Derwent Valley

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I get a real buzz when I have something to write about for the monthly area news. This month did not disappoint. I am current a little restricted in what I can do due to tearing my achilles tendon recently so I planned a Fish and Chip run for the September meeting and emailed the route to those who were interested in doing the run. Roger volunteered to look after everyone at the start and hand out any routes to those that did not have one. I understand that Roger handled this like a professional despite having a problem with his Stag, earlier in the day, just cutting out and refusing to start.

Just after 7pm everyone successfully left the car park and headed off onto the beautiful lanes of Derbyshire. All went

well until turn 4 of the route when half the group wanted to turn right (correct) and the other half wanted to turn left (wrong). Unfortunately, the lefties won this election and headed off in the wrong direction. What made matters worse is that the leader of the line of cars was following a route plan, which now made no sense whatsoever, so he was taking instructions from Roger who was in his Stag behind him.

After driving around for a while, they arrived in Belper and decided to give up on the route and drive directly to Matlock Bath. Meanwhile...in Matlock Bath I was receiving phones calls from other members of the convoy who were confused and wondered what was happening. Eventually, the runners arrived in dribs and drabs. Then I received a phone call...Roger had picked up a puncture.

Roger was not having good day. It transpired that half the convoy had the correct 'September route' which they had printed off at home and the others had the incorrect 'July route' printed off by Roger. This caused all the confusion, but we all had a good chuckle about it.

Back to the puncture.

Most classic car owners are prepared for such an eventuality, Roger is no exception and is in fact renowned for his supply of cable ties. Boot opened and out came the jack... but no winding handle. Out came the extendable wheel wrench...but no socket on the end. Out came the spare tyre... which was flat. Again, the spirit of the TSSC shone bright and several members stayed with Roger to assist. Winding handle borrowed from another jack. A socket borrowed from a camper van (who was parked in the layby where the Stag was stranded). Jerry was dispatched to the local garage to inflate the spare tyre. All's well that ends well.

After fish and chips we popped along to the local pub and the main point of conversation was...?

For October we are returning to our old haunt, the Smalley Common Ex-Serviceman's Club or Top Club, 338 Ilkeston Road, Stanley Common, DE7 6FY. Please note that we are now meeting on the FIRST MONDAY of the month. The first meeting back the club will be Monday 4th October. Please attend if you can, I will have one of my mind-blowing quizzes prepared; let us make it a night to remember.

### Dates for your diary

**Monday 4th October – Monthly meeting at Top Club from 7:30pm**

**Monday 1st November – Monthly meeting and AGM at Top Club from 7:30pm**

**Monday 13th December (Second Monday) - Christmas Meeting at Top Club from 7:30pm**

Stay Safe.

*Colin*







## Devon - Devon North

### Devon

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#### STOP PRESS

**SUNDAY 3 OCTOBER** we have our Bacon Butty run from Wellbeck Equestrian Centre at Farringdon near Exeter. We must have names / numbers for this soonest please, as Malcolm, Nettie & James are providing bacon butties for us, prior to a 30 mile drive ending back at Wellbeck, where we can eat our picnics under cover should it be wet. We are asking for donations to Alzheimer's for their generosity. Directions - off A3052 (Sidmouth Road from Exeter direction) turn left signed Airport immediately after (or before if coming from East Devon!) the White Horse pub.

#### WE'VE BEEN BUSY

Having just returned from the Inter Club Triumph Show at Malvern, it was a great occasion, and you really missed out if you did not go. To have another jointly organised show with the TR Register and this time also the MG Car Club, was quite something. Absolutely no Triumph / MG jokes either! It was a real change to see the more modern MGs exhibited alongside the classics which we are used to. Among the anniversaries celebrated was the 20th birthday of the MG Zs, the sporty saloons. Others included the 40th of the Triumph Acclaim, but it was a shame there were not more exhibited. The Club Council of Management did a brilliant job of organising the event and as always, Bernard Robinson and Angie Hill did sterling work on valuations and on the Club stand respectively. Many Area Organisers stepped up too, Andy & Darren from North Devon volunteered to help out and John & I spent most of the weekend helping with valuations. Robert Hodgson was also kept busy, and was one of the judges on the Concours competition. It was lovely to have three quarters of our TSSC Devon Area Organisers there, with Andy & Julie, Darren & Zoe and John & I there on the Saturday.



Amongst several members we caught up with there were Paul Barlow, Graham Vaggers, Bob Sculpher, John & Mat Richardson, Steve Powell, Richard Parish and ex Devon members Shaun & Brenda Beavon whose Gloria was exhibited with the Race Cars in the hall.

We were delighted that the problem with our Stag proved to be only the 'original' oil pressure switch but, as always, it was impossible for John to remove, so it was taken up to Torquay for Chelston Electrical to work their magic. We had a lovely trip to and from Malvern.

August Club Night was once again at the Claycutters, this time to the accompaniment of a live singer. 10 Triumphs came along, along with Richard's stunning MG. For the first time we met Graeme and Barbara who hail from Bolton but who have spent Lockdown in East Devon with their Spitfire

IV which they have owned since 1975. East Devon was well represented, with Peter bringing his Stag, Dave & Jane their TR6 and Shane & Lisa the Dolly Sprint. A good showing of cars, which were much appreciated by young Ethan who loved taking pictures of them and sitting in Peter's Stag. Nice to see the cars really attracting the attention of the children.

#### AND FINALLY -IT HAS HAPPENED!

The Inaugural Triumph Tour of Devon

Sunday 5th Sept saw Devon Area realise a 40 year old idea to get all the local Triumph clubs together for a social driving Tour of Devon. The weather was perfect and with three starting points to choose from North, South and East, 70 cars registered to take part. The event was a roaring success and everyone enjoyed driving some of the most beautiful parts of the county from beach scenes, narrow country lanes, dual carriageways, motorways and Dartmoor. The finish was at Okehampton with a gathering of Triumphs and thanks go to members from TSSC, SOC and other local clubs. Next year's event is in the early planning stages and, with a few tweaks, should be one to watch out for. Keep your eyes peeled for a load of pics in a future Devon Area Showtime report. Thanks to all who made this happen but especially Jon Chartres and Rob Lingard.



#### AND NEXT

**Club Night at the Claycutters**

**Wednesday 20 October from 6.30pm**

**November Sparks Run Sunday 7 November -**

**Treasure Hunt Organised by Rob Lingard - details to follow**

**Inter Club Skittles Sunday 21 November Waite Inn, Zeal Monachorum Our annual (except for 2020) Skittles - trophy for Under 16s too**

**Christmas Meal Saturday 4 December at the Dartmoor Lodge, Ashburton. 7pm Menus already sent out - please confirm that you can come along.**

*Sue, John and Nigel*

### Devon North

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I am writing this in early September. The tail end of the summer has been fantastic and makes up for a mediocre August.

The September club night saw two gleaming Spitfires in the car park - Alan and Janet's Mark 3 and Darren's Mark



## Essex

4. As well as all our regulars including Alan & Janet, Geoff & Dawn and Mick & Sue, Darren and I were joined by Sue and John who had made the journey from South Devon in their MX5.

We were also joined by Lee, who we have not seen since March 2020, just before lockdown. It was great to see him back. Lee has recently replaced the clutch slave cylinder on his Spitfire and as he had not attempted such a job before, was pleased that it had been successful. The Spitfire has not been used much of late as he has a suspected issue with binding front brakes, but some advice from Darren soon made him confident enough to try and resolve it. This is one of the strengths of the club and our local meetings - there is always freely available advice and it means we can all continue to use and enjoy our lovely cars.

On Sunday 5th September the Round Devon Run organised by Jon Chartres was a roaring success - see separate article by Sue Franklin. I turned up at the end in the TR4 which I have only been using locally recently whilst waiting for a Dynamator (alternator that looks like a dynamo) - I have disconnected the original dynamo as I could not get the control box to cut in and out at the correct times and had destroyed a battery. I hope that when we have the next Round Devon Run, I will be able to join in properly.

I arrived at the final rendezvous early, to find that there was already a row of lovely Triumphs with Sue, John and Nigel in attendance. During the next couple of hours, numerous smiling people turned up in their Triumphs, some having completed the whole event, some who had just driven a couple of stages and others like me who had come to see the spectacle at the end. And what a spectacle it was, with four rows of Triumphs of all types and plenty of enthusiastic discussion.

As autumn beckons, there will still be events to look forward to and we will be continuing to meet at the **Crealock Arms on the first Thursday of each month.**

Next meeting - 7th October.

*Andy*

## Essex

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August started off well with a change of venue to our monthly meet. This was held at Whitewebbs Museum in Enfield. It was a shame that they couldn't open all of the museum on the day we were there (due to staff shortages) but all the displays of cars and lorries in the museum were interesting.

On Saturday 7th we went off to Waltham Cross Classic Car show, there were three of our cars, although there were not



so many cars this year the show was quite good, with a steal band. It did



rain but this didn't dampen the event.

After the show myself and Sue arranged a barbecue back at our house so we drove back & had a lovely array of Triumphs parked outside. It was so nice to be able to have a good time together with good food, non alcoholic drinks for those who were driving and the Company of 20 of us under our Marquee as it still rained on and off during the afternoon and evening.

Friday the 13th (a day to remember!!!) We were off to Malvern, I fixed the GT6 on the back of the campervan with my A frame and we set off on our journey. The journey was quite slow due to the usual M25 Carpark and roadworks everywhere. We decided to turn off of the M40 and cut across country towards the showground. We were 15 miles away from our destination when we stopped at a mini roundabout and as we started moving forward we noticed that the road looked wet, as we pulled out the Campervan started to jack knife and the car started to come around the side, it pushed into the side and dented the bonnet of the car. We pulled over and I checked and everything else seemed ok so we went on our way, two miles along the road we went around a big roundabout and the whole bonnet came off, so we pulled over to inspect. This is where we found the brackets had ripped off from the car and we knew we couldn't go any further. After a short while I tied the bonnet back onto the GT6, we had phoned Nigel Hill at the campsite, he said he would bring the van over to see what he could do to help. When he arrived he agreed that it was going no where and he said he would get the trailer and bring it to The Showground for us. Many thanks to all who helped on that day.

**Duxford Picnic - Write up from Stewart**

Having been a few times previously, this show is definitely on my calendar of events. It's not just because of the great cars that show up, but also because Duxford is one of my favourite haunts. I'm reasonably close and I visit fairly regularly and always find something new. The show was probably the best Duxford I've attended. The great weather brought out lots of cars (Angie in the club tent reckons it was the best weather at Duxford in 30 years of attending). Rosie came with me, as did my brother (a former Vitesse and Spit owner) and his partner. We all chose our favourite cars. Rosie liked a baby blue GT6 and I couldn't choose between pristine TR5's and an absolutely gorgeous big 2000 saloon.

Duxford is so big it can be a bit exhausting so we went to some of the highlights and will be planning a return trip soon. The day was really made with Spits and Hurricanes

## Essex Continues

buzzing around (surely the best noise ever) but also one of the few Messerschmitts still flying in Europe. Great day, thoroughly recommended.

### Little Waltham Car Show & Open Gardens Event in aid of Fairleigh Hospice

Melvin had attended this in previous years, but this was ours & Janet & Steve's first time. It is usually in June as many of the shows today were, but because of Covid restrictions it was postponed. It was well attended by many different makes of cars & a few Classic buses as well. Twelve local Residents opened their lovely gardens, which we walked to and around, Sue and Janet struggled a little as it was such a hot day and legs aching. The weather was glorious which made the day very enjoyable and hopefully we will return sometime.

### Chelmsford Motorfest - Write up from Marion

Marion, Mick, Janet and Alan went to the Chelmsford Motorfest. It was a very large event with something for every member of the family. From wall climbing to helicopter rides, to a Mercedes F1 experience to a ride in a Monster Truck, there was also a carousel and tea cup rides for toddlers, photo's with Super heroes. They had 3 show rings and a mile of food stands including a bar. Then there were the cars from Mini's to Subaru and Classic Jaguars to a modern Classic Ford Escort Rally Car. The weather was really lovely in fact later in the day some of us were trying to find some shade. Long cold ice drinks and ice creams were the order of the day.

**Capel Manor, Enfield** Mick and Linda went in their new baby, a red Mk1 Stag which they have only had a couple of weeks, an Anniversary present from Linda to Mick. They had a brilliant day, the sun shone. The show was well attended with over 300 cars as it usually is. It was Good day normal with no restrictions.

They both really enjoyed the day and will be back next year to support it.

### Members News

Mick & Marion's Spitfire (Primrose) Mick has altered the bonnet by grinding out the hole where the bumper is, to move the bonnet forward to have a better gap by the doors. He has replaced the rubber on the soft top so it should stop it leaking at the front. He has also cleaned up and painted the metal strip where the rubber goes before putting it in and given the k & N filters a big clean.

### Events in October

**Sunday 3rd - Little Easton Manor, Park Road, Dunmow, Essex CM6 2JN - RSVP on website**

[www.littleeastonmanor.co.uk](http://www.littleeastonmanor.co.uk) - 9am - 5pm

**Saturday 9th - Club Day - Change of venue & time tbc**

Keep an eye on our facebook page for changes



## Gatwick

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Hi all, Hope you've all had a great time with your cars. Some of us managed to get along to the Triumph & MG Weekend, I arrived there early Friday afternoon to find Peter, Maria & Chris already putting up their magnificent blowup tent, I joined in with getting my little tent up. It was a little strange to be tssc members, as most of us had come in MG's! But Maria waved the tssc banner, by bringing her Herald 12/50. There was time to have a quick look round some of the traders stands & the evening was spent enjoying the entertainment with a choice of beers at the bar.

Here are our MGs at the camping area, sadly Maria's Herald is just out of shot.

A small collection of the MG ZT's on show Saturday morning.

I also got a chance to look round some of the Spitfires. A nice mk1 & I love the colour of the orange late mk3.

Sadly I neglected to take a photo of the happy couple, Jack & Chloe! But I did manage to get some photos of these great cars, it was almost like being at another car show! Sadly no Triumphs.

I've been having problems with my spitfire recently,



cently, the running has been a bit lumpy. I thought a



drive over to Horley would do it some good & blow out the cobwebs, the drive there was fine, but my return was not. I had to pull over several times & finally managed to limp home. A few days later with the help of Phil, we discovered the problem. Dirt in the fuel getting into the carbs. This is what the fuel filter did manage to get!!

I now hand you over to Peter & Maria:-

"On Monday 30th of August Maria took her Triumph Herald 12/50 to the Edenbridge & Oxted Show. This Show is held annually over the August



*Tony*





# Gloucester

Bank Holiday and to which some selected classic cars are invited. Another Herald was also present. This car was unusual having been in the same family since new and passed down from Grandfather to father and son. Naturally some restoration had been conducted but it was essentially in original form. A further Triumph there was a Triumph GT6 which was a rare Mk1. This car was brought along by a friend of the owner and was also in authentic condition.

Peter & Maria



## Gloucester

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Hello everyone, hope your all well and enjoying some of the lovely weather we have had and of course the mini heat wave in September. No excuse not to get the Triumph started to enjoy some drives out and club meet-ups. Hope everybody has been keeping well and busy?

September saw the start of really good weather generally so a drive out was organised on the 12th September by Simon who has a beautiful white Spitfire 4. Starting point was Waitrose in Cirencester and final destination was Defford Marina. It was a nice long route and drive planned to pass through some beautiful Cotswold villages.

Part 1 of the drive would be Cirencester - Withington - Compton Abdale - Guiting Power - Winchcombe - Toddington Station. What a lovely part of the trip this was, passing through the lovely villages, loads of people outside the pubs en route, waving and clapping as we went by. We went down some narrow roads and some steep inclines, so definitely got those Triumph legs stretched. I was the back marker, in my Discovery and so for the duration of the journey I got brake and exhaust mixed cocktail! But honestly, seeing the sea of 9 Triumphs waving in and out of the roads and parked cars on the side was just so refreshing. Thankfully the weather held up so it was really lovely for this part of the route. For our pit-stop, we pulled into GWR Toddington Station. There were some vintage MG's parked up in the car park which was a lovely sight. Some of us wondered around the station, whilst others made use of the cafe and facilities. I'm also a big railway fan, with a model railway and so it was a perfect setting for me. Whilst we were there, a beautiful Class 47 Diesel Electric Locomotive pulled into the station with it's passengers and crew. Such a lovely sight, it reminded me of a child when I would be taken down to the station for a day out by my uncle who would go straight to the drivers cab, have a word with the driver and we'd be allowed in to look at all the gauges and dials for a few minutes. After getting all refreshed and recharged it was time to set off for the second leg of our journey to Defford Marina.

This would take us through Ford - Snowhill - Broadway - Emley Castle - Ashton-under-hill - Beckford - Conderton - Overbury - Kemerton - Bredon - Eckington - Defford and then Defford Marina & The Flybridge. Ensuring everybody had fuel we powered through these traditional villages. There were lots of people at the pubs and pavements, all waving as we drove by, there was even some comments by some passers by saying "cute cars and I've got to get one of those!" I would definitely say that Alan's Spartan was quintessentially British with the picnic hamper on the back, although there was no picnic inside, instead Alan revealing there was a spare gallon of fuel! However, all the Triumph's going through the villages was just lovely and timeless, lots of photos being taken by spectators on there phones and cameras. A couple of times, myself and Dave were cut off by passing traffic, it was lovely to see people from the convoy stopping at a corner or turn so we could catch up. This was so lovely and was great to know we were all one convoy. I got held up at the beginning and it was really warming that the entire crew stopped at a pub car park to allow me to catch up. Upon getting to our final destination, Defford Marina, everyone parked there cars on the lawn in front of the river. There was already a small crowd at the bar and outside and so it just got better! With everyone heading to the bar to get a drink and to order food, the star menu item of the day was indeed The Flybridge Burger. It was ordered by many, but as you all know if you went to Le Mans 2018 that I kind of lived on burgers there, I also gave it my approval! Emma & Geoff who own the pub were fantastic, the food and drinks were lovely, prompt and everyone was fed being very happy. Emma asked, (pointing to my car) I dont recognise that car on the end, it's not a Triumph is it? There was a bit of laughter to which I said,

"well it's British I suppose and a S o l i h u l l Special!!!" I must say t h o u g h , extra credit



goes to the two waitresses who were there upon coming to look at all the cars, I asked them "so which is your favourite?" to which they replied "the Land Rover Discovery". I immediately smiled with chuckles coming from all of us sat at the table. We all had such a great time, we have thought of maybe making it an annual thing as the route is so lovely and so are the hosts at the marina. As the day drew to a close, everybody said there goodbyes to each other and one-by-one each Triumph, and Discovery left the marina to what was a fantastic and enjoyable day out.

A quick reminder: Le Mans bookings - as the event hasn't ran this year, please contact Vicky with transferring over to next year or for any queries with your existing booking from last year / this year.

Keep safe everyone, see you all soon at the club night for some super duper raffle prizes.

Keep them running smooth on all 4 or 6 !

*Costa*



## Herts & Beds Isle of Wight - West kent

### Herts & Beds

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Hi Folks. What to say runs in August were Martin arranged a guided tour of the Chiltern open air Museum, we joined a convoy after meeting at Thring garden centre fore a coffee and breaky rolls, nice sunny day with a few spots in the air, well thats a lie at the GC it tipped a torrent down like a monsoon but we were all inside, the cars got a pressure washing!

A few went to the Bucks Steam Railway classic thats a good value day with free steam rides



Then there was Duxford this was a hair tearing ( if I had some ) as last minute changes allowed us to do our usual catering of teas, coffee, hot sausage rolls and sticky cakes. We made 135 cups of drinks, didn't use a single veggie roll, so they were a waste of money, but hey ho donations exceeded the catering costs so we are good to go.

I didn't count the cars but 94 gate tickets, so around 80 cars arrived including three winners of bottles of Cava rather than trophies.

12 of the local members attended Ray's funeral more on that as its applicable later. Ray helped with many local car repairs often with laughter and disaster jobs, including Twiddle days at HQ.

**Christmas dinner is booked for december 11th at The Old Hunters Lodge Whipsnade £29.95**

The last meet there had support of 20 members, good for a holiday period, yes its a bit off centre to the members centre but they are hospitable and welcome us. Something that was long missing from the Raven and a quick vote supported we carry on for now, always on the lookout for a pub with a back room.

That's about it, Keep Driving

*Pete*  
and team

### Isle of Wight

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Well I'm writing this in the glorious September sunshine which I hope is still shining when you read this.

The Triumph and MG weekend was a great success and reminiscent of the good old Stafford days. There were lots of cars, campers and activities and it was just lovely to catch

up with old friends and make new ones and we almost felt as though things were back to normal, huge thanks to all involved in getting this show on the road.

This morning Waverley Holiday Park have contacted us for deposits and to let us know there is now a short waiting list for static caravans but still plenty of camping available. **The dates for our Isle of Wight Triumph Weekend are Friday 29 April to Monday 2 May, 2022.**

We haven't met up as an Area properly yet, although we have seen a few of you about. We were thinking of a drive out in October, but will let you know of our plans via email and Facebook.

Happy Motoring!

*Elaine & Tracy*

### West Kent

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Missed the deadline last month so a bit of catching up. July Pheasant meeting was well attended very sunny so outside all evening. Great car was Martins GT6 with a 2.5 engine, see pic.

Hope he returns.

July Bodiam again cracking evening, All the regulars minus Paul who was on hols. The car park is becoming an issue and I'd like to move, but well outvoted. There are the breakfast meets starting up now, so hope to get to those, did try but Spitfire died on route. Couldn't find the issue so unceremoniously relays home, where I found the hairline break in the LT coil cable in seconds.

So, August meet. Had 10 triumphs in the carpark, 2 new faces, but stunning news is Anne's Hurricane is back with us. And glorious it looks, see pic. Big table in the marquee so plenty of ventilation, and much action in the car park. Bodiam, we have a great small group of friends each month, so very social, but not much car business.

Chris Tickners been invited to the NEC again by Club Triumph so must get up there in November. So that's it for now, take care.

*Colin*

**Please Send Area News to:**

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

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



## Leicester & Rutland - M25 East

### Leicester & Rutland

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Hi all, for the first time in a long while I have lots to report, but unfortunately I arrived home to late to get a report about our very own Sunshine Rally in September's Courier. Apart from a couple of socially distanced picnics and BBQ. The 35th Leicester & Rutland Sunshine Rally was our first big get together for the area in 18 months or more and after Boris had delayed a further two weeks it only gave us a couple of weeks to pull everything together, some finishing touches still being done as the weekend got under way (but shush I don't think anyone noticed). Our weekend is always a pretty laid back, chilled affair but this years was a little different in content. Friday night started with Tea and cake for everyone on arrival, with a beer a chat and a quiz later in the evening. It was so nice to catch up with so many old friends that we had not seen for so long. Saturday was the drive out only this years drive was a little different. A drive around five of the most beautiful villages in Rutland with time to stop in each village to do a small treasure hunt on foot, five to ten clues in each village. Who Knew TSSC members could get so competitive???? Saturday night was BBQ time and with fifty plus mouths to feed a big, big thank you to all the Leicester & Rutland area who got involved with the preparation, cooking and serving of all of the food. We had hoped to have live music for Saturday night but unfortunately with the uncertainty of what we could do and what we could organise in the given time frame this was not possible. Instead a game show (and why not) with the catchy title of "Who wants to be an 8 out of 10 prat, counting down to be a university challenged egghead" with three teams, jokers, fools and a starter for Three. We even had our very own Carol Vorderman with the scores on the doors and Rachel Riley counting down the clock and again who new TSSC members could be so competitive???? Sunday morning started a bit soggy but it was not long before the sun was out and we finished the weekend with our show and shine competition. We do hope all those that attended had a great time and look forward hopefully to seeing you all again next year ( 5th 6th & 7th August 2022).

The following weekend a number of the Leicester & Rutland Area attended the clubs International at Malvern another good weekend, and we would like to say a big thank you to all at the club who I know put so much into the organising of this and so many events each and every year.

And finally Bank holiday weekend at the end of August saw many of our members supporting our local Stapleford Steam Rally on the outskirts of Melton Mowbray, again smaller than normal so close to the end of lockdown, but a great little event and one we will put in our calendar for next year. If any other local areas wish to come and join us its FREE to camp for the whole weekend or visit for one, two or three days for free as long as you exhibit your classic car, motor bike, classic caravan or traction engine.

**Our Christmas dinner is booked for Friday 17th Decem-**

**ber at Launde Abbey** (Three course Christmas fayre) £20.00 per person. If you are not a regular at our meetings but would like to know more then don't hesitate to call or text me. 07770 650802.

*Dave*

### M25 East

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Hi all, it's now October and the outside shows have all but finished. Although we still have one in Detling on the 10th, if the weather is half decent. This is the Heritage show that should have been back in April. The big show back in August was the Triumph and MG Show at Malvern. We had a great turnout from our area, 11 in total, despite it being quite a trek (about 160 miles for us). The journey up for most of us was quite testing with traffic and breakdowns although Malc, Dickie Boy and Lilley Boy, who left at silly 'O' clock in the morning even had time to call in to 'Diddly Squat Farm'.

Once we were all there it was soon forgotten when the Prosecco and Fosters were opened ha ha. It was great to meet up with all the other area, who we really haven't seen much of over the last few months.

After getting set up it was straight over to the bar for some dinner, chilling, listening to the live band and watching Dickie having a slow dance with a chair ha ha. The evening concluded back at ours for an 'awning' party with nibbles drinks and yes, you've guessed it - a bit of Chaz n Dave. Saturday dawned with masses of cars on the show field and a few of us entered the 'Show and Shine'. Good ol' Dickie Boy got a well deserved trophy (the car not him) ha ha.

We all went off into separate groups during the day, mooching around the many toot stalls and trade stands. Paul and Lesley went for a trek up the nearby Malvern Hills, the mad fools ha ha. Far too energetic for the rest of us but they did come back with some good pics. A part of my afternoon was spent volunteering at the club stand. A quick lesson from Angie on how to work the till and I was away lol. I didn't manage to bankrupt the club so I must have done ok. Saturday evening was again spent in the bar meeting up with the lads n lasses from other areas. Not surprisingly we ended up back at ours to finish the night off. I think we are going to need a bigger awning as we squeezed 14 in at one point lol. Good job we were in the 'chatty area' as it went on pretty late. Donna managed to trip over a guy rope in the dark and landed in a heap, un-





## M25 East Continues

fortunately no one witnessed it but we did notice in the morning a guy rope pulled out on a nearby tent - oops.

On Sunday a few of our lot left for home early due to work commitments on Monday. I decided to have a go at the TSSC Concours and came away with a nice bit of glassware. The weekend was rounded off with a nice meal in Malvern for the 5 of us that stayed, although the drive back to camp in the rain was a bit testing. Thankfully the drive home on Monday was nice and easy with no dramas or holdups. An excellent weekend and already looking forward to Stafford next year.

A couple of weeks later we were at the Hellingly Festival of Transport. The camping area was in a different field this year, which tripped us up as we tried to drive into a field still full of corn. Never fear though as our lead scout Brian had found the correct field and bagged a large area for us. Campers this weekend were Brian, Myself and Donna, Kev and Lisa and Barry and Laura. 3 Dandys and a Mac. We were blessed with a lovely warm evening for our BBQ and ended up sitting behind our camp in what was christened 'the back garden' to watch the sun go down with a few drinks. Saturdays clubstand was graced by our 4 cars plus the Herald of Chris Tickner and son. The toot stalls were of the most tootiest (is that a word) variety with lots of unrecognisable rusty items for sale. Bargain of the day was Donnas new broom for the Dandy. The evening consisted of another BBQ with 'prinks' and then over to the bar for the live music. The evening was rounded off nicely with an awning party hosted by Barry and Laura. 4 lots of campers and a number of day trippers saw us with 8 cars on our Sunday clubstand.

It was nice to meet Kim and David in their Valencia Vitesse who joined us and well done to Bob who had a long drive in his Herald Estate to come down for the day. Andrew and Neelam also joined us in their stunning TR4A. Andrew was so excited by the prospect of looking through the toot that he had to be held back ha ha. By now Donnas new Dandy broom had been road tested and so another 3 were snapped up by the other Dandy owners. Flag poles, wind socks and lights seem to be the order of the day this year and there was a big stall selling all of these. Lots of stuff was bought, so, the next camping weekend should look very decorative lol. We were all a bit worn out for our last and spent a quiet evening chatting with some nibbles and a few drinks before turning in. Yet again, another great show and a cracking weekend with the best company. Not sure what'll happen next year as it's just been announced that the Silverstone Classic will be moved to this weekend.



Our last camping trip of the year saw us at the Northants Areas 'Hawaiian Weekend'. Eight M25 East'ers turned out Myself and Donna, Barry and Laura, Malcolm and Lesley, Paul and Anne and not forgetting the M25 East Area mascot - Bella. Things got off to a good start on Friday evening with a BBQ and a meet up with lots of peeps we haven't seen for ages. Oh, and some very nice lemon drizzle cake. We went especially over the top with the decorations and lights this year, the Dandy's looking very Hawaiian. Yet another light pole has turned up on the scene (Richard) lol and once they were all doing their thing it was very mesmerising. On the menu for Saturday was a run out to 5 local villages for a treasure hunt. It was fantastic, everyone had their roofs down, driving through beautiful countryside in the sun. Some very cunning clues but guess what - we only went and won, hurrah. And so Saturday evening arrived and it was time for the fun to begin.

The games were very funny and also very competitive ha ha and I haven't really got a clue who won. All I can remember is lots of balloons popping and bean bags being thrown. Thanks Jane for organising the games. Everyone looked resplendent in their Hawaiian costumes and then, oh dear - Myself, Malcolm and Paul alias Joanne, Pauline and Mandy went completely over the top with our coconut bras, straw skirts, garlands in our hair and rather scarily, exposed bellies ha ha. It was blooming cold but the games got us warmed up. Apologies to anyone that has been scarred for life at the sight of us lol. It was all worth it though when Paul won a pineapple for the best costume.

On Sunday the cars were lined up for a little show and to pick out the best cars. Our Paul won the trophy for 'Best Soft Top' and Donna won a gnome in the raffle and we thought it looked like Nigel lol, so that's his name - Nigel the Gnome. Myself, Donna, Malcolm and Lesley decided to stay over until Monday and went to a local pub for dinner on Sunday evening. It was fab, everyone agreeing it was the best roast dinner they'd had for ages. The evening and the weekend was nicely rounded off with chit chat and drinks in Nigel and Tracy's posh awning.

Thanks to everyone from Northants for putting on a topping weekend. That's all for now folks - keep em running on all 4 ha ha - cheers





## Newbury - Norfolk

### Newbury

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Our Inter-Club Weekend started at Waitrose car park in Thatcham and the meet up time was 09.45 and leaving at 10.00. Additional time was added due to the likelihood of heavy holiday traffic. As there would be loads of TRs at the event Dave took his Vitesse and not the TR. Ian, event organiser, arrived in his TR6, Peter in his Dolomite Sprint and Steve in his Vitesse. We left at 10.00 to make our way to Liddington to meet Andy in his Bond and Nigel in his TR7. Then the intrepid six set off on the A419 north to the event. As Andy was towing we kept the speed down, which helped with the MPG.

We arrived at 13.15 and, as they would not let us in until 14.00, a change from the normal TR International at Malvern, we all lined up with many others in a field just outside the main entrance. At 14.00 they started to let us in. However, due to a mess-up with his wristband, Dave had to wait outside until this was resolved which some took time. Once sorted, Dave made his way in. Lloyd arrived shortly after in his Spitfire after a long journey through the centre of Wales. It was good to see our ex-AO again. After we had got our tents erected, stuff unloaded, the area flag flying and had a can, we were off to find some food. Unlike Santa Pod there was no Codfather on this site, but fish and chips was certainly available.

By this time the site was filling up nicely with a mixture of TSSC, TR Reg and MG Club members. All around us was the sound and smell of classic cars. Just to whet the appetite, some of the autojumble stands and the main halls were open, so we had a good wander around. There was a variety of cars on display in the halls ranging from a 1934 Triumph Southern Cross to a 2001 MG TF. Due to Covid, we all decided not to drink at the bar and went back to the tents to open a few cans. Arranging the tents in a circle around a clear space in the middle provided us with shelter from the westerly wind.

Peter had a very small survival tent, but he endured OK. At the other end of the scale, Andy had his large inflatable tent, which worked very well. It was not long before we were off to sleep, accompanied by snoring and other occasional bursts of noise! Mentioning no names.... Dave!

Come the morning, Steve and Peter went off for a horrible fry-up, while the rest of us had brought our breakfast with us. After that it was a look at the cars and autojumble where Steve bought some useful parts for his Dolomite. Dave did a spell in the Severn Hall at the Register Secretary desk until lunch then got something to eat. Nigel took his TR7 into the arena where it received a good deal of attention and so it should as it's a nice car. Next came the BBQ and, with no rain this year, it went very well. Chris in his Toledo joined us



and was made very welcome. This time the BBQ smoke appeared to be focusing on Steve and Peter, not Lloyd as it had done in the past. Every time they moved away from the smoke it followed them. After BBQ and a few cans, it was sleep time again.

In the morning Steve and Peter went looking for a non-horrible fry-up. After that there was great activity as tents were packed and site cleaned. Then we put our cars on the line up and it was a last look around the site. We all said goodbye to Lloyd and wished him a safe journey back to South West Wales. It was then a leisurely journey back home. Chris has since informed us his Toledo won in class at the concours. Well done Chris. We all had a good time and though you had to be careful due to Covid, it felt like we were getting back to a Stafford type event.

Our meeting on the 25th August at the Craven Arms was well attended and it was good to see three new members. Gail and Toby with their Spitfire and Ian also with a Spitfire. Gail has owned her Spit for 40 years. As everybody was happy with the service Dave has booked the Craven Arms tepee up to December for our 4th Wednesday meetings in the month.

We will continue with the Coach and Horses for our 2nd Wednesday meetings which is to the east of Newbury. It will be interesting to hear an update from Nigel regarding the saga of his TR7 wheels. He spotted a guy at Malvern with 5 spoke Revolution alloys. He really liked them but, at £200 a corner, he was not entirely convinced! On a positive note, the water pump is now fixed so, whilst the £s may soon be leaking from his wallet, the water is no longer dripping from the engine. Sometimes it's the little wins!

*Robin*

### Norfolk

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Postponed from June when the lockdown was extended, Norfolk's End of Lockdown run took place in August. We had nine turn up at Wymondham for a damp start to what turned out to be a somewhat wet run.

Wymondham Abbey, a windmill, a couple of churches and near the end the run split in two to take a clockwise and anti-clockwise circular route through Castle Acre enabling a bit of head on Triumph spotting.

A further seven classics joined the line up at the finish in Saham Toney for the tea and cake, making 14 in total or 16 if you count a Rover 75 and Honda S2000 as a classics?

Not for the first time the big Triumphs were the most popular with four lined up at the end. Three Spitfires, a couple of TR7s, a couple of Vitesse along with a TR6, Herald and a Ford Capri. We were joined at Saham Toney by a number of local residents who came along for the tea and cake a look at the cars.

The donations came to a quite respectable (for such a



# Norfolk Northants - North East

## Norfolk Continues

small gathering) £275 of which £200 will go to the East Anglian Air Ambulance and £75 will find its way into the club coffers.

Thank you again for all those that came along and donated for the tea and cake. It was great to be involved in such a friendly gathering.

By the time you read this we should have had our first monthly pub meeting in a very long time.

**Alternate months starting from September are now at the Ringland Swan.**

The alternate months starting from October meet will still to be finalised but I can confirm that the meeting on **October 11th will be in a pub. We're aiming for somewhere near Swaffham/Castle Acre.**

Notifications of venue will be sent out by Facebook and email.

Mike has also got a Broads Run sorted to end the season if there is enough interest. This will be confirmed nearer the time via email and Facebook.

*Paul, Christina & Mike*

## Northants

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Hi all. I know it's been a while since I wrote a report of any significance but for a long period of time nothing really happened and then we had a whole series of events in close succession now my feet are finally touching the ground again here we go.

With the end of lockdown restrictions we started off big with Silverstone Classic. As usual it was an action packed weekend with plenty going on on and off the track. The weather was not at its best but rain can make the racing more interesting as drivers continue to push their cars to the limit and sometimes beyond. Some of you may already have noticed that next year The Classic will be held on August bank holiday weekend (subject to confirmation) and it will be interesting to see how this works out.

Next we had Sunshine Rally which is always popular with Northants members and again it was well attended well done to everyone who was involved in the organising of the event.

The next event was the National event at Malvern which continued the partnership with the TR Register. In addition



this year we also had the MG owners and MGZ clubs on board which added more interest to the show and boosted the attendance phenomenally. Congratulations to Di and Nigel on making everything run so smoothly few people know how much effort you put into this event. There is already much talk about Stafford next year and maybe we will see more Northants members in attendance.

The last of the big events was our own Hawaiian themed camping weekend which seems to have gone rather well. Being latter in the year due to "the restrictions" we thought we may be safe to hold an event in September and our plan paid off.

We planned a simpler event this year largely due to logistical problems, getting equipment to site and uncertainty about the numbers we expected. We may re introduce the barbecue again next year although it was much easier for us to run without it. Thanks to Jane, Chris and Tracey for all their hard work in planning the games and drive out and especially thanks to everyone who attended and made it worth doing. This year we had 21 pitches booked and the 2 pods. There are a couple of people who could plan a little further ahead next year (you know who you are lol) but it was great to meet up with you all.

As well as these some of our members also attended Stamford car show and Classics in the Park at Rushden so we have been pretty active in the short season that we have had.

Coming up we still have Cranford and Sywell coming up which are annoyingly now on the same weekend.

We have been doing our monthly meetings again albeit outdoors but next month we will be back indoors with the old familiar format of quiz and bring a £1 prize raffle.

See you later



*Nigel*

## North East

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No sooner that we get a bit of freedom, than the British summer comes to an end,

August was one of the wettest we have had for a few years, but the only day of bright sunshine was the Saturday of the bank holiday weekend, on that day we attended the Classic and Retro show at Ushaw College Durham, those that attended had a glorious day just sitting and chatting in the





# Northern Ireland

bright sunshine, next day it was back to normal only 6 club cars were with our group but we noticed a couple of other Triumphs around the show field with TSSC tax discs attached, who those car belonged to I have no idea.

We did see a couple of old faces we haven't seen for a while who came along to say hello, the next event is the classic show at Hamsterly forest on the 19th sept, more on that next month.

Septembers meeting was also on one of the sunny days we have had lately, but only 4 club cars attended that day along with a collection of moderns it appears we have more cars off the road than on at the moment, Johns Spitfire has decided to leak water all over his garage floor, this was caused by the manifold by-pass pipe,

Joe is waiting to get his gearbox returned to the Vitesse, Brian is struggling with a misfire on his Stag and I am sure Kevan will be having some issues with one of his cars. Update !! the Rowntree's Scimitar needs a complete engine rebuild after the misfueing incident, apparently they cracked all 6 pistons. the joys of motoring strikes again.

It was suggested that we return to the pub for the winter months, so I will pop round and see what the score is before we commit to this, if you are on my list for Emails i will let everyone know in advance of next months meeting.

We also discussed the possibility of a road trip a bit further away with a overnight stay somewhere to break up the Journey, Yorkshire, Dumfries, and Lincoln are destinations we might consider for the future.

*Geoff*

## Northern Ireland

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hope you enjoyed last month's report and the information contained within it although it is hard to keep up to date with events with the ever-changing situation in relation to Covid19. Thankfully we have email addresses to make members aware of changes and updates. Hopefully matters will have settled by the time you read this report in early October. Two good runs in Aug from the men in Carrickfergus, Peter (M) and Alan (H). The first was on Sat 14th Aug starting at, what has now become the norm - Carrickfergus Castle, under the control of Peter and Amanda.

Seven cars on the run initially, two Spitfires of Peter and Stephen, two Vitesse's of Alan (F) and Ernie along with the Herald of Alan (H) and then a big surprise, two TR6's. Of course, one was mine along with Heather, but we were then joined, in fact they were first there, by Robert and Daphne in their newly acquired red TR6 with wire wheels with the engine using carbs rather than the initial fuel injection system. A really good tidy car and it will be the envy of many as it becomes more known



within Northern Ireland on the classic car scene. Health to enjoy, Robert and Daphne.

Briefing over and we were on our way out of town along the Highway to Eden before turning inland towards the Ballycarry area. Keeping clear of the village itself we headed for Beltoy area and then we continued towards Ballynure taking the back roads towards Ballyeaston to the Brae Park area taking in some lovely local scenery and not to miss the opportunity for a bit of speed, within the law, on the long straight stretch of road. Missing out the area of Tildarg Dam we then made our way up and over The Collin to take the Whappstown and then the Speerstown road at the bottom of the hill. Crossing over the Doagh Road then brought us to the Parkgate and Connor roads that subsequently brought us to the aptly named village of Parkgate. It was then just a short run to our lunch, and shopping, break at Coleman's Garden centre at Templepatrick.

It was here that we met up with John and Billy in their trusty Spitfire as ear-



lier they had been providing some "musical" entertainment locally in the morning time. A nice run of about 35 miles in just over an hour and a half or so to our booked tables for lunch within the garden centre. A good lunch was had by all, as they say, and of course some of the ladies availed of some of the style on show within the premises - again! Leaving the centre, nearly on time, we re-traced our steps back to Parkgate, then along the Rashee Road, by-passing Ballyclare, heading towards Five Corners and then along the edge of Ballyboley Forest Park using the Ballyboley Road exiting at Shane's Hill. We then dropped down to the "new" roundabout on the A8 before making our way up the other side towards Gleno via Mounthill and Raloo and then across the back of Gleno using the Ballyhone road once again. It has changed little since the last visit. Now on to the Shore Road at Magheramorne using the twisty Craigane and Ballylig roads. From there we headed for Islandmagee and on to Port Muck for our afternoon tea/coffee stop at the harbour.

We arrived about a quarter to four and stayed approximately an hour during which



time we took the opportunity to view the surroundings as several of us had never been there before, very popular now with the paddle board folks! Brought back a few old memories for John (G) as he visited there during his youth at the big house - great to remember that far back John - as they say! Then we had the final leg to the Rhinka for ice-cream and to say our farewells. A very enjoyable run to say the least. Sat 28th Aug saw us once again at Carrickfergus

# Northern Ireland - Notts

## Northern Ireland Continues

but this time under the control of Alan (H) and Maureen in their Herald. Another good turnout of cars with Barry and Elaine in TINA, Colin and Heather in the GT6 with Robert in his second club run in the TR6. Spitfires were represented in the form of Peter and Amanda then Billy and John. Just to add to the party Valerie and Ernie brought along their immaculate Figero and, of course, Heather and I were there in the TR6.

A quick run into the centre of the town brought us to the Glasshouse that is part of the museum and civic centre for an early tea/coffee break. Thankfully Alan had arranged for the gates to be open, and we had the large car park to ourselves - well done. We were well looked after and attended to with the food inside - well worth a visit in your own time. Break over and we were on our way again to the Eden area but this time we covered the top of Carrick to make our way to the Woodburn area passing the towns three large reservoirs and waterfall to our left as well as the little known Slieve True further behind them.

Then onwards to Straid, with its own dam, before dropping down to Ballynure. Stopped for a time for some "aero-plane" flights that were overhead for the benefit of Ernie, and the odd bull being serenaded from the back of a Spitfire by John.

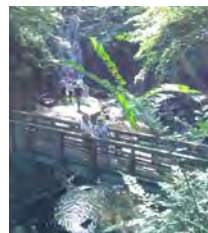
(Photo 7 here) From here it was a quick shift to the Ballyboley area using the Brae Park Road before going uphill on the Upper Ballyboley Road to join Shane's Hill Road at the very top. I had never been on that road before, although I knew that it existed, so it was a bit of a change for me. Left now brought us to the oddly named Starbog Road that was under repair, but we made use of it and there was no problem as we kept Capanagh Wood to our left it then brought us to the Glenview, Loughdoo and Feystown Roads as in the distance we saw Scawt Hill as we passed Wedge Tomb von Dunteige. Dunteige is one of several wedge tombs in this part of Co. Antrim and is just down the road from Goakstown wedge tomb. It is situated atop a hill, as they say, and is visible from the nearby road. We stopped at Glenview Viewing Point, known locally as Linford View, for a little look about admiring the views of hills, sea, and the Game of Thrones Village as well as Knockdhu Promontory Fort. That is, in case you didn't know, a series of massive earthworks with three banks and ditches running for 300 metres and



cutting off the promontory from the rest of the upland Antrim plateau. I didn't know! The pedestrian gate to the viewing point is also of an odd design too. A quick drive down the hills brought us to Millbrook passing Killyglen Fort/Motte on the way. Over the roundabout on the A8 on to Browndod Rd and it was then a simple matter of following the signs for Gleno, past the well-known Billy Andy's, then to the Waterfall Rd and into the carpark.

Viewing here for a while at the waterfall as well as some time for a chat and a dander. Break over and on our way again through Gleno towards the Shore Road on the A2 at Glynn. I must call at "The Dairy" - the Bistro, Butchers and Farm Shop - sometime in the future at Gleno. Once there it was a straight run through Larne, Drains Bay, Ballygally to the Halfway House for tea. As has become the norm we had a very good meal and, once again, a big thank you to the organisers, Alan and Maureen (H). A bit of a surprise when we came out of the hotel as a chap, Nick Blackburne, wished to film us as we left the car park.

This took place and then I, out of the blue, he did a quick recorded interview that he later placed on YouTube. Hopefully not a reference to me! It can be seen on <https://youtu.be/Rp0m9tu9Qfk> I believe. Some sad news Colin's GT6 has gone to a new home in Scotland. He placed an ad on the TSSC Website and got quite a few enquiries. His first caller flew over at 8am the next morning with his father and drove away at 10.30 to catch the ferry. He barely even tried to haggle I understand. May not have been a true Scot if that was the case! Thankfully Colin will attend a few runs in the Freelander. Hopefully we will have had our first face to face meeting on 16th Sept by the time you read this. As mentioned previously I have been able to book an afternoon, from **2 pm on Sat 16th October, at the Ulster Aviation Club, The Maze, Lisburn**. As numbers will be limited and there will be a small charge, please let me know asap.



*Doug*

## Notts

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After the long wait to get the new exhaust & fitted to Nigel's Acclaim the car has made its presence known at some very good shows.

I firstly took it to the Hagerty Festival of the Unexceptional on Saturday 31st July where it was entered into the very special Concours section, I had no idea what this meant



# Peterborough

until I arrived at the show. This by the way was no mean feat as my son Sam & I only got the exhaust fitted on the Friday & a fresh M O T gained a t 3.00pm of that afternoon.



Anyway, on arrival at Grimsthorpe Castle on the Saturday morning I could not believe what unfolded, we were ushered with special tickets to the main enclosed front lawn area of the castle to join all the other cars in the concours section. A very good day was had.

Secondly, I was able to get the Acclaim down to the Triumph & MG Weekend at the Malvern Show ground to take part there in its 40th anniversary celebration of launch in 1981, this is the furthest I have ever driven the car & I must say some modern cars have still got a long way to go to beat the comfort the Acclaim afforded me on the 220 mile plus journey there & back.



Thirdly, I attended again with the Acclaim our very first Bingham Classic Car Show. This was an important event for me as it's where I live. There were 40 very varied cars on show & I had a good pole position at the entrance to the market place. The car got a lot of attention rousing people's memories of their relatives who had owned one, in fact it took 3 hours of talking to people before I even managed to get away to find a coffee. Again, another very good day & show.



Finally, as I put this together, I have just attended our regular August bank holiday car event at Thoresby Hall, this for a change was not with the Acclaim but my other interest the 2007 MX5 that I own. This was again a well-attended show which had its usual very varied attendance of cars & car clubs. I was at this show with a good friend of mine & our wives with him showing his MGTF, for this day we joined forces with the Little John Car Club who we meet with regularly at our monthly sessions at the Sandy Pate bar at Mansfield Town Football Club.

*Julian Rowell.*

## Peterborough

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Our September meet was another Zoom gathering I'm afraid, with Matt at The Five Horseshoes remaining very cautious when it comes to accepting large groups back to the pub. Sadly, he also seems to have been ignoring Doug's attempts to get in touch for an update. As a result, we are going to start looking around at other potential venues, either temporarily or permanently - we don't know yet how things will pan out.

One of the challenges will be to find a suitable venue that also opens on a Monday evening. The trend, certainly post-lockdown, seems to be Monday closing. That said we have found several potential pubs that are open, and we will report back as soon as possible.

Do look out for Charlie's monthly email prior to the next meeting. Apologies also to Colin for the lateness of this month's email. Colin assumed we would be back at the pub and, without seeing the email sent earlier in the day, headed off there obviously to find none of us there. However, it was great that he later joined us on the Zoom meeting, albeit a little late.

This month's meet commenced with the hot topic of the day - the great E10 debate. Charlie was a little concerned that one of the responses to questions about 'will it suit my car?' is to contact your local car club - that will be us then!! He felt we need to have a prepared response and I think we came up with one. I think the general view is that this is a bit like the unleaded debate of some years ago. We will find ways to work around it. The soundest advice seems to be to change main rubber fuel hoses where appropriate and then just use your car. If a diaphragm or seal fails in the future, then replace it. The sensible thing would be to not leave lots of fuel in the car over winter but actually no-one seems to know quite how long it takes for the Ethanol to evaporate and leave water in your tank so it may not be an issue. Reassuringly Dave mentioned that E10 was on sale in Australia when he lived there, and he used it in his GT6 with no major problems. It has also been used in the USA for a decade or more and again there don't appear to be too many problems. As someone said, if your Herald 948cc loses a percent or two of power as a result, is it really going to be that noticeable? I guess not.

Moving on and Dave, as promised had prepared a brain teaser of a quiz for the gathered group. Of the three rounds, two were motoring related and all three were frustratingly tough (well I thought so!). In the end I think I probably came last with a scraped together 2¼ points out of 20 - not my finest hour! Steve Needham was our clear winner and the proud recipient of a hearty round of applause from all those gathered! Great fun Dave, and many thanks for taking the time to do this. I have to say, Zoom is particularly well suited to this sort of event as the quiz master can take control of the screen and the questions are then posted at

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





# Peterborough Scotland - Somerset

## Peterborough Continues

full screen size to everyone. Great use of technology!

Doug B very kindly attended the AO Seminar and AGM on behalf of the Peterborough area, and he was able to give a largely positive account of both meetings. One area of criticism that was levelled at us as an area was why do we not attend/support events like the Malvern Triumph/MG weekend? From my point of view, I was away that weekend and I suspect, with it falling in August, bang in the middle of the school holidays, that others may also have been away. Is distance an issue? What else? It would be interesting to receive feedback from you guys and we can then feed that back to HQ. Anyway, from what Doug was saying, next year it will return to Stafford and will again be in August.

Doug has also compiled a number of 'Behind Garage Doors' reports so over to him:

'Paul Laycock finds the local farmer seems to conspire against him when he gets his Spitfire out ready to polish it up ready for its presentation to all at the Stamford Car Show. The farmer apparently waits for Paul to open his garage doors and then races in with his combine to cover the Spitfire with harvest dust as he tries to polish it.

How very inconsiderate of him Paul. You'd think he would come and help you replace your leaking water pump in recompense!!

I phoned Graham on Sunday the 12th to see how he was getting on. He returned my call and he and Colin were about to partake of a full English breakfast near Thetford Forest on their way down to Snetterton to watch the MG Car Club race meeting. As they were both hungry, I didn't feel it right to ask if they were in a Spitfire and TR convoy - and to ask about Colins brakes.

When converting my TR4 to electronic fuel injection we had to install a new fuel tank because we needed a swirl pot, etc. It's made of alloy and is foam filled and I contacted a manufacturer of the tanks and asked him about the E5/E10 ethanol issue with the foam - and the answer was - 'Nobody knows!' That started a long debate of the problems everyone is experiencing with product supply, labour, exports, etc.'

Finally, as a group we had an excellent turnout at the Stamford Car Show over the August Bank Holiday. We also met up with there with the Northants area and, despite a rather grey

g l o o m y  
day we put  
on a good  
display  
complete  
with TSSC  
banners



and flags, plus my rogue Beetle! It's the first time I have attended this show and I have to say it was very enjoyable. A great, relaxed, atmosphere, with loads of very diverse cars and a good visitor numbers. It was also great to see everyone after such a long period of lockdowns and restrictions.

We must do it again!

Our next meeting is on Monday October 11th. We really hope it will be face to face but please do keep a lookout for Charlie's email just prior to the meeting and he will confirm time and place.

It will be great to meet up again so let's hope we can sort something out. For those not on email, we will endeavour to give you a call prior to the meeting.

All the best

*Paul & Charlie*

## Scotland Central

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Well we have had a busy few weeks as a club. Some of our members were at a rather damp Silverstone for the classic. We had 14 of us at Malvern for the 3 club meet. Feedback has been really positive and lots of interest in attending Stafford next year. I had a eventful trip to Malvern with the head gasket letting go on the M6 south on the Thursday. Back home on a transporter and taxi. Then pick up the other car and head back down. There are events on the 12 th September on both coasts with a joint run with the tr register on the east coast and millport classic on the west coast. We did try and organise face to face meetings this month but little interest.

We will try **Thursday 7th October at the Harvester in Hillington and the Hawes Inn south Queensferry on the 11th October**. If this format is not going to work we will revert to zoom meeting for November with perhaps a Sunday lunch run .

*Dave*

## Somerset

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Another month has passed. Time is going quickly again now that life is getting almost back to normal. It is already nearly a month since we spent an enjoyable weekend at the Triumph and MG Weekend.

We had decided back in June to make the trip with the Vitesse. It seemed appropriate as it was at the Stratford show in 2019 that we made were given the contact details of the person we then bought the Vitesse from.

Unfortunately, the weather in August had been miserable so we were not expecting a glorious weekend but except for a few minutes of light rain when we first arrived on Saturday the weather was good.

We travelled up on Friday afternoon avoiding all the motorways for a more pleasant journey. As it happened it was a great decision as others had a difficult and slow trip up on the M5.

We arrived at the Three Counties Showground on Saturday morning early. Too early really as we were only the second Vitesse there. So we went off to find some breakfast and by the time we returned the line was a lot longer and the showground was beginning to fill up with a variety of Triumphs and MG's.

We had a chat to the owners of the cars either side of us and coincidentally both had owned their cars since they were in their 20's and they were now in their late 50's. One car was a beautiful powder blue Mk2 convertible. It wasn't concourse but it was in superb condition. The other was also a MK2 convertible and was a bit tattier. The great thing was both cars are used regularly.

As the weather looked like it was going to stay dry the bonnet came up to show off what at the moment is the best part of the car. A bonnet up always attracts people to come and have a look, so we chatted to quite a few people.



Malvern has a few huge halls and these were used for various car displays, memorabilia sales and of course the concourse competition which was in the smallest barn but was still 40m x 70m. We both find it difficult to understand the people that do concourse cars. The cars are



in far far better condition that they ever were when they left the factory and the owners are polishing them and wiping dust off the cars with feather dusters. We thought it amusing when at one point a pigeon was flying around the hall and we were waiting to see which car was going to get bombed.

Another barn had just competition cars in which to us coming from a competing background was interesting.

There was a large autojumble which was mostly outside. It is still amazing that so much rust is worth so much. There were also a few project cars for sale including a couple of TR4s. One I thought was expensive but the other looked in reasonable condition and was a lot cheaper.

Mostly on Saturday but throughout the weekend there were various Autotest competitions taking place in a large tarmac area between two of the barns. The MG Car Club were holding there annual California Cup Autotest and these guys were really on it.

We visited the TSSC stand and introduced ourselves. Remember we are new to all this classic stuff. Had a long chat to Jane Rowley who is one of the clubs directors and is also AO for the Gloucester Area. She had quite a few good ideas and we are thinking about how to apply them to Somerset. We also met the wonderful Angie. We were told that it was actually her that ran the club and we can easily



believe it.

As the valuation on the Vitesse was due soon we took the opportunity to get it done on Saturday. We had it done once before when Maggie did it just after we bought it. We did not know what to expect then and was pleasantly surprised with the value that it was given. This time Bernard Robinson, the man in charge of TSSC valuations did it. Again, we did not know what to expect and was even more pleasantly surprised this time when Bernard gave it a higher valuation again. We have done a lot on the car in the past 18 months and the insurance valuation has justified that effort and expenditure. Of course it is an insurance valuation that the insurers use for the Agreed Value of the car in the case that it is written off. This means that the only way the car is worth this amount is in a total loss situation. We certainly could not sell it for the value given. The only downside of the higher valuation is my insurance premium went up by quite a bit.

We spent the rest of day wandering around the cars, chatting to people and sitting by our Vitesse relaxing.

We arrived a bit later Sunday and had a full breakfast this time. It went down really well and set us up for the day. Many of the cars changed for the Sunday as many people only come for one day so we had some new neighbours to talk to. It was really another day of the same. Lots of walking, talking cars to other owners looking at the autojumble again. It was another really enjoyable day and the time flew by.

A couple of things that we noticed.

There were not that many Vitesse's there. We didn't count them, but estimate only about 25 each day. Considering we had 4 out our recent Pit Stop and Picnic drive that is not very many.

There was much more MG memorabilia and it was nicer that the Triumphs. Sorry everyone but it was.

All in all it was a really good weekend away. The Vitesse behaved itself and was a pleasure to drive. The show was definitely worth attending and did meet one other Somerset member but have to apologise as we can't remember your name.

Maggie and Derek were at the Haynes Breakfast Club last weekend in their Spitfire along with quite a few Triumphs and some owners were TSSC members. Perhaps we will see some of them at one of our future monthly meetings.

Last month we were part of the organising team of a competitive (non TSSC) event called the Cotswold Classic Road Rally which consisted of regularity sections on the public road and tests on private land timed to the second. The test we were running was at Charlton Park and we only had one car that did not make it through to the test finish and it was a Dolomite. His fuel pump had packed up so that was that unfortunately. We towed him back to the test finish and there we spotted his TSSC "tax disc" in the window. We organised a lift for him to collect his trailer.

There was another competition Triumph this time on the Woodpecker Rally based in the Radnor Forest in Mid Wales last weekend which we were at. It was a TR8 driven by David Kynaston who is based in Exeter which is nearly Somerset.

This weekend coming we are at the Beachside Classic Car Show at Brea. This will be the first time we have attended a car show as AO's so it should be interesting. We will let you know what happened next month.

*Alan and Denise*



# Southern - North Staffs Suffolk

**Southern**  
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Hi all, it has been quite a busy month for some of us. August 13th to 15th was the TSSC/TR/MG show at Malvern.

Dave Moore and myself met Mark G at Weyhill services around 9am and made steady progress until Marlborough but then hit a traffic jam. We stopped off near Cirencester for coffee and then arrived at the showground around 1.30pm but were not allowed into the ground until 2pm.

We pitched up next to the M25 East area and made very welcome, most of whom I am friends with on Facebook. After pitching up the three of us made our way into town for some eats and a few beers, well a lot of beers really.

Saturday there were a lot of cars to see, a really good turn out. The buildings had trade stands and concours exhibits and outside was the auto jumble.

We had a pleasant journey home with no dramas.

I have to take my hat off to the organisers, in particular those in the TSSC. This was a very good show and hopefully the show at Stafford next year will be as good.

August Bank Holiday Monday was the Fernhurst Revels. This is Wendy's local village fete.

Unfortunately we couldn't get all our cars together but we did get seven there this year. There was a very good show of cars there and as always the



Alfa's took the corner spot and had a nice display.

Mark and Vanessa and kids did the Hellingly show but as yet have had no reports on this.

Sunday 5th September Dick T took his GT6 on a 250 mile round trip to Duxford but roasted in the GT on his travels.

Dave Moore and myself were booked in to do the Newbury show but as I have been working early shifts lately I just didn't fancy getting up early for it. Instead we went to the Alton Classic Car Show AKA The Crotch Cooler.



We did get there a bit on the early side but we did get pole position next to the ice cream vendor. There must have been over 200 cars there of all sorts on a very hot Sunday afternoon. Nice to meet up with Dave B who was supposed to go to Duxford but overslept.

For our regular meet for September we had invited the MG's over. Yes we had a good turn out of cars but the MG's had a better one. Not only that, the cheeky buggers had the front to put up two banners and a clothing stall.

We are trying to revive the Sunday lunches, unfortunately this won't happen until November as we have to see if venues will allow parties of more than a dozen people.

Usual meeting first Tuesday of October, The Seven Stars, GU32 3PG. That's all for now folks. Take care.

*Mark*

## North Staffs

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Hi All. I hope all who attended Malvern had a good weekend and enjoyed the event, lots of thanks must be given to all who worked so hard to make it happen.

The season is almost at an end there are just two events I know of for October, Vintage and classic vehicle rally at Foxfield Railway on 3rd Oct and the Love Cheese Live at Stafford show-ground on 21-23rd Oct, yes it is a strange combination cheese & classic cars.

This show is usually held in July at Nantwich and has a long standing association with showing a wide range of Vintage & Classic cars.

Apart from Malvern I only managed to one other event a local charity show, the Nostalgia country fair which had a good turn out of classics despite it clashing with another show not that far away.

Apart from Carl a Spitfire owner adding yet another Stag to the areas Stag line up I have little to report, as I'm about to have a weeks holiday in the caravan and need to get new tyres fitted I'm off to remove the caravan wheels to take them to the tyre fitters as time is getting short.

Cheers for now

*Dave*

## Suffolk

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A glorious 7th of September saw a bumper turnout at the Sorrell Horse. What with the Capri Club and a multitude of regular punters, the car park was rammed making it tricky to capture all the cars, but I think we had, 2 x Vitesse Convertibles, 2 x Herald Convertibles, Herald Estate, GT6 Convertible, 2 x TR6s, TR250, TR4a, Stag, Spitfire, Jaguar XJS and Steve's Qashqai.

One of those Herald's Convertibles has been owned by Lee for around 30 years. As with most of us, he's been gradually modifying it throughout his ownership and it's running a Spitfire 1500 engine, with a type 9 Ford five speed gearbox. Rather than buy all the kit from Frontline, Lee purchased the adapter plate from Canley Classics then worked out the rest of what was required himself. He's happy that he has a more relaxed cruising speed now, also assisted by a servo on the brakes and the almost obligatory Alfa Romeo front seats. I wonder how many Alfa's have been broken to give Triumph owners a more comfortable ride.

Glyn was in his Spitfire and was his first visit to the meeting in 18 months and gathered quite a bit of interest as he pulled into the car-park. It's looking very smart indeed, with new paintwork and some nicely recovered seats by a chap and his wife in Felixstowe, who apparently make all the covers from scratch. The reason for the interest, is because it's a Mark IV Spitfire, but with a MK1/2 style GT6 fibreglass bonnet, complete with bulge and top vents. The whole





## East Sussex - West Sussex

package works rather well and certainly kept a few regulars quizzing how it was done.

Pete has his TR4a back from the chassis swap and it made a first appearance at the meeting. Having now seen it in the metal, it looks a great car, certainly quite tough in its bumper-less state, with the pressed steel wheels. I know Pete has had a few teething issues since getting it back and has a list of things to go through, but with that uprated chassis and very tidy bodywork it has the makings of a great drivers car.

Brian has been using his Mack camping trailer quite extensively over the last month, with 3 trips clocking up over 1000 miles to various events. His GT6 convertible must be one of the hardest working cars in the club and there's no rest as it's off to the Isle of Man in the next few days.

It's good to see the meeting is helping to re-kindling some interest in Triumph's. Andrew has decided he's going to restore his Mk3 GT6, rather than sell it on, and we had a new face with David Atkins who is thinking of buying an early Spitfire, although by the end of the night, it seemed he was being coerced into getting something with 6 cylinders.

Anyhow, hope everyone makes the most of this Indian Summer, and see you on the 5th of October.

*Russell*

### East Sussex

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Hi All. Another really good meeting, I think we had 10 Triumphs in the car park, which led to about 20 or so members, so a really good turn out, we also had two surprise visitors, John and Jess International liaison officers from the West Sussex branch, very nice to see you both, and maybe one day we could venture over to one of your meets.

On bank holiday Monday, Vic and myself went to the Bexhill 100 Classic car show, all a little last minute due to covid, the organisers were not sure it could take place, until only a couple of weeks before, it was a bit watered down compared to normal, but still a good day out, while still talking shows, on the 11th and 12th Sept I'm a bit spoilt for choice, there is the Laughton country show and Firlie hill climb, and a breakfast meet at Shoreham Airport, not sure where I will end up, enjoyable though.

I have just finished the petrol piping scenario on my Spitfire, I spoke of last month, I have replaced most of the pipework from tank to fuel pump, with copper and just a short connection pieces of Gates Barricade rubber, also the same from pump to carbs, all with a new in line fuel filter, just before the pump, I also removed and cleaned out the tank, all seems nice and clean now.

Well enough from me till next time, **next meeting Wed.6th Oct.** hope to see you all there.

Cheers

*Jan*

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

### West Sussex

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August was a busier month for West Sussex members. The month started with the first Goodwood Breakfast meeting for a long time. Barry and Morgan each reported attending, with Barry sending lots of pictures of some of the many Triumphs in attendance. Space only permits the inclusion of a couple, so I've chosen these two.

As Barry is a Herald man, I've gone with this very smart Herald, but the second choice was easy.

This is a Le Mans TRS - designated S for the specially developed Sabrina engine, named after a minor actress of the time. It is one of the 4 cars built for Le Mans, where the finished faultlessly in 1960, before going one better in 1961, finishing an impressive 9th, 11th and 15th, giving Triumph the prestigious manufacturers team prize that year.

Mid month, Jess and I attended the Malvern Inter-Club Meeting, caught up with TSSC friends from across the UK and even managed to sell a few bits and pieces they managed to drag out of our respective garages.

Special mention must go to Oxford Area members Thomas, Jen and Andrew who camped alongside us and supplied each of us with bacon and Jess with mechanical support when her Herald developed a worrying crashing sound! Jess's front shock absorber bushes had literally disintegrated, only a few hundred miles after both shock absorbers had been replaced.

Miraculously, my autojumble pile happened to include a full set of polybushes for the front of a Herald, so - thanks to Thomas and

Andrew - a minor rebuild took place on the camp site field on the Sunday morning. Hopefully, the workshop that fitted her new shock absorbers will accept culpability and put things right very swiftly!!

Whilst we were in Malvern, Henrik was in Denmark, and managed to meet up with the annual O-Loeb Triumph gathering there. He did send me a photo, but I've used it in the International report this month, so do take a look there!

Later in the month, the Area met again at the new venue - The Selsey Arms. Jess displayed the new International "Power Flag", AO Nigel valued George's beauti-





# West Sussex Thames - North Wales

## West Sussex Continues

ful Vitesse and Glen had to make an early exit after a complete failure of all the front lights on his Vitesse. As he later reported: "There were 2 separate faults, the loss of side-lights was due to a dodgy Lucas bullet connection in the boot of all places and the loss of all headlights was due to the common earth breaking down somewhere. I fixed the latter by fitting two separate earths the theory being that the likelihood of both failing in the future is very slim.

At the end of the month, the annual car show, organised by Ben at The Queens Head, Barns Green, was a great success, with a good showing of Triumphs as well. The photo shows Lawrence's TR6 alongside 2 others - the Stag having been with its current keeper for the last 45 years!



Ben writes: "This year saw the most vehicles ever, which in itself is great, knowing year on year the show is growing! However the biggest thank you goes to each and every person who donated in some way. We are so pleased to announce that the day raised an amazing £13,235.15 for St Catherine's Hospice!"

Do check our Facebook page, or with AO Nigel, but - all being well - we will be meeting again, on our normal timetable - but at the new venue of The Selsey Arms, at Collham through the autumn and winter - RH13 8QJ. Hopefully you can join us one month.

*John*

## Thames

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Welcome all. Well it's been a lot of time since I wrote last, but with not a lot happening, it's hard to write about things. I am still snowed under with work, so no time to work on the Triumphs. We have returned to our monthly meetings at The Fairmile Inn Cobham & The George Inn at Wraysbury. There are some shows going on but only managed to visit a couple in the Herald.

Social meetings

The Fairmile Inn @ Cobham. 3rd June, saw a good turn out of Triumphs in the car park. Two Vitesse's & Julie's Herald 13/60 saloon, The Vitesse 's belonging to George B & Adam C both white Mk1 convertibles. We dined indoor & moved outside with George B, Chris C, Mike H, Adam & Karen C.

1st July, We have the same two Vitesse's this evening George & Adam's Mk1 convertibles, also joining me were Chris C & Mike H. George B had repaired the front valance supports on his Vitesse.

5th August, No Triumphs this evening. Just the great company of Chris C, John P & George B to keep Julie & I sane. John P had a great time at the Silverstone Classic.

The George Inn @ Wraysbury. 17th June. Just Euro boxes this evening, but the wonderful company of Chris C, John

P, Graeme C, George B to keep Julie & I in check.

15th July A busy car park this evening we had two Mk1 Vitesse convertibles, a TR6, Herald 1200 estate & a MGB GT. Keeping me company were George B, John P, Chris C, Tony H, Graeme C & Bob. John P had fitted Mintex brake pads to his Vitesse (& recommends them). Graeme's TR6 was running rough this evening suspecting a failing injector. Tony's Stag is back on the road.

19th August We have a new member this evening John N, who is putting a Mk2 Vitesse back to road use, amongst his growing classic car collection. George B was the only Triumph in the car park this evening in his Mk1 Vitesse. Chris C, Graeme C, Tony H & I were also enjoying the evening. Graeme C had replaced the faulty injector on his TR6 & is happy once more after returning from the Malvern Show with no problems.

Shows & Events

11th July Ripley Event. This was held at a new venue at the opposite end of the Village. It was put on with little notice & on a very smaller scale. There were 25 classic on show with Julies Herald, Mike & Barbra in the Stag & David in his Toledo were the only Triumph, Mike H was there in his Mk1 VW Golf GTI. There was the Nursery farm shop & garden centre to visit, various arts & craft stalls to visit. Some expensive food stalls, a popular bakery stall, dog show. A nice day out but not a patch on the usual shows in the village that we enjoyed in the past.

Best wishes

*Mickey & Julie.*

## North Wales

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Hi, everyone. Tuesday 3rd August was our Chester & Wrexham usual Zoom meeting, and this was better attended than last month. We would like to thank Glen for all of the hard work she puts in regarding these meetings, it's not a five minute job!

On Saturday 15th there was the April Fools Car Show held at The Original Globe, Maesbury, near Oswestry. We had not booked this event, but Julia very kindly sent us a report on the day, and this is as follows:-

"Desperate for shows, two of our group turned up to this small display. Weather was not good, the chance of rain being 50% all day, and it was not far wrong, although there were only a few downpours. However, an on-site, highly individual pub to vanish into saved the day, although the choice of beverages were very limited! The show itself was interesting, this being a selection of cars dating from 1938 to 2001, and there were also friendly characters to talk to, so together with the addition of a burger van and hot drinks stall this made it a really enjoyable day."

On Saturday 21st August there was a show at the Cre-morne Gardens in Ellesmere, and quite a number of our group turned up for this. Again, the weather was not so good giving us showers on and off throughout the day:- this was disappointing for the organisers and stallholders who put a lot of time and hard work in. It was so funny though:- we had decided to take our Jaguar XJS to give



## South Wales - Wessex

her a run, and the day before Roger loaded the car. When asked if everything was in he said yes. We arrived at Ellesmere, and was given room to put the gazebo up. Only one problem:- the gazebo had been packed, but not the framework. It also turned out that when we found a nice space under a tree that we had no chairs! This caused a lot of laughter, and thanks to "musical chairs" we all managed to have our lunches in peace. It was lovely to see our good friends and have a catch-up face to face, and of course we all did our best to do a fair bit of shopping, plants, sausage rolls, etc. Another good day.

That's all for now, and as we have said before you can keep in touch either by e-mail or telephone, so don't forget that we are here. In the September issue of the Courier we see that our friends in the Coventry region, Phil and Lyn Smith, have decided to step down as Area Organisers. We can understand their decision, and send them our best wishes. Regards,

*Helena and Roger.*

### South Wales

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South Wales Area had the pleasure of attending the Triumph Weekend at Malvern and what a well organised event it turned out to be. Five members camped over the weekend, Bern in his TR4a with son Jack driving his Fiat



modern to carry the weekend beer supply and bacon rolls. Al had his Spitfire 1500 out with a much more reliable ignition set up fitted, Jared and Kaleb were out in their 13/60 saloon for a maiden attendance along with Andrew in his immaculate red Spitfire. We all set out early on the Friday morning and had an uneventful drive up to Malvern from Cardiff, arriving in good time to get camp set up for the events of the weekend. Luckily Jared had brought his industrial Hilti nail gun with him which we put to good use for blasting the industrial depleted uranium tipped tent pegs into the Malvern granite sub soil of the camping area which had been chosen by Bern after much testing with his boot by stamping around the corner of the Malvern camping area. Once settled in we had time to explore what was on offer for the weekend and spent some time searching out old friends like John Williams in his immaculate TR4 in the pride of ownership display directing Pauline on which bits she had missed with her industrial polisher. The auto test event kept us entertained all weekend as it was well within walking distance of the beer tent. On Saturday we were joined by a number of other club members visiting for the day. Charlie was there with his family, as well as Glenn with his family as his spitfire was in dry dock due to an issue with wire wheels getting loose. It was good to see Babs and Tim out after a long absence and Thumper Wat-

son and his son Neil. We all had a good catch up on what had been happening over the last year or so and how we might get the wheels back on, no pun intended. Bern found an old girlfriend in the shape of his old Stag Saloon which had been painted by Craig at Rocket-dog Racing last year. I have a soft spot for the car as well as I spent many an hour on many runs getting us lost from the passenger seat while I was refurbishing my Spitfire. Sunday came all too soon and we had to pack up for another year and make our ways to the various parts of the country. Roll on Stafford next year.



Sunday 22nd August saw a happy band of South Wales club members make their way to the Tewksbury Classic Car Show. John in his Spit teamed up with Bern in the TR4a and Tim in his GT6 to head for Tewksbury and met up with Paul G and Barbera in the Vitesse as well as Monmouth Mafia John and Mike in the Acclaims and Tim in his trusty Spit 1500. I was not able to attend so I am guessing from the feedback the remainder of the day involved drinking tea, coffee and bacon rolls. It was a very good turn out and the weather was kind to all who attended.



We also had a run from Cardiff to Hanley Farm near Chepstow on bank holiday Monday 30th August which was well attended with Berns Standard Vanguard out on the road again for the first time after fitting his newly engineered front suspension. I had my Spitfire out along with Paul G in his vitesse and Miky J in his GT6. In fact we had two GT6s from the club as Tim was also in attendance. Jared had his Herald 13/60 saloon and Andrew and John in their twin red Spitfires. The Monmouth Mafia, Mike and Heather made sure all social distancing was adhered to on what was a very successful outing. The Hanley Farm meets usually take place on the last Sunday of each month and this one was shifted a day to take account of the bank holiday. It was well supported with lots of different classics as well as more modern retro classics. If there are less shows and excuses for getting our Triumphs out on the road we will probably be regular attendees at the Hanley Farm events over the next few months.



### Wessex

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Breamore, you could say was the last club show of 2019 and the first & last of 2021!! - Yes, we have done other things, but not as a club stand; Breamore was well at-



# Wessex - North Wiltshire Worcestershire

## Wessex Continues

tended, we had eighteen cars, though one was a Rover 75 estate, let off because it does bring the club Gazebo; the other was Alan's replacement GT6 masquerading as an MGB!! Colin bought his newly acquired toy, the TR4, purchased from Beaulieu Garage, which won the "best car club stand car" (does that make sense?).

Club Night was also well attended, with a good showing of Triumphs, and yes, there is that pesky MGB, joined by Peter's recent acquisition, raising the classic bar.

Beaulieu auto-jumble was a bit different this year as myself, Dave and Trevor decided not to pay out for stalls and go as punters, admittedly we dip out not being able to attend the Friday trade day, but as they have done away with the top field we felt we would not be missing much. What a nice feeling of not having to sort, load and take all those desirable bits that at best you get offered peanuts for and at worst bring home to reverse the procedure and put away for another year!

Trevor has organised an end of season run and has provisionally booked Sunday 31st October for lunch p.m. at the Fish for 25 people; due to Covid restrictions, this is the maximum they can accommodate within the side room we have previously used. Unfortunately dogs are not allowed in the dining area of the pub but they are welcome within a separate area to the right of the bar which we would have to arrange separately. Alternatively, if you do not wish to have lunch, you can simply just come on the run itself, which will probably start from Avon Heath T.B.C. (maybe Ringwood?) at around 10.30am. We usually do our best to stick together, but you will have a route sheet if you want to go at your own pace, or get separated. It would be nice to see the classics out on the road, but if inclement or not practical, any modern "jalopy" will be fine!

As there is time, I will finish with an update on Beaulieu auto-jumble; I have included some auction lots that could of been yours for a mere £1500 & £2500, that was the price guide! What they actually sold for is another matter,

you certainly can't say they were priced as a "come & buy me". If I can find out what they actually sold for, I will pass it on. Stop press; the Herald estate went for £600; Bond convertible, £506; 13/60 Herald con-

vertible, £1.125; so their estimate were wildly optimistic. Looking at the results, certain cars definitely do not command the high figures of the past. As we know, others are just going for silly money.

Beaulieu was smaller this year with the top field not being used; under the circumstances this was not surprising as a significant amount of stallholders and visitors are made up of our foreign friends who were missed. From what we were hearing, the red tape involved in bringing items into and out of the country is quite a procedure, hopefully this will be sorted by next year. We did miss not having a stall and being able to browse before the public are admitted, but we were able to leave our purchases with our friends on their stall. Actually most stall holders are more than willing to look after purchases made until later in the day when you can pick them up. Now we have to debate the pros & cons of having, or not having our own pitch next year.

Swanage Railway is/was the following weekend, if there is anything of significance, will report next month.

Keep smiling, don't let them grind you down! (the printable version!)

*Martin*



## North Wiltshire

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In September we caught the last of the evening's daylight in the car park. We had a fair turnout of cars with members from Club Triumph and the TR Register also joining us.

As a group we are still quite new. We have started a WhatsApp group and we also try to send out email updates. If you would like to partake online please send an email to [north.wiltshire.triumph@gmail.com](mailto:north.wiltshire.triumph@gmail.com)

Please come and join us in October at The Foxham. You will receive a warm welcome from our new landlords at the pub. Find them at [thefoxham.co.uk](http://thefoxham.co.uk). **The meeting runs from 7:30pm on Tuesday 12th October and the postcode if you need it is SN15 4NQ.** We look forward to seeing you there. Cheers

*Craig*

## Worcestershire

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Tel.01249 740239

Well Worcestershire does still exist tho' I have been a tad lax in putting fingers to keyboard to let people know. All of this will soon change as a new scribe has kindly stepped up to the plate and offered his services - harrah! Stef has done this job in the past so knows the ropes, knows the deadline date (unlike some....), very rarely stretches said date (unlike some....) and can string two sentences to-





# Worcestershire

## North Yorkshire - West Yorkshire

gether (stop me if I'm getting repetitive....).

Whilst I haven't managed to organise any weekend activities due to prior commitments, the area has terrific support from the invaluable Greenings, who without fail (well apart from when it's wet, but who wants to have a picnic in the rain?) have put on a mid week run, every week, since about April. Whilst various breakfast stops, cafes and ice cream haunts have been visited more than once this year, I don't think we've ever travelled the same road twice to get there - and not all of this is due entirely to the fact that every run seemed to feature at least two road closures! The Worcester group has actually managed to gain a few new members to meetings and a couple of them are purely down to the fact that Roger and Marg have planned these runs, sent out emails, put up Facebook posts and gotten some attention - and I can't thank them enough!

The one thing I did organise didn't turn out quite as expected. I know, I know if the AO does decide to do a Fish 'n' Chip run to a popular riverside location on the day the schools break up which also happens to be a fabulous summer's evening then what do you expect. One look at the queue at the first chip shop resulted in a quick re-think, a trip over the bridge to a quieter part of town and a short trip out to the second chip shop, problem sorted. I'm not sure the second chip shop believed me when I ordered 12 sets of fish and chips and a sausage and chips, but I paid my money over and got 4 free mushy peas and gravy pots as a thank you - we might go back.....

The monthly meets have been held at our house this year as the weather has been so good, well if you discount May! We've managed to have everyone over, sit them down, smoke them out with a fire pit or two (this idea didn't last), have a burger and a hot dog (strangely this idea did last) and a fine time discussing whatever came to mind. September was the last time for this as people feel OK to venture back to the pub so we went out with a fundraiser BBQ for one of our members who is running a virtual marathon in aid of Muscular Dystrophy. I'm sure Ben is OK to be named as the runner and I'm really proud of the fact that the area members stepped up to the plate and raised a whopping £201 on the night - well done chaps and trust me the raffle prizes have never been that good before so don't be expecting that standard next time!

Our lot have been out and about on their own, Malvern being the big weekend and it was good to catch up with members who haven't made it to meetings due to work etc. Richard if you're reading this, sorry if I appeared rude at the club stand, I know I said hello, turned round to look at something, turned back to carry on talking but you'd gone - Mmmm maybe you just took the chance to escape.....

Anyway that's our news for the year so far, Stef will keep you updated on any winter activities I manage to organise!  
TTFN

*Vicky*

**Please Send Area News to:**

**courier@tssc.org.uk**

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

## North Yorkshire

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**Meeting Venue: Was White Swan now Hare and Hounds 8 Silver street Riccall YO19 6PA same day of month.**

Hi North Yorkshire people, the year is flying by but we still hope to get a few cars out to the monthly meetings, for those that missed the national meeting I can tell you that it was a great event lots of cars from both Triumph and MG with all getting on I was camped between two MG owners and we got on like old friends, also camping near by was a group of TSSC guys from South Wales they had a good selection of Triumphs and a very friendly set so helps make the weekend when your on your own, the weather was also dry so that helps make the weekend.

Our monthly meeting at the Motorist is going very well, not sure how this will work out as the nights pull in but will wait and see, our other venue the White Swan was closed for the last meeting we did have the fish and chip run at the beginning of the evening and ended up at the Hare and Hounds in Riccall which we will be using for our next few meetings but with so many Pubs closed we can never be certain but unfortunately we did miss a couple of members who we could not inform about the change of venue, so if you are one of those I am sorry.

A good few have got back to me with updated emails and phone numbers but I still need a lot of you to get back to me so if you can I will then add you to the mailing list. Grace has said about a Christmas lunch so if any of you are interested please let us know, our remaining event this year is the 19th September York Race course classic event so will update you in the next news letter. If you have any winter projects or events planned it's always good to hear.

*Keith*

## West Yorkshire

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Hi all, The Dales camp on the 3rd - 5th September was a fantastic weekend and really enjoyed by all that attended. A big thanks to Martin and Jane for planning the run out and the lunch stop at Warcop, it was the tops.

Also thanks to Candi Allen for sorting out the booking forms and the payments. I was hoping for maybe a few more cars to attend but my advert only made it into the Courier in August which was probably a bit too late if I am honest.

I had it in mind it was going to be my last Dales weekend but as I have enjoyed it so much I am going to organise one more in 2022

We have been using High Laning Farm in Dent for about sixteen years now and I regard it as one of the best campsites in the Dales and one of only a very few that take group bookings



## West Yorkshire

### West Yorkshire *Continues*

On Saturday evening there was the usual gathering in the village hall where most people followed my wish for a Christmas theme with fairy lights and Christmas jumpers to be seen.

The evening was hosted by Santa himself who had organised a quiz, dingbats, bingo and the famous horse racing game. Over the weekend we managed to raise £179.00 for

the Yorkshire Air Ambulance

Many thanks to you all for attending and travelling from all points of the compass, especially Paul and Christina Girling who came up all the way from Norfolk with their Herald and matching caravan. I think they were suitably impressed with the scenery and the company over the weekend (We can't wait for the Norfolk version of the Dales Weekend as promised by Paul and Christina)

Thank you all once again for being there with me

*Alan*



## 2022 TSSC Isle Of Wight Triumph Weekend

**Friday 29 April to Monday 2 May 2022**

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**51 Old Road, East Cowes, Isle of Wight. PO32 6AW.**

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