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THE COURIER NUMBER 497 NOVEMBER 2021 TRIUMPH SPORTS SIX CLUB

THE COURIER

No. 497 NOVEMBER 2021



It's Back! - NEC Classic Motor Show

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

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



Editor: Bernard Robinson - courier@tssc.org.uk



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



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Pip Flegel. Michael Hancock. John Macartney.

Fred Nicklin. Paul Richardson. Bill & Jo Sunderland.

Frank Spencer. Paul Swanson.

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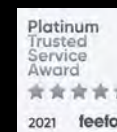
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THE November 2021

COURIER

Price £3.50 Free to Club Members.

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NEC CLASSIC MOTOR SHOW
FINGERS CROSSED!.....
PICTURE JANE ROWLEY

Courier Copy/Area news



Editor. Bernard Robinson
e-mail: courier@tssc.org.uk

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NO Word/etc Document attachments please

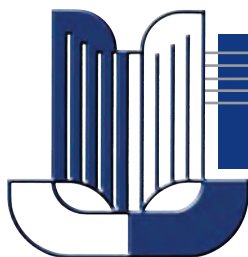
Courier Copy By 8th of Each Month

Tel: (01858) 434424 Fax: (01858) 431936

THE GET OUT

Whereas every care is taken to publish accurate information, the Editor and the Council of the TSSC do not necessarily agree with all the views expressed within THE COURIER and cannot accept any liability for erroneous or misleading information found therein. © Triumph Sports Six Club Limited 2021

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Tel 01858 434424 E-mail info@tssc.org.uk

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

TSSC MEMBERSHIP & RENEWALS

Worldwide Membership & Renewal £51.00
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Renewal (From UK Bank Account Only) £45.00
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Members joining/renewing by Direct Debit can expect their fee to be collected by the TSSC on the nearest working day to the 13th of the month prior to their membership expiring

TSSC MEMBERSHIP ENQUIRIES

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

INSURANCE VALUATION SERVICE -

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

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e-mail Form To: TSSC Valuation Service

e-mail: courier@tssc.org.uk

Form on Website: www.tssc.org.uk

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TSSC ACCOUNTS

Trudi Prettyjohns, TSSC HQ, Sunderland Court,
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e-mail: trudi@tssc.org.uk Tel: 01858 434424

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TSSC SHOW CAR REGISTER

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e-mail: info@tssc.org.uk

COUNCIL OF MANAGEMENT 2021 meetings:

December 12th

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

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

Tel. 07843 435190

or email: chairman@tssc.org.uk

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

Member Benefits

The pages of this, November's Courier issue, are stuffed with things to do with or to your Triumph, with lots of hints and tips and even pitfalls to avoid.

Each article has been written by enthusiasts just like you, wanting to share that knowledge for the benefit of others; a key flavour of our club. We are a group of like minded classic car lovers who love and are proud of our cars and want to help and spend time with others with theirs.

A case in point was a recent group of half a dozen friends who went on from the Standard Triumph Picnic to tour the Peak District, the Lake District and the Dales. They put up with one of the cars being replaced after the Hurricane's brake disks got badly damaged, even if that meant barely being able to keep up with the Honda S2000's vanishing tail lights. They accepted with good grace when a couple of cars dropped out early on to look after hospitalised family member or problems with fuel injectors.

It was the way that this little group of varied cars stuck together through it all that struck me. The camaraderie was palpable. When one Spitfire started to make clunking noises everyone's jacks and axle stands came out to get underneath and diagnose the problem; a failed rear gearbox mount. Knowing he wanted to enjoy a certain 48 hour trip around Britain just a couple of weeks later he was chaperoned back home 180 miles away in case the issue got worse and he found himself alone to face it. The icing on the cake was that the eventual last car standing was a 1300 Spitfire, outlasting even the modern car with four times the BHP.



Photos of the amazing scenery at stops often focussed on the cars instead of the glorious landscapes, such was the love, and they were the subject of interest and admiring comments from onlookers.

The photos didn't include many faces; if they had they would have shown wind-blown suntans with wide grins on happy faces.

On a different note, it turns out that you will be able to spot a fellow TSSC member not just because of that happy smile on their face but because the free wind-screen membership stickers will be returning. The new 2022 sticker that will shortly be issued to members (with January mag) for them to put in their cars; printed on environmentally friendly material instead of the vinyl of old and slightly bigger than previous ones.



This club isn't just about the cars, the parts, the shows, the pub meets; it is also about the people who love the cars, and the great friendships that are made every time they meet to do more with their Triumphs

TSSC - Doing More with our Triumphs



TOM HARTLEY
COUNCIL OF MANAGEMENT



EVENTS CALENDAR

e-mail courier@tssc.org.uk

TRIUMPH
SPORTS SIX
CLUB

TSSC NATIONAL, REGIONAL
& EUROPEAN EVENTS

See also further adverts in Courier

December 2021

SUN 5 DECEMBER 2021

TSSC CHRISTMAS OPEN DAY

TSSC HQ - 10AM TILL 4PM

LE16 9TF

April/May 2022

FRI 29/SAT30/SUN/MON 1/2 MAY 2022

TSSC ISLE OF WIGHT WEEKEND

WAVERLEY PARK PO32 6AW

Tel 01983 293452. www.waverleypark.co.uk

July 2022

FRI/SAT/SUN 1/2/3 JULY 2022

TSSC TRIP TO LE MANS CLASSIC 2022

Confirmed Date: Tel 01858 434424

August 2022

FRI SAT SUN 19 20 21 AUGUST 2022

INTER-CLUB TRIUMPH WEEKEND

STAFFORD COUNTY SHOWGROUND

STAFFORD TEL. 01858 434424

EMAIL - info@tssc.org.uk

www.triumphweekend.com

CLASSIC CAR SHOWS (CLUB INVITED)

November 2021

FRI 12 SAT 13 SUN 14 NOVEMBER

NEC CLASSIC MOTORSHOW

Discount Ticket Code CCL175

www.necclassicmotorshow.com/tickets

NECCCLASSICMOTORSHOW.COM



January 2022

SUN 23 JANUARY

INTERNATIONAL TRIUMPH & MG
SPARES DAY

TELFORD INTERNATIONAL CENTRE

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Tel. 01775 768661

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

Valuation Forms Available from here:

www.tssc.org.uk. Click on 'The Club' in Left hand Menu. then Scroll down to Club Document Downloads. Download TSSC Insurance Valuation Form, print off, fill it in, Scan or Take a Picture of it and email this to Bernard at: courier@tssc.org.uk

with Minimum of 4 Pictures attached.

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Please put Name & Membership Number
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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 & Type	Year of Manufacture	Colour	Transmission	Number of Doors	Number of Seats	Number of Windows	Number of Tyres
Overall Conditions - CONOURS, A1+, A1/S - Serviceable, P - Project									
Body	Paintwork	Chassis & Frame	Engine & Drivetrain	Interior	Exterior	Transmission & Suspension	Electrical equipment	Wheels & Tyres	Other

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

CONOURS: The vehicle and its components must be in a condition of general specification. Car has clean title, full and valid. This condition will only apply to vehicles previously entered or being eligible for entry in concours competition and evidence of entry may be required.

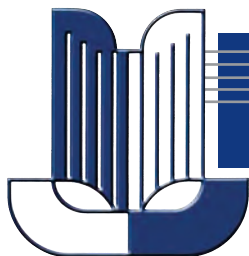
A1+ - SERVICEABLE: The vehicle must be in excellent condition with bodywork/Chassis mainly free from rust. The vehicle's components should be free from any but trivial faults and should work efficiently.

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

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

NOTE: This certificate will NOT be TSSC Backed unless insurance is with a TSSC Insurance Panel Company. Provided the details and member's valuation are in order, the value of the car will be agreed. Car has been seen or value related to the member, a more realistic value will be set and you will be advised accordingly.

In the event of a dispute, the value may require more information or a personal inspection.



NEWS REVIEW

Monthly News of a Triumph Nature

New Stag Register Secretary Wanted

Phil Wilson has decided to retire from the **Stag Register Secretary** role which means I am looking for someone to step in and cover this important role in the TSSC & Courier Magazine

For more details on what the role requires please contact:

Bernard, Courier Editor

Tel 01858 434424

email. courier@tssc.org.uk

The International MG & Triumph spares day will take place on Sunday 23rd January 2022

We are delighted to announce that the **International MG & Triumph Spares Day** will now be taking place at the superb **Telford International Centre**. The move from Stoneleigh had to take place due to changes with the venue capacity. However, what a find the Telford Centre is with three fantastic exhibition halls, easy exhibitor access and state of the art visitor facilities.

£4 off tickets for TSSC members booking in advance.

Discount code for members is MGTRICLUB22

We do hope that you will be joining us again in what we believe will be a superb show for all involved.

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VS200 Valance set of 3 £80.00 P&P 5kg.

Spitfire Engine Bay and Radiator Valances

Spitfire Engine and Radiator Valances. These valances fit all Spitfires, they are made of aluminium and for that 'Original' look they are now available in wipe clean Satin Matt Black Powder Coat Finish.

BLACK POWDER COAT

EV100 Side Valances £55.00 per pair P&P 2.5kg

RV100 Radiator Cowling £35.00 P&P 2.5kg.

VS100 Valance set 4 £80.00 P&P 5kg



STAG

PHIL WILLSON stag@tssc.org.uk

Are you sitting comfortably?

Well I wasn't. The last major job I tackled on NVO was to replace the cushions in my front seat bases. I was gradually sinking lower so it really was time to do something about that.

The base foams themselves are obtainable from most of the regular places, the only difference being price variations. I also needed a new rubber platform to hold everything up. I chose the platform supplied by Jim Vangent of South East Trimmings near Faversham in Kent. The platform he supplies is not exactly of the correct size but I believe it to be much stronger than the original and is popular with owners, so it should last longer.

After removing the 4 bolts holding

plugging the seatbelt sensor (if you still have them) then the seat can be lifted out. I found this more manageable with the back folded down because they are quite heavy. To remove the back from the base just requires the removal of the two chrome plated hinge bolts.

Then you can get on with the base which should be



done on a clean surface. A photo-sequence follows. The first picture shows the frame once it has been stripped and painted and the various mechanisms cleaned and lubricated. To get this far, of course, you have to remove the old covers – carefully and noting where the clips hold the cover to the frame. It's just a matter of being careful and maybe taking notes or photos as you work. Once the cover is off you can strip out the old foam etc. but its best to wear a dust mask for this as it may be nasty stuff. **Photo 1** shows the end result of this process.

Photo 2 shows the new foam in position – and it fitted well. The only thing you have to do is pull through the central

each seat to the floor pan and un-

tral cushion tension material. You have to make a cut though



the cushion on the crease, as shown in [Photo 3](#). Then you can pull the tensioner material through



([photo 4](#)) and fix it using the original clips.



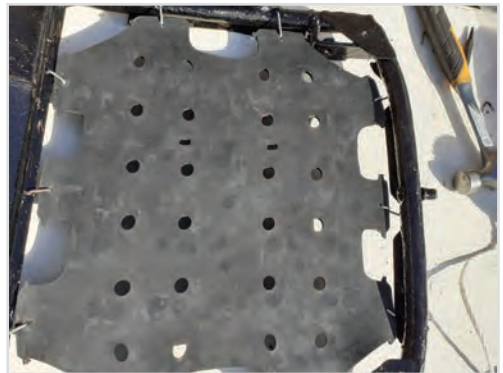
[Photo 5](#) shows the new, strong diaphragm from

Jim Vangent. [Photo 6](#) shows it fitted and tensioned as best I could. Note that not all the fixing



points are in the original positions – a small number of small holes had to be drilled.

Finally you can assemble everything and refit the covers being very careful to get good even tension all round and working out any creases.



[Photo 7.](#)

As the say in all the best manuals, refitting is the reverse of dismantling. I would recommend that you don't try fitting the base to the car and then trying to fit the back. You will have difficulty aligning everything. It really needs to be off the car in order to get the hinge pins located.

Jim Vangent: [Photo 8](#) gives his contact detail etc. but he does many more things than those listed. One popular service is that he will manu-

South East Trimmings 8. Classic Car Upholsterer

Contact:	Prices:
2 School Farm Cottages Graveney Road Faversham Kent ME13 8UR	-Soft Top / Recon: frame fitted with all seals etc.....£1110
Tel.	-Mohair soft top fitted.....£690
Day-01795 522588	-Mohair soft top supplied.....£495
Mob-07931 507879	-Reconditioned frame.....£350
Eve-01795 534450	-Original quality Mk1 carpet set.....£320
Email:	-Original quality Mk1 carpet set.....£170
j.vangent@hotmail.co.uk	-Carpet fitting.....£150
	-Vinyl trims.....From £990
	-Full leather trims, all colours, basketweave centres £2,400
	-Seat diaphragms.....each £25
	-Seat back side foams.....per seat £50
	-Mk11 headrest foams.....pair £30

facture US style head restraints supply or fit - and they are reasonably priced.

It's Goodbye from Him

Dear Stag owners (and all TSSC members, come to that), I have decided to finally hang up my keyboard and let someone else to take up the reins.

As I mentioned last month, I haven't been too good lately which is why I didn't participate very much at Malvern. I haven't done anything serious to my cars for more than a couple of months apart from battery maintenance. It is unlikely that I will do anything too strenuous on them in the near future, at least, so I have decided it is time to stop my regular epistle writing.

I have been writing in the Courier since 1993 when I was 13/60 Secretary for nearly six years, writing 70 Register articles. I repeated the stunt again from 2013 to 2019 (another 70 articles) before taking over to this Register from March 2019, since when I have written a further 33 articles. I pride myself on never having missed a single month.

So, if you feel that you would like to take over then please contact Bernard at HQ. I have not usually found it to be an onerous task but it does require some concentration and proof-reading what you have written! I am sure it has helped me keep my little grey cells active.

So, finally a little bit about me although a lot was covered in March 2019. The first part is new, though. Thanks to my Dad's amazing records, that I found recently, where he kept every detail spent on cars from our first 1963 a 100E Popular Deluxe, just a year old and with 3892 miles on the clock. It lists every transaction on every car he owned up to 1994, just before he became very ill.

10

Now I know that I bought my first Triumph, a Valencia 13/60 Convertible, registered AJJ681G, on 2nd December 1972. So it was only 3 years old and had just 13,210 miles on the clock. Production had only finished the year before so it was still a relatively modern car and there were few thoughts of classic status back then. I covered many miles in this car travelling around Scotland and the South and West of England but the fun was short-lived. The car was wrecked, probably in late February

1974, and replaced by a fairly new Mk1 Capri. Triumph ownership restarted in 1982 when I bought a MkIV Spitfire, CPP744K. (This car is currently on SORN so maybe it still exists somewhere). Then via 3 Heralds, 1 2500S Estate and a Vitesse MK2, I finally came to 2 Stags. I have always loved Triumphs since I got my first one. Even earlier, probably after seeing the Herald at the 1959 Motor Show and my primary school friend's dad getting one of the very first.

So I can continue to enjoy my cars, I hope, but not have the monthly commitment. I most certainly do have the occasions when deadline day is fast approaching and I have to sit here to get inspiration but I have always found something which I hope was of interest. So don't worry if that happens to you occasionally.

If I get a chance I will try to contribute the occasional technical article probably about the small chassis cars.

TTFN

Phil

AS Ever Phil you will be a hard act follow.

I wish to personally thank Phil for all his help over the years with Herald 13/60 and then Stag Registers. Phil is a keen TSSC Enthusiast and has helped me at Shows Like the NEC, SEM, TRIUMFEST etc with Valuations, Concours Judging, Technical questions and of course with the Club Shop.

He has promised to keep in touch.

Thank you Phil from myself and Angie at HQ and the TSSC Membership.

*I know that Phil would like his role filled as soon as possible so if you are interested please email **Bernard : courier@tssc.org.uk or Call 01858 434424** to discuss the needs of the Register.*

Bernard - Courier Editor

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Member's Feedback

Hello everybody, autumn is now well and truly with us and as the temperatures are dropping a question I have been asked recently is what percentages of antifreeze should be use.

Even if you are not planning to use your Vitesse until next spring frost damage can still occur in your garage. A cracked block is the last thing you want to find at any time least of all when the next seasons starts. The information given in the "Vitesse Owners Handbook" or the workshop manual gives a range of concentration of between 25% and 35%, not the modern trend of 50%, [Picture 1](#). Therefore, I can only suggest that the cooling system in the Vitesse was not designed to use a higher concentration than 35%. I was taught back in the 1960's



Pic.2.

that too much antifreeze was a bad thing. I guess that is still true today. Remember to use the original glycol (without any OAT or Silicate) blue coloured, [Picture 2](#), type and **NOT** the later pink OAT type, [Picture 3](#). Most manufacturers will state on the container if it is suitable for our cars. Also, it is recommended by the makers of the blue anti-freeze that you change it every two years.



Pic.3.

Moving on to some feedback I have received the first being an email from Matt Bliss.

"Hi Dave, I read your article with interest having suffered with poor and intermittent starter performance on my Vitesse over a long period. Having addressed all the points in your

Pic.1.

COOLING SYSTEM

Filling

To fill the system, close the radiator and cylinder block drain taps, move the heater control to "hot" and fill the radiator with clean soft water. Run the engine at approximately 1,500 r.p.m. until the engine is thoroughly warm. Top up the radiator, fit the filler cap and fill the plastic reservoir. Some of the coolant will be lost through the overflow pipe as the system finds its normal level. Thereafter, maintain the reservoir at half-full. Should the reservoir be allowed to empty, carry out the whole of the filling procedure given above.

Frost Precautions

The car heater cannot be completely emptied by draining the radiator and as the system cannot be fully protected against frost damage by this action, it is recommended that an approved

"anti-freeze" is freshly added to the coolant every Autumn. An inhibitor, contained in glycol anti-freeze mixtures, affords protection against corrosion and should be left in the system during the following summer months. At the end of twelve months the inhibitor becomes exhausted and should be replaced by fresh anti-freeze. Because of its searching effect, check the system for leaks and renew perished hoses before adding anti-freeze.

At progressively lower temperatures, glycol/water solutions change to a "mushy" state with an increased viscosity sufficient to impair circulation and immobilise or damage the water pump. Therefore, before adding anti-freeze, study the following chart to establish the correct amount of anti-freeze for the degree of frost protection required.

ANTI-FREEZE CONCENTRATION	25%	30%	35%
Complete Protection. Vehicle may be driven away immediately from cold	10°F. -12.2°C.	3°F. -16°C.	-4°F. -20°C.
Safe Limit. Coolant in mushy state. Engine may be started and vehicle driven away after short warm-up period	1°F. -17.2°C.	-8°F. -22°C.	-18°F. -28°C.
Lower Protection Limit. Prevents frost damage to cylinder head, block and radiator. Engine should NOT be started until thawed out.	-14°F. -26°C.	-22°F. -30°C.	-28°F. -33°C.

article the problem still remained, so then I turned my attention to the starter itself. The current return path is from the alloy brush plate on the end of the starter via the steel body through the alloy mounting plate (and any spacer shims) to the engine back plate. Corrosion or paint at any of these interfaces produces electrical resistance resulting in voltage drops and reduced starter torque. Furthermore these resistances often vary with engine temperature due to thermal expansions/contractions resulting in erratic performance. Since cleaning all these areas in the starter I have experienced no further issues! This may be the reason many a starter has been replaced with a high torque version.

A couple of other points: Battery capacity is measured in Ampere Hours (i.e. Amps X Hours not Amps per Hour). Cranking Amps is very dependant on temperature and therefore it is important to remember this when comparing specifications. There is a "Cold Cranking Amps" specification (CCA), but I suspect often the values are quoted at room temperature to make them appear better.

Thanks for a great article! Best wishes",

Matt Bliss.

Thanks, Matt I had the same problem with corrosion around the starter motor on a Triumph Toledo. I cleaned the surfaces and bolts, then greased them. I also fitted electrical serrated washers, [Picture 4](#) to the bolts/nuts and used lock nuts to ensure



Pic.4.



Pic.5.



Pic.6.

there was a good connection between the starter motor and the engine. No more problems after all that work! This was some 35 years ago, so long ago I forgot about it and the reminder from Matt was welcome, [Picture 5](#). As for the cranking current, well not all manufacturers give a temperature for this figure on the battery and I agree with Matt's comments, but the stated CCA/Starting Current is still a good indicator as to suitability of the battery for the Vitesse [Picture 6](#).

Now to the second email from TSSC member Stanley Cooper.

"Dear Mr. Rumens, I know I have contacted you before about my 1968 2 litre Triumph Vitesse convertible. Pictures 7 and 8. I purchased it new in April 1968 and all the things which went wrong in the early days made me vow never to buy another British Leyland vehicle even if I had to walk first. It took 18 month fighting British Leyland to get things sorted. Had it not been the year when the company chairman and the president of the society of Motor Manufacturers and Traders were one and the same person I could have been left with a major bill.

I used the car as a work horse for the first three years, then I worked locally for several years not needing a car. After that I decided to keep it as a toy. When I next needed a car I went for a Volvo, what a wonderful difference. I read your items in "The Courier" with interest but have to admit I do not put my Vitesse away for the winter. I find it easy to take it out all the year round on fine days. That way tyres do not develop flat spots and the engine oil is kept circulating. I am now in my mid 80s so it only gets taken out in my local area, no really long runs. However, nearly every time I stop for shopping or to sit



Pic.7.

on the seafront, someone is bound to stop for a chat as many people seem to have had a Herald in their youth. Yours sincerely",

Stanley Cooper.

Thank you Stanley, there must be very few original owners of a Vitesse or Triumph from new around, so your email was very welcome. Most of us as circumstances changed, including me, replaced our car as time went by with something else, much as we do now. In my experience not a lot changes in the motor trade as in recent years I had similar problems trying to resolve faults I had with a new car of German manufacture.

Thanks for all the feedback, please keep it



Pic.8.

coming as it is very welcome and gives a better overall picture of owners cars and the experience we have with them. That's it for this month, **Safe Driving & Keep Running On All Six**

Dave



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BOND EQUIPE

GUY SINGLETON bond@tssc.org.uk

Equipe Weekend 21

Well where do I start, September has been an exciting month, what with acquiring a unique car, the Equipe Mk 3 Prototype, and of course the Bond Equipe Weekend – and yes there is a link.

I will start with the Bond Equipe Weekend, which is in some ways a reworking of the old Bond Equipe Camping Weekend. Now that many of us are getting on in years (the cars seem to carry the years better than the humans – in fact they seem to get better each year) I felt that basing the event at a Hotel would make more sense than trying to resurrect the Camping Weekend.

The weekend started with a visit on the afternoon of Friday 10th September to the Steam Museum next door to the Swindon Outlet Centre. This worked out well and allowed some people to have some retail therapy before starting the visit.



Paul Grogan - the Signal Man – somewhat obscured by his better half Jayne

Unfortunately there was no dedicated car parking



Equipes in Car park

for the Museum, but we managed to get 4 Equipes together in the Car Park, plus an honorary Skoda stand in as Paul and Clare Hutchings' 2 Litre Convertible decided not to play ball, it was happier to stay in its dry shed! In fact we were very lucky with the weather, other than a heavy shower around Lunchtime on Friday it stayed dry the whole weekend.

Although everyone had their route maps, we then had a mini convey from Steam to the Royal Agricultural University (RAU) at Cirencester which was our base for the weekend. Having booked in we had a few moments to ourselves, and then headed to the Bar, where we had a convivial chat and get to know you session, at this stage the attendees were:

**Paul & Jayne Grogan – 2 Litre Convertible,
YUY 153G**

**Paul & Clare Hutchings – Skoda
(aka 2 Litre Convertible)**

John & Janice Kempshall – 4s, EKY 226D

Andy Belcher – 1300 4s, NDF 181F

**Suzie and myself – 2 Litre Convertible,
XUL 718H**

**Julian & Pauline Crinall – Volvo
(aka 2 litre Coupe)**

We were then joined by John and Miranda Ungar, who had driven down from West Yorkshire in their 2 Litre Convertible NAK 707H,

which had then decided not to re-start. It did start later when it had cooled down and it was later discovered to be running very rich.

We then moved into a private dining room where, I think it is fair to say, we were adequately fed and watered. Half way through the



meal we were joined by Steve Brent – his Lancia standing in for his 4s – who had left a bit late due to work, and had then had a journey plagued by road closures and diversions.

From there it was off to bed, and to prepare for Day 2.

Day 2 began bright and sunny, a nice day for the roofs to be down. Having broken our fast, we headed out to the allocated parking area, where we were

met by Chris Gardiner and Jane, who live locally and therefore did not stay at the RAU, in their 2 litre Convertible BBY 484H – a car we knew well when owned by Derek Edmunds. Are there any other genuine 30,000 mile Equipes out there? – Watch this space. We then set out on a drive to the Atwell Wilson Museum at Calne. We all had route maps, and those using sat navs got there quicker as the route was not the most direct but was scenic and avoided Chippenham. Here we were joined by David Westgate in his 1300 4s, MFJ 249F.

This is also where we had a nice surprise, firstly a group of Jenson owners who had brought along their cars for a visit at the same time, and secondly parked up by the entrance to the Museum was the Equipe Mk 3 Prototype –



I told you there was a connection.

Our friend Roland Drew who had picked it up from Beaulieu for me and taken it back home the previous weekend, had brought it to the museum for its grand unveiling. This was a great opportunity for us all to look at the car and it at

tracted quite a lot of interest from both the Museum Staff and other Visitors. Roland also very kindly looked at John Ungar's Equipe and improved the settings so it was running less rich. It is a nice small motor museum, well worth a visit – there was one appropriate sign (see above).

We left the Atwell Wilson Museum around 12.30 and then drove a short distance to the REME Museum at Lyneham where they had a nice café for lunch and then people were able to visit the Mu-

pleasant meal. After dinner we had a brief prize-giving, the winner of Suzie's London Underground Quiz being John & Miranda Ungar, the furthest travelled Equipe – John & Miranda Ungar again, and finally the prize for the car that members voted as the car they would like to take home – this being Paul & Jayne Grogan's 2 Litre Convertible YUY 153G.

That concluded the evening's entertainment and



seum, Suzie and I however headed off home to meet Roland who had loaded up the Prototype and taken it back to our house.

we went off to find our beds.

Sunday, again was a nice day. Having booked out of the RAU and again joined by the Gardiners in BBY, we took a scenic route to the Old Prison at Northleach where there is a nice café, a collection of old farm horse drawn implements and vehicles and the Old Prison to explore.

We had a nice coffee and looked around and then went our separate ways around lunchtime. In all was I believe a successful event, and put a pencil note in your diaries for the weekend of 9-11th September 2022.

Next the Prototype, we took it on a trailer to the Triumph Picnic held at Walton Hall on 19th September 2021 to allow people to see it, as - if all goes to plan - I will start work on it next year, and it is not likely to be mobile



Equipes outside RAU

Having parked the Prototype and said a fond farewell and thank you to Roland we decided, as there was not a 2+2 in attendance, to swap the Convertible for the 2+2 and headed back to the RAU, getting there just after the others had returned from the REME Museum by way of another planned route.

We then had a bit of time to ourselves before adjourning to the bar again – a real hardship, with civilised priced drinks! We then moved across to our private dining room for dinner, again a very



for a bit.



Prototype behind Bond Bug with 700cc motorbike engine fitted which came in on a dolly towed by a Stag



Bug has an interesting modification with a lift up body to improve engine access



Paul and Clare Hutchings' 2 Litre Convertible, now up and running again.

I will no doubt rabbit on about it over the next year or so. Having had a reasonable look over it, other than the bonnet fixings which are - to be polite - agricultural at the least - a pair of gate

hinges and two G clamps, I am surprised to see how far Reliant got in building the car, it was only about a month away from being roadworthy when they stopped work on it - the challenge I have set myself. is to get it back to its 1970's condition, and then to complete the development of the car to get it on the road - ideally in time for the 2023 International which will of course celebrate the 60th Anniversary of the Equipe.



Prototype Bonnet Hinge set up

I have had a number of offers of help with the project, and do not be surprised if I do take them up!

Oh yes and an answer to my query earlier on low mileage Equipes - the Prototype - currently on Zero miles - it has never had an engine and gearbox fitted.



And, finally, the Triumph Picnic had a late burst of interest from a few locals.

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TR7

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Recon steering rack (exchange)	£96.00
Front strut assembly recon	£120.00
Front lower ball joint GSJ154	£11.50
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STAG

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Brake disc 209327	£18.50
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Brake pads early/late type	£12.50
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GT6

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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	£96.00
Front suspension vertical link	£145.00
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Rotoflex coupling 152273	£42.00
Rotoflex bush kit inc tubes per side	£37.50
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Mk II front side/flasher lamp 216149/216150	£42.00
HT lead set	£12.50
Clutch kit	£80.00
Recon (exchange) water pump GWP201	£29.50
Rear wheel bearing kit	£19.50
Rear shock absorber	£20.00
Recon exchange brake caliper	£65.00
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Recon steering rack (exchange)	£96.00
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The Le Mans Spirit

I joined the Triumph Sports Six Club in 1981, having been the owner of a Herald 1200 Estate since 1978, and it was references in the club's magazines that educated me to the existence of kit cars.

The cars featured were, obviously, all Triumph based and it was my interest in these cars, and in the notion of building myself a sports car, that led me to build my Moss Malvern, which I completed in 1984.

It was early in 1988 that I took up the role of Specials Register Secretary and started writing about kit cars and specials that use parts from Triumph cars; most commonly, as you know, these cars are built on a Herald or Herald-derived chassis. You might think that in that time I'd have written about every kit car that has ever been produced to fit a Herald chassis... well... probably... almost. There are



ald-derived chassis since 1959, and I haven't written about every one of those. Every now and then I come across a run of Triumph-based cars that I'd not heard of, and when this happens I hit the Internet search engines (OK, yes, it's usually THAT one) to garner some description and photos to share with you boys and girls.

Now I come to the subject of my piece this month ("about time", I hear some of you say). Back in 2005 I heard of a new build-at-



many one-off specials that have been built on a Herald or Herald-derived chassis since 1959, and I haven't written about every one of those. Every now and then I come across a run of Triumph-based cars that I'd not heard of, and when this happens I hit the Internet search engines (OK, yes, it's usually THAT one) to garner some description and photos to share with you boys and girls. Now I come to the subject of my piece this month ("about time", I hear some of you say). Back in 2005 I heard of a new build-at-home car, marketed under the name T6. I remember contacting the company, T6 Motorsport, asking for details, so that I could

feature it in the Courier. ***"What happened?"***, I hear you ask this time, ***"Why didn't you write anything about the T6?"***

Sixteen years later, this is how I remember it: the company did send me some photos, lots of photos I recall, on a compact disc, but not much in the way of text. The other factor was just my reaction to the car. You've all seen the pictures by now, and you can see what it looks like, it looks like a

GT6, not precisely a GT6, it is supposed to be a close replica of the hard top Spitfires that Triumph built for the Le Mans race in the Sixties.

It's not a case of me not liking the shape, I do very much, but I could not see the point in producing a replica Le Man Spitfire fully in GRP. I've got nothing against fibreglass, though I know some petrol-heads have, indeed in some ways it is a better material to build car bodies with than steel. The problem I had was that if



you wanted to build a replica Le Mans Spitfire there are surely better, and probably easier (though not easy), ways of doing it. I couldn't see where the market for the T6 would come from.

According to **Steve Hole**, in his book ***"A- Z of Kit Cars"***, there were just two T6s made. It gives me no pleasure to be proved right in this instance; someone went to a lot of trouble to produce the moulds for the T6 body. Not put off by clearly poor sales figures, ten years later the T6 was made available again, by a company descriptively named, S&M T6 Triumph Spitfire Le Mans Limited.

Wondering how many T6s were sold this time round?

As far as I can tell, around about... zero.



The company doesn't even get a mention in Steve Hole's aforementioned very comprehensive book of kit cars.

Some of you might also be wondering why, sixteen years on, I've decided to feature the T6. Truthfully, it's quite random; using THAT search engine for inspiration, I came across an article written in 2016 by the freelance motoring journalist **Rob Hawkins**.



The article seems to be rather inhomogeneous, as it starts off with the 2005 creator of the T6 and then references the 2015 resurrection. Here's just part of that article:

"The fastback Spitfires of the 60s that took home trophies from Le Mans are hard to find unless you're a collector with loads of cash. Fortunately for the rest of us, there's a fibreglass re-body in the UK. called the T6 that fits on stock Spitfires and GT6s to help you live out your Le Mans fantasies. It's important to note first off that the Le Mans Spitfire and the GT6 were actually two separate designs, even though some buyers erroneously believed that they were one in the same. But classic looks and nomenclature aside, what's it like to drive one? Let's cut to the chase.

"Just open the throttle to let the carbs clear," advises Graham Pearce, creator of the T6. So I blipped the accelerator pedal to allow the Webers to pour more fuel in and raise the revs. The 2.5-litre Triumph straight-six motor rumbles up front. After a quick rehearsal of the four-speed gear pattern, I'm into first gear and letting go.

With offset pedals due to the bulky gearbox and a classic, slightly stiff, gear change, you've got to appreciate the period-feel of this car. Plant your right foot hard on the throttle and the straight-six pulls like a train. OK, it's not Cobra territory, but keep the power-to-weight ratio in mind. The acceleration is smooth, but impressive for an estimated 160 hp propelling 1,400 pounds of metal and fibreglass (excluding passengers).

Triumph expert and craftsman Graham spent four years developing a replica and constructing moulds. 'I started with an original rot box, creating the first pattern from

which replicas could be taken,' he says. 'I then developed the moulds using 1960s photos, while making alterations, like de-seaming, flaring the wheel arches and adding a bulge in the hood.'

The Spitfire or GT6 chassis remains unmodified for a T6 conversion, after the original steel bodywork is discarded. The new body shell is constructed from fibreglass and secured with eight bolts into the standard mounting points. The supporting tub includes a steel sub-frame running from the front to the rear, which is used to mount the roll cage and rear tie bars, along with the hand-brake linkage.

The doors are made from fibreglass with Coremat reinforcements for the hinges and catches. A removable, one-piece bonnet remains as original, incorporating a bulge to allow the Triumph straight-six engine to be fitted with room to spare."

There we have it, the T6, commercial failure it may have been, but a great example of the vision and ingenuity of the passionate amateur car builder.

Trevor



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INTERNATIONAL LIAISON

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Three Globe Trotting Triumphs and a unique racing car

There's a slightly different feel to the column this month, because the first contribution is from one of us (John), after he encountered something unique that has travelled very widely and was racing at this year's Goodwood Revival.

which clearly had significant Standard Triumph components. Simply checking the Programme confirmed this - the car was described as an **"Autosport Standard Triumph Mk2"**.

Although a UK race may not sound very International, the fact that this car originated in Canada and that the car's description on the board told us that it has raced "in Sweden, Denmark, Holland, Germany, Belgium, France, Monte Carlo, Italy, South Africa and New Zealand "amongst others"" makes it a worthy International story this month.

Quoting straight from the board on display with the car, it; *"was designed by Bob Hanna and Jack Walker of Autosport Co Cooksville Canada in the late 50's as a Canada Class single seat race car. Based around a small tube chassis clothed with an all aluminium body designed by Frank Duda of De Havilland aircraft. Originally powered by a Standard 10 pushrod engine driving through an original Lotus 11 gear-*



Whilst checking out the amazing range of cars in the paddock, I was struck by the engine and the front suspension of one of the Formula Junior cars competing in the Chichester Cup, 26

box which had been nicked out of Autosport's Lotus 11. Front

suspension being from the Standard 10 and the rear designed by Bob Hanna and based on the Lotus 'Chapman Strut' IRS cen-

tred on a chopped down Standard 10 live axle. The brakes were donated from a Standard Mayflower."

"Having had a fairly long in period racing career The Autosport Mk2 aka the Autosport Special or the Wheeler Special as she was known after Bob Hanna left Autosport was retired to the back of a shed. Then the historic racing scene came along and the Autosport Mk2 was a project ripe for restoration and she returned to the track in 1978 and took part in the support race for the 1980 Canadian F1 Grand Prix. In 2014, having spent its entire racing career in Canada, headed to the UK." In the last 7 years, she has travelled extensively in Europe, and even raced in South Africa and New Zealand. Have any TSSC Members seen her at an historic meet?

Following the rebuild, she is now maintained to current FIA Formula Junior rules and is raced by Richard Bishop-Miller. A mechanic working on her told me that, whilst she was currently running an early Triumph Herald engine, it was some way from stock - inside and out. To meet the Formula Junior specification, the engine had been sleeved down

pictures - until the next time one of us stumbles across a gem. Remember, we always enjoy receiving any Triumph related words and pictures from anywhere in the world, whether a few words or a long story, about your cars, classic vehicle events, or any past or present international experiences and travels, so please just send them to us at international-liaison@tssc.org.uk and we promise we'll share them with all your fellow TSSC Members.

See you in Israel



Michael Kaye sent us this picture of his rather nice looking, wire wheeled, 1967

2 Litre Vitesse, just after he and his son had succeeded in finding fuel for her in late September (hopefully Britain's fuel panic buying is just a distant memory by the time you read this).

This is another scene that may not look very International at first glance, but there's definitely an international story to be told here. The fuel hunt was to ensure that the Vitesse had enough to make the journey to the international shippers, as she is being exported to Israel, where Michael expects to be reunited with her late in November - so it may be a race to see what gets there first - his Vitesse or his copy of November's Courier!

We're pleased to report that Michael has promised to share insights about Triumph ownership and the classic car scene in Israel with us, once he and his Vitesse are reunited and we look forward to sharing those insights with you.

There may be quite a tale to tell about the process of exporting an old car to Israel as well. Bon Voyage OJD 495E - we look forward to getting to know you in your new identity and new home.



and fitted with non-standard pistons, to achieve a quite unique capacity of 1099cc.

Thank you for indulging me this month - we'll definitely get back to more of your stories and



2 Triumphs near Lake Como

Finally this month, **Mauro Annoni** in Italy has sent us some lovely pictures of his Spitfire near Lake Como, alongside another fine Triumph that belongs to a friend of his - and it's a model that I imagine is a fairly rare sight in Italy - a 1300 TC. As he says, these two cars, of a similar era, are: **"the same colour (Conifer Green), the same engine, the same designer (G. Michelotti), the same pleasant to drive, but so very different..."**

Mauro bought his Mk2 Spitfire in 1985, the same year he joined the



TSSC and uses her weekly **"on the winding roads on Lake Como or on the passes of Switzerland with great satisfaction indeed"**.

Just reading that makes us feel envious.

Mauro tells us that the 1300 TC was only bought by his friend last year and that he is telling him of the benefits of TSSC Membership - we hope to welcome him to our International community soon.

Jess & John

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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.

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TSSC INSURANCE - CAR VALUES

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

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

Please remember originality and rarity will always add to value

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)

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Above Values Revised as of 01/02/2021



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Curborough Sprint

Hi all and apologies for missing last month's Courier, however it does mean I have a few things to publish this month.

Curborough Sprint

Friends of mine, Karl and Liz, are members of the Curborough Sprint Course near Lichfield and own a really nice sprint prepared Mini. The Mini is a 1980 model with a 1293cc Miglia engine developing approx. 130bhp. The suspension is rose jointed and it is fitted with a full roll cage, carbon doors, bonnet and boot with 7x10 split rim wheels and race tyres - picture attached (white with red roof). One week-end they invited me to go along to watch and see some of the classic vehicles that take part and the vehicles that spectators bring along to line the entrance. Luckily for me it was a really warm and sunny Sunday morning and I was able to take the Spitfire (with roof down).

Karl did really well, he puts it down to my advice after his first run which was basically 'you need to go quicker!' However in Karl's own words;

'It was the last round of the Shenstone and District car club Curborough sprint championship.. I won the class at that round (which was the last one) and I have also won the class in the championship - my time was about a second quicker than the other mini - around 38 seconds on old tyres !!!!'



Well done Karl, I'm glad I was there to help!

Whilst there I also saw some really lovely classic and modern vehicles and met some really interesting people, one was a chap called **Paul Cheshire** who was 'sprinting' a MKIV Spitfire. He ex-



plained to me he had owned it for some years (I can't remember how long exactly but I think 20+) and that he had done nothing to it other than swap out the 1300cc engine for the 1500cc. I did ask Paul if he was a TSSC member but can't remember whether he was or not (old age - failing memory - mine not his). Paul was in his 80's and having great fun with his Spitfire. He explained that his sprint times were pretty slow compared to others but he enjoyed the participation and keeping involved with the club.

Attached are a couple of pictures of Paul Cheshire's Spitfire.

If Paul is a member of the TSSC and is reading this then please provide me with more info about the vehicle and the planned



mod's to improve performance.

Whilst on the subject of 'performance'.....I received some great info and pictures from **Rob** regarding the gains from various engine modifications he made to his Mk3 Spitfire, which might help you if your planning any work over the winter months.



Performance Gains

I read with much interest your Courier piece with Jim Yates about the performance gains that might be obtained by various engine modifications, and thought I'd share with you my own experience and how much my own modifications have increased performance.



I've got a late model (H reg 1970) Mk3 Spitfire which is now fitted with a "DH" 1300cc engine that was originally in a Dolomite – we chose this over the standard Mk3 1300 partly because it was what we had available at the time and partly as it has the larger journal bearings than the stock Mk3 engine. I believe this "DH" engine is very similar to the Mk4 Spitfire 1300 "FH"s in this regard.

Work on the engine has been fairly extensive – probably more akin to a "Stage 3" build, and can be summarised as:-

- 40 thou overbore (making it 1335cc)
- Up-rated pistons; Lightened, toughened and balanced con rods, crank & flywheel; Larger inlet & exhaust valves
- Head, ports, and inlet & exhaust manifolds enlarged, gas flowed & polished
- Head skimmed to increase compression ratio to 12.5:1
- Kent Cams "Fast Road" cam
- 4-2-1 large bore stainless steel exhaust
- SUs replaced with twin Weber DCOE40 carbs (jetting = 50F8 idles & 125F16 mains)
- Stock distributor replaced Mallory distributor & coil and Mallory E-Spark electronic ignition; distributor advance curve tuned.
- Timing and weber tuned on a rolling road by Aldon Auto motive in Brierley Hill
- Mechanical fuel pump removed & replaced with electric pump; Engine run exclusively on 98+ octane fuel with Castrol Valvemaster Plus additive; Dynamo replaced with a modern lightweight performance higher-output alternator; water pump replaced with lightweight alloy; mechanical radiator fan replaced with electric; oil cooling radiator added.

- Gearbox & drivetrain re-built; car re-built!

Measured power is 98bhp at 6500rpm, and 86lb.ft torque* As you can see on the rolling road graph attached, power was still increasing at 6500 but I'd agreed with the rolling road chap that was as far as I wanted to go at the time to avoid any "mishaps"!

It's a little confusing to quantify what these figures represent in terms of absolute performance increase, as the stock Spit Mk3 is quoted as 75 bhp / 75lb.ft but the 1300 Dolomite (which donated the engine) is quoted much lower at 58 bhp / 67 lb.ft – the disparity being mainly due, I think, to how Triumph measured performance originally. Either way, my girl's figures represent between 30 & 70% increase in power and between 15 and 30% more torques. Obviously impossible to say as to what proportion each modification contributed to the increases, but it shows what is feasible overall. Needless to say, she is extremely fun to drive!

It's good to get some actual data and see what gains can be made, thanks,

Rob.

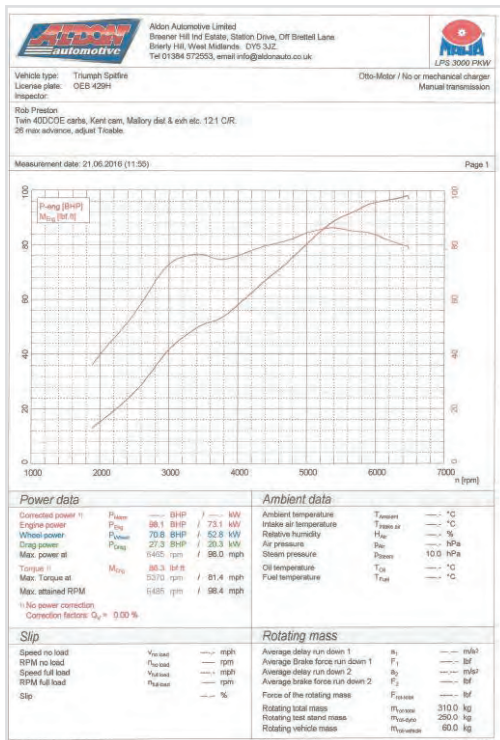
Double Vision

Whilst sat at my desk one day a colleague came into the office and asked how I had managed to drive both my Spitfire and daily runner into work? I looked puzzled and my colleague pointed out the office window at the bright yellow Spitfire sat in the car park (opposite my own daily runner). However the Spitfire was not mine! Curious I went out at lunch and had good look round the 'doppelganger'! It had obviously been well maintained and appeared to be in regular use. Chrome wing mirrors, a wind deflector and scuttle mounted aerial being the main difference between mine and it.

Luckily I managed to meet the son of the owner one lunch time



whilst I was playing around with my own Spitfire door window winder mechanism (an article for another time maybe). His name was Chris Bennett and he explained he was actually borrowing his father's car, Richard Bennett, whilst his daily runner was in



the garage having some work done. He was happy for me to share a photograph and confirmed his father was a member of the TSSC and had actually told him to look out for my car as he knew I worked at MIRA.

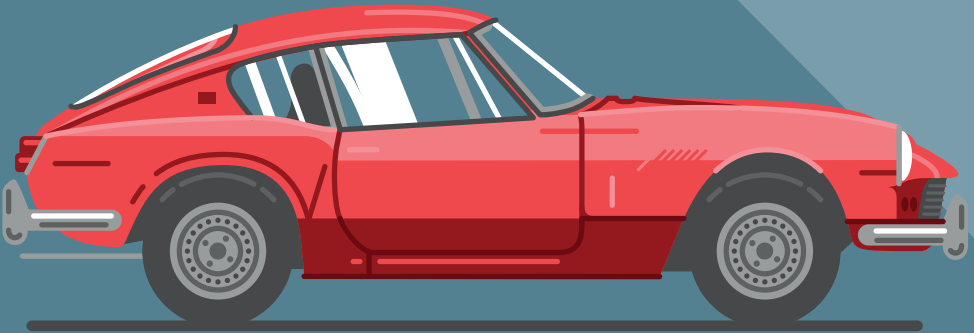
I was really pleased to meet Chris and hear a little of the history of his father's Spitfire which I believe has been in the family for a number of years. Richard, I hope you are reading this and can provide more information and pictures about your Spitfires history and mods so I can feature it in a future issue of the Courier?

PS If you hadn't worked it out from my description Richard's Spitfire is on the right.

Please keep your articles coming in, it helps me fill the gaps when work takes over and I run out of time to write my own articles.

Steve

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Spitfire Mk 1/2/3

SUZIE SINGLETON spitfires@cadley.org

Hens Teeth for Sale!

I have a few ebay items for you this month. I've just had a quick trawl while putting this together to see what cars are around and spotted what appear to be a nice 1964 Spitfire4. (Item No 165101068350)

It sounds as though the seller has looked after the car but sadly had not used it for many years. I hope it goes to a sympathetic owner who will rectify that and use it well. Worryingly it's not far from



a Mk IV rear body fitted and an Ashley bonnet.

An unusual combination but hopefully it will appeal to someone.

There is also a fastback kit for a roundtail Spitfire. (Item No 224615765202) It was advertised as an Ashley/Williams Prichard,



us, only in Swindon, but there is definitely no room for any more cars here. I do hope to see this car out and about sometime, or even hear from the new owner when it finds one.

I also spotted an interesting Mk3 which doesn't look very much as it originally did when it left the factory in 1969 (Item No 403172187838). This car has had

Those two designs were very similar but the Ashley had the fuel filler cap on the left whereas the Williams Prichard version had it in the centre so the one shown is likely to be the Ashley version.

I've strayed a bit as what really led me to feature ebay finds this month were a couple of things Guy had seen mentioned on Facebook.

And, when it comes to hen's teeth items, some things are just never to be seen - until Fitchetts listed something which has obviously been lurking on a shelf for many years - the textured rub-



ber floor mat to go across the rear floor, under the seats and over the propshaft

stopped us to ask where we had got it.



tunnel. (Item No 115017130517). This, unsurprisingly, was not listed for long, so someone presumably



snapped it up.

There was also had a left hand passenger footwell mat. (Item No 114523906667)

As I write that mat is still available. I can see that if both were available they would likely have been snapped up too.

Funnily enough, many years ago we did find one of those at Stafford. Walking around Bingley Hall, Chic Doig showed his keen eye for Triumph parts as, even with it rolled up under Guy's arm, he recognised what it was and

Sadly we had to tell him it was the only one the seller had and, even sadder, it turned out Chic already had a left hand mat so, had it been the elusive right hand one we may have very swiftly made a small profit on our purchase! In the end, deciding that one piece wasn't really worth fitting to Sybil on its own, and unable to find the rest of the flooring, we eventually sold that piece on. It was nice to see the pretty Spitfire4 at the Triumph Picnic at Walton Hall last month.



And, finally, following on from last month's, article, another design which I found in Jasper Bacon's advertising printing blocks, as shown in the Publicity manual I borrowed from Richard Dredge, and printed by my uncle. This time the subject being the Herald 12/50. Interest-



ing to see that by the time this printing block was made it had been amended by the addition of the 'A Member of the Leyland Motors Group' at the bottom.

Suzie

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TRIUMPH HERALD 12/50

Disc brakes, heater, skylight roof



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ALL MODELS

PAUL LEWIS tr7-8@tssc.org.uk

Rear Deck Panel

Firstly, I must apologise for the lack of articles in the last 2 months, sometimes during a project you say to yourself "is this really worth all the effort". Since the car came back from the blasters, we have left our workshop and the car is being moved about getting in the way, we are hoping that the workshop issue will be resolved very soon.

We have been trying to tackle the infamous rear deck on the TR7. As you are probably aware the panel is no longer avail-



able, especially in early FHC form with the larger filler neck. But they do produce a repair panel for each end.

So, I purchased two new panels to assist in the repairs, these aren't cheap at £50 each but required. As you can see from the photographs the panel looks like Swiss cheese and each area will need new metal adding in. Going back to the repair panels, these are produced as simply as possible to reduce costs but sometimes need a little fettling.

One thing we have found is that the original deck panels are not flat and have a slight radius. This hasn't been carried over to the new panel and to keep the car as original as we can we have had to re-introduce this



The other area that suffers is the panel that runs across the car below the rear window. This is connected to the deck panel and adds strength to the base of the window. There are several holes that are used to secure fastenings that can be exposed to water should the rear screen leak. Which are painstakingly having to be re-produced bit by bit using press tools, or modified tooling to get the same original finish.

This article isn't going to show you a perfectly finished product at the end because it is still ongoing. In the end though it will be worth it.

Paul



curve. I am wondering if body shops are bothering with this level of detail or are using copious amounts of filler to level the panel off???





TR 4/4A/5/250/6

BERNARD LITTLEWOOD tr4-tr6@tssc.org.uk

TR4's & 4A's at Malvern Show

As mentioned in last months Courier I will be sending in images of the range of TR's (the ones that I am Reg Sec for anyway) over the next few editions.

This month it is the turn of the TR4 (and derivatives) that I saw and took images of at the TSSC Show at Malvern, and among them a genuine GTR Dove.



If anyone recognises their car and would like to help me out with some words about the car (and themselves if they would like to) for





family friend's TR4A. Twenty-five years later I became the proud owner of that same car. During a recent house move, the family friends' daughter came across a load of photographs from the sixties and seventies and had some of them (the ones that were in colour, quite rare for those days) restored to their original quality and also in an e format. Imagine my surprise when an image of me and my (now) car came to me in an email. This will help explain to some people who wonder why I don't restore the car. It might not mean the same to me with shiny new paint and other parts as it does now. Anyway, while at the Triumph show in August 2021 I attempted to "recreate the moment" 50 years on. ***Whether twelve or sixty-two, a 4A will definitely do!***



GTR Dove

these pages then I and those who read the Courier would be very interested indeed to hear from you.

Whether a 4 or a Dove, it's TR's I love!



Me at 62 years old



Me at 12 years old

ANOTHER HANLEY FARM MEET

After attending 3 or 4 Hanley Farm car "meets" over the last few months, S.Wales TSSC decided to support the August bank holiday Monday meet. I had taken my TR4A to the previous "meets" and as it is only a 30-mile run from my house to the venue just outside Chepstow I decided that it would be a good idea to take my Vignale to trial the new front suspension that I

HALF A CENTURY APART

Fifty years ago, I was lucky enough to be taken to a (then modern cars) show at Malvern in a

had designed and had manufactured at ProCo Sts Wellington near Taunton (big thanks to Phil Hyde & Spike). The new parts were top and bottom



Vignale at the rendezvous

phase 3, Ensign and Vignale are the cars from which our TR2, TR3, TR4 & TR4A engines originate from, the 4-cylinder wet liner engine, hence it has at least some claim to appearing in these few pages, so in the company of another 9 Sth. Wales Triumph's. I am pleased (very) to say that my Vignale



My re-designed Top Pivot

performed exceptionally well with the steering and suspension and certainly better than with the original Standard components.



My Design front Suspension as made by ProCo



My design Lower trunnion

wishbones, vertical links and bottom trunnions as new original parts are not available.

Why am I rattling on about a Vignale I expect some are thinking, well the Standard Vanguard



The ProCo Components installed

I also managed to enrol another person into TSSC membership, I'm sure that some members will recognise him from other car shows and I

hope that I will be able to feature the car with words from the owner in a future Courier.

**BY TRAIN, BALLOON OR BY ROCKET,
I'D PREFER A TR3's COCKPIT!**



It's my pocket ROCKET!



**Kalib laughs as Andrew
cant see over
the Steering Wheel!**

And there's a footnote, the immaculate TR3A featured in this article (hence the image with the registration number showing) might by the time this article is published be up for sale, the owner's wife wants a car with "wind up windows" and a TR4 or TR4A is being sought, so if anyone wants the contact details to either buy or broker a deal on a TR4 or TR4A please contact me via my TSSC email address and I will connect you with the very mobile seller if it is still available.

Bern



'Triumph Hescort' & my Hubs

Last month I promised you some information about the Uprated Front Hub and Stub Axle Kit that Canley Classics sell and true to my word I will, but you'll have to wait until the end of my article for that.

Instead I am going to kick off with something I have been hoping to bring you for a little while now, it's the story of **Robin Moore's** Herald. I'm sure you know that my Herald was converted to EFI a few years ago now, when doing that I retained the Herald engine. Taking that idea to a whole new level is Robin who has carried out an extremely well executed Restomod, I'll let Robin begin.

Triumph Hescort

I was given the wreck of this Triumph Herald convertible by my parents on my 40th birthday as a gift, but I have to roll back some years to begin this story.

My mum was working at Lotus and her daily transport was a MK1 Fiesta 1100, not a car which would get your pulse racing, she fancied something different and had had a spitfire when we were small so she fancied a Herald and it had to be a convertible. A suitable vehicle was found and transported home and entered for MOT, where it failed. There was quite a list and it became clear the body had to come off and a fair bit of welding required to body and chassis, I was doing the work on the car weekends and

evening and work was progressing until I meet Rachael who would become my wife. She lived in Portsmouth while home for me was in Norwich, so working on the Herald slowed as I was spending weekends in Portsmouth, then 6 months later I moved down to Portsmouth permanently after finding a job there, but the car was together at least and my Dad had the task of finishing the rebuild ready for mum to use. It was used for a number of years as daily transport to and from Lotus, covering 30 miles a day in all weathers, this continued until the Herald finally failed MOT due to serious rot in the chassis. At this point mum wanted more speed and they had bought a Vitesse to restore, so the Herald was stored on a friends farm in the open, during the first winter a tree had fallen on the Herald destroying the roof and damaging the body allowing the elements into the interior.



So back to 2008 when the Herald arrived at my home, of the original car I had the remains of the bulkhead, the screen had fallen out and the chassis finished just after the front seat. There was an engine and gearbox and one door, the other had fallen off, but I also had a full chassis, replacement bulkhead, bonnet, door and rear bulk.

It was at this point I toiled with an engine transplant to create something different, I was thinking 1600 Kent, but prices for them had risen already beyond my budget. So I thought Ford 1.25 Fiesta engine but power was the same as the original triumph 1300.

Then I saw a Zetec which had been put into a MK1 Escort, the fact they kept the bolt pattern on the engine for the FWD same as the RWD, meaning using it in the north south configuration was easy. After a few months an MOT failed 1992 Ford Escort was purchased off eBay for 50 quid, so now I had an engine. Transmission? I decided to go automatic so the wife could drive it as she has an auto driving license, C3 auto boxes were cheap enough and one was easily sourced. Rear end was next and keeping the Ford theme I got a complete rear Sierra suspension setup for 60 quid, try

getting one these days for less than 300 quid!

I stripped what was left of the original car and sold the engine and gearbox to a guy who came over from Denmark just to collect it!

Now the build could begin! I got an early picture of my kids 'helping' lol (Pic 1), the replacement chassis was soon found to have been badly re-



modifications and body restoration.

Thank you Robin, I'm really looking forward to reading part 2.

So after months of me babbling on about my Herald as I'd not had anything sent to me, two emails turned up together. So now I will pass you over to **Josef Gluyas** who sent me information on work he has been carrying out on his car, here goes.

I thought I'd shoot over a few words and pictures in case you were in need of Courier material. (Always, thank you. Darren).

I've been renewing my 13/60's brake backplates and most of the handbrake linkages after one of the retaining brackets for the handbrake spring on the backplate wore through. When taking the broken side apart I noticed quite how much play there was in



paired, although the main rails were fine the outer rails were patched and the new outrigger poorly welded. I changed the outer rail for 40mm box 2mm thick to increase the strength and reworked the whole rear end to mount the Sierra diff and swing arms. I also needed to rework the chassis rails to accept the wider automatic transmission; I added doubler plates in the area I had thinned to not compromise the strength. For the rear I changed the swing arms to accept coil over shock absorbers and the rear was done, you can see the original Escort petrol tank, don't worry it wasn't the home for it (Pics 2 & 3).

Thanks for reading, next month front suspension

all the parts, so decided to replace everything on both sides! While I was in the o/s wheel arch though I had a feel around and found some crunchy metal... Since I now have a MIG and the ability to use it I figured it'd be sensible to deal with the rot while the half shaft assembly was out of the way.

This is the first bit of the Herald's bodywork I've worked on myself, and the experience I gained working on my Spitfire meant I could do a reasonable job of it. The problem with taking the rear quarter valance off and spending a few hours with my head in the wheel arch or under the car though is that I've spotted

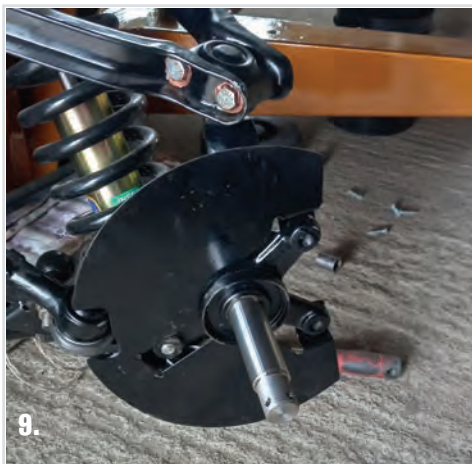


Spitfire is done rather than end up with two cars off the road at the same time, but then leaving it too long is not going to be the best plan either. Hmm.

Nice work there Josef, you should be very pleased with those results.

Finally, here are details of the Uprated Front Hub and Stub Axle Kit.

First job is to fit the new Stub Axle. No different from fitting an OE type one, pop it through the upright and tighten the nyloc nut to 'FT' or



9.

check the WSM for the correct torque if you want (Pic 9). Immediately you will notice that



10.

the new style stub axle is thicker and symmetrical, meaning that both inner and outer bear-



several more areas that'll need attention sooner rather than later. I'd like to try and hold off till the



11.

ings are the same size, unlike the original tiny outer bearings.

Next to the hubs, which are made of alloy and very shiny....we all love shiny bits don't we? First thing for me to do here was remove the spindly little OE spec wheel studs and fit the much sturdier Freelander ones (Pic 10). Then refit the discs to the hub (Pic 11).



12.

Onto the bearings..... Pack them with grease, but don't go mad, then fit them to both sides of the hub (Pic 12). Another advantage to this kit is that the bearings have rubber seals, which



13.

means you can do away with those troublesome felt seals and there's not even a need for a dust/grease cap. The rest of the kit includes two

spacers (one thick and one thin), a castle nut & split pin (Pic 13).

First put the thin spacer on the stub axle, followed by the hub assembly, then the thick spacer. Pop on the castle nut and torque to 8 ft lbs, then fit the split pin and job done (Pic 14).

You will need a 33mm socket for the castle nut, not a size I had in my toolbox so I had to do an emergency eBay purchase.

Then on with the freshly refurbished calipers (Pic 15) and that meant the chassis could



14.



15.

finally be classed as rolling. Next job will be making my own brake lines, something for a future article maybe? See you next month.

Darren



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Herald

948/1200/1250

COLIN LINDSAY herald@tssc.org.uk

Two Becomes Three!

It's been an interesting few months, so time to catch up on the news.

First and foremost my garage is now exclusively Herald - I'm GT6-free for the first time since 1995, having sold SAL the GT6 to a good home in Scotland; a decision forced by the hottest summer in years and most of the other local TSSC members driving about in convertibles. It's strange after more than twenty years to walk into the garage and see it gone, but in true form the space was soon filled with yet another Herald-shaped project (pic 1).

This one has been christened 'Biscuit' due to the carpet colour, but it could easily be 'The Bitser' due to the Vitesse bonnet and bumpers, plus the fact that it was originally Royal Blue, amongst other things, and is already giving me plenty of head-scratching.

Nothing annoys me more than an incorrect screw or a clip replaced with cable ties, and nothing gives me more satisfaction than sourcing the correct part in the spares pile, especially since that doesn't cost me money. Sadly, I have to confess that it's also a 13/60, but the plan is that whilst my other two 1200 Heralds will, when completed, be almost fully original cars, this one will be used as a driver's car for Club runs, and as experimentation for modifica-



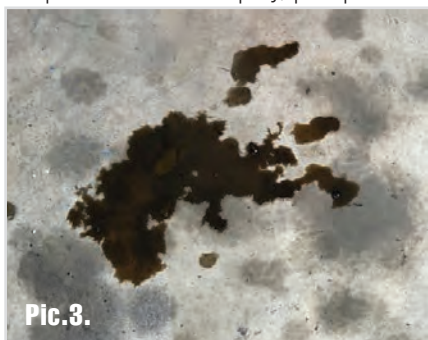
Pic 1.

tions (pic 2). An overdrive conversion is already on the cards, I'll



Pic 2.

be replacing all of the suspension bushes in poly, plus plan on having a bit of fun with different manifold and carb setups - not for any reason other than simply because I can. Carpets, light tan trim, and assorted brake parts are more because I have to. I've already committed a slight foo-pas when I spot-



Pic.3.

ted a leaking water pipe and so sourced not one but two replacements, only to find the water coming from a loose hose clip. There's also a massive oil leak from the engine; every day I've a pints' worth of Rorschach Inkblot on the floor after only a few minutes of idling (pic 3). With luck it will be something simple.

In all, it's not that great a shift from the 1200; after all, a large percentage of the car is exactly the same as the earlier models, and is nice to have only four cylinders to play with now, although it's hard to handle the height of sophistication and technological advancement that is a single in-line fuse.

I'm not used to so many lights at the business end, nor am I used to such poor ones at the other. The dark evenings are returning so we need to be prepared. The headlamps had gone very grey, but a washing-out with dishwasher rinse aid soon sorted



Pic 5.

is only held on with two screws; undo those and the cover can carefully be withdrawn against the pull of years of road dirt. Don't drop them; I'm speaking from experience following the time I bought a



Pic 4.

that. It should work equally well on any non-sealed unit. Remove the bulb, pour in neat fluid, and wipe the inside of the glass lenses with a thin paintbrush. Dry them out... er, yes, that is an oven... on very low heat (pic 4). Even a clean of years of grime from the number plate illumination improved matters immensely.

Both of my rear lights were working, but looking at them the other day, I was thinking: "We can do better than that!" Indeed we could. It was clear that these lights had suffered over the years, not from deliberate neglect, but just a kind of mild *laissez-faire* that said 'if they work, leave them alone'. Many times I've ran a soapy sponge over the outside of light units, and never gave a thought to what was going on inside. Well, today was the day. The lens



Pic 6.



Pic.7.

boxed NOS Herald rear light lens at a show, then, once at home, took it out of the box to admire it... and dropped it on a concrete floor. Ouch. The inside of these was grey with dust (pic 5), and a good wash in warm soapy water soon cured that. The bulb was correspondingly dusty, but wiped clean with a dry cloth. The reflector however was a different matter (pic 6). It was bent out of true, and covered in grime. Springing back into place surprisingly easily, it was treated to a good clean with chrome



Pic.8.

cleaner, and came up like new (pic 7). Fitted with a clean bulb, and the lens replaced, the difference was amazing (pic 8), and most importantly - **free**.

I've oiled the trunnions, greased the bearings, replaced front hubs, discs and calipers, fixed the screen washers, polished the chrome to within an inch of its' life and am currently waiting on an MOT appointment. After that, the road is my oyster... until the Winter begins and so does the real work. I'm wary of making any kind of deadline for a restoration, my last famous quote of **"I'll have that car back on the road in six months"** was in 2008. That's my 1200 convertible, and it's still in bits... but hey: maybe another six months will do it?.....

Colin



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

Duxford 2021

Back in September I went along to one of my favourite Triumph events in the GT6, the Duxford Picnic organised by the TSSC Herts and Beds area.

This event has a bit of a soft spot for me as it was originally organised by the Essex area back in the early 90's and I was part of the organising team. The air museum is also an excellent day out and forms a lovely backdrop to the cars with plenty of classic aircraft in the skies as well.

Last year was a bit of an eventful one for me having won 2nd prize in the best car award and then breaking down on the way home with a catastrophic wheel bearing failure. This year was a bit more straightforward, the car ran like a dream on the 190mile round trip.

There were plenty of GT6s there to look around with MK1s and MK3s but no MK2s.

Here are some pictures:-

MK1s



Dick Twitchen's modified MK1



The museum exhibits make a great backdrop.



Lovely Signal Red MK1 with Wire Wheels

MK3s



Karl Reilly's Saffron MK3



Another Saffron MK3, Mine!



Carmine Red MK3



Paul Gulliver's Mimosa Yellow MK3



**Mimosa Yellow MK3 with period
Wolfrace wheels**



Doug Brown's Mimosa Mk3



Pimento Red MK3



Nick Young's Wedgewood Blue MK3

It seems like Yellow MK3s were certainly the popular car at the show!

GT6s Out and about

I received a letter from **Neil Young** with a photo from the Buckie Show in Buckie Moray, North East Scotland.

"Hi Andy,

I thought I would send you this photo of myself and Guy Carnegie from Inverurie Aberdeenshire at the Buckie Show last weekend with out MK1 GT6s which I do believe are the only MK 1s in the North East that are on the road. Cheers,

Neil"



Neil and Guy with their MK1s

By only one's in the North East I think Neil means the North East of Scotland as I do know of GT6 MK1s in the North East of England, but I guess that would count as South for Neil!

I did meet **Guy Carnegie** in person a few years ago when I was on the Round Britain Run at a checkpoint at Skiach Services North of Aberdeen as he popped along to see the assembled Triumphs.

From the Archives

As I have written about the Duxford show earlier in this article I thought it would be appro-



GT6s at one of the first Duxford Triumph days in the early 90s



A view of the cars at one of the first Duxford Triumph Days in the early 90's, there looks to be a good few GT6s present.

prate to dig out some photos from the early Duxford years.

Not sure exactly when these were taken but it would have been early 1990s when the show was still being run by the Essex area.

Andy

Colin Geer's GT6 MK3 at Duxford in the early 90s, it was probably still fitted with a normally aspirated (albeit with NOS injection) Triumph 6 pot at the time, shortly afterwards it ended up with a turbocharged Triumph 6 pot and now-days is fitted with a Sierra Cosworth



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In the November Issue we go on location with **Salvage Hunters** to recreate a CAR Magazine Giant Test from 1980, look at a superb Land Rover Series 1 resto and fit an electric speedo and tach to a GT6. **Nigel Clark** gives Triumph Big Six thermostat advice, plus you get everything you would expect from your favourite classic magazine.



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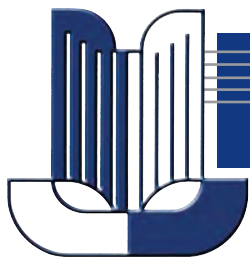


FEATURES



SAGAS





Car Loan Project

By Matthew Goodwin

Scrubs up Well!

When I took delivery of the Acclaim in June, the car was in overall very good condition, and it presented very well.

Chris had prepared the car meticulously; He'd given it a full service, gone through every-

thing and re-placed anything needing replacement, and he'd even waxed it and filled it up with petrol for me. Mechanically, it was in very fine fettle, and when I first saw the car, it looked almost like new as it sparkled in the sunlight. No person could have reasonably asked for more, and I'm very happy with my choice of car in the Classic Car Loan Project. The young couple who chose the Herald might have ended up

with the really cute one, but I got the really cool one. I'm a very lucky boy, that's for sure. Good though the Acclaim was however, on closer inspection there was room for a little improvement, and with the Malvern Show coming up, I wanted the car to shine brightly. It would be on display as part of the Triumph Acclaim 40th Year

Anniversary, so I needed Alisha to look the best that she possibly could.

The first thing I did was to give the interior a vacuum and fit a set of floor carpet over-mats prior to my trip to the Isle of Wight. I also replaced the window wipers, which juddered and jumped and juddered across the screen. Now, for my modern day Nissan Micra, this would be a simple task of ordering the parts on-line,



waiting a few days for delivery, and then attaching them to the car. Not so with the Acclaim. I've discovered that finding even the simplest and most ordinary of parts for this car isn't quite as easy as one might imagine. Alarm bells began ringing when I put the words 'Triumph Acclaim Floor Mats' into the search box of a well known market place on the line named after an old Volvo, and received a list of several hundred results. This sounded much too good to be true, and it was. On closer inspection, every single set of mats being offered for sale had 'fits Triumph Acclaim' included in the description, despite it being blatantly obvious that they would not. And though I'm probably not the most street-

wise person in the world, even I'm not so naïve that I would fall for a marketing ploy as outrageous as that, so I abandoned the inter-webs and set off for my local Motor Factors.

I took some measurements and found a set of general purpose Carpet Over-Mats that were narrow enough to sort-of fit in my Acclaim's foot-wells for a very reasonable £30. Whilst in the shop, I couldn't resist a set of Furry Dice to hang from my rear view mirror which are 'absolutely essential' for any 1980s car, so I picked up a pack of those too. Then I went to the counter and asked for a set of window wipers for a 1981 Triumph Acclaim. "A what?" came the reply. "A 1981 Triumph Acclaim" I repeated. "Never heard of it" replied the 5 minute old yooof working, or rather masquerading, as the shop assistant on duty. "Is it a motor bike?" he added, rather preposterously. "Never mind" I said, and I just paid for my things and left. Next, I drove into Oxford and tried my luck at the big Halfords store. Happily, the staff there are a little more helpful, and intelligent enough to know what a Triumph Acclaim actually is. Unhappily, the only wiper blades available for the Triumph Acclaim were the own-brand cheap ones that I would ordinarily never buy. I prefer to spend a little bit extra and get a good quality blade, as you get a much better wipe and they last a lot longer too. The problem is that not many Triumph Acclaims survive (I believe around 300 examples are left in total), and the demand for window wipers is so limited that the big manufacturers simply don't bother because it isn't worth their while. Having no other choice, I bought the own-brand wipers and hoped for the best. They are slightly better than what was on the car, but not by very much. They still jump and judder across the screen, and in my opinion were a waste of money. Still, beggars can't be choosers I suppose.

Ever since I've had the car, the steering wheel has always been a little off-centre, and when I drove the car to the Isle of Wight, I noticed that on a straight road, the car wanders about and needs constant correction at speeds over 50 mph. This indicated that the wheel alignment needed some adjustment, which I've now had done and the car now drives perfectly. The steering wheel is still ever so slightly off-centre, but I can live with that and it's a lot better than it was. Whilst on the island, we had a really bad rain-storm one night, and the following morning I discovered that the boot leaks quite badly. I'd like to replace the rubber boot lid seal, but after exhaustive enquiries at several part-suppliers, I've discovered that nobody seems to manufacture or sell parts for Triumph Acclaims any more. Honestly, trying to find a replacement part for an Acclaim is like trying to find honesty and integrity in the House of Commons. They simply don't exist. I'm going to have to either track down a 'new old-stock' part from an auto-jumble, or see if I can find a similar design rubber sold by the metre, and hope that it will fit my boot aperture. If anyone happens to have an 'old-stock' rubber boot-lid seal for a 1981 Triumph Acclaim that they would be willing to sell me at a reasonable price, please get in touch through Chris Gunby at the club. Meanwhile, I'll just have to wrap anything I put in the boot in plastic and keep some towels handy for mopping up whenever the car is outside in the rain.

Of course, after being on the coast for a few days, the Acclaim's

bodywork was covered in more salt than a Weight-Watchers Ready Meal, and the interior footwells contained nearly as much rubbish as Radio One's Play List. My first job on my return home was to wash down the car and hose out the wheelwells before it started rusting. When drying the car, I noticed that the paintwork was rough to the touch, and covered in 40 years worth of light scratches and swirl marks. To address this, I went over the whole car with a clay bar to remove all the contaminants, and then I used Auto Glym Paint Restorer to get rid of the scratches and swirls. The results weren't quite as good as I'd hoped for, but I'm still pleased. Not knowing how much paint was left on the car, I only wanted to use a mild cutting agent, as I didn't want to risk burning through the primer. It's made a huge improvement along both sides of the car, but some of the swirl marks on the roof, bonnet and boot-lid are still there. I might get brave and try a more aggressive cutting compound in the future, but for now I'm very happy with how the car looks, and I can live with those minor imperfections. After that, I polished the paintwork with Auto Glym Super Resin Polish, and then sealed it with Auto Glym Extra Gloss Protection. The paintwork now looks absolutely fantastic, with a lovely smooth finish and has a brilliant sparkle to it.

With the paint as good as I could make it, I moved my attention to the bumpers and rubber trim. The rain had washed off the Linseed Oil that Chris had used on them before, revealing that they were all badly faded to grey. I wanted them to look blacker than black, so to achieve a longer-lasting result, I employed an old motor-trade

trick I picked up whilst working at an MG/Rover Dealership in the early 2000s. I applied concentrated heat using my kitchen Blow Lamp that I do my Creme Brûles with. This releases the natural oils in the plastic and turns them back to their original black colour. I prefer not to use the type of Blow Lamp a Plumber would have, as that would be too powerful and risk setting fire to the bumper. And I wouldn't use even my low-power lamp on the rubber side mouldings, for the same reason. I then went over everything, including the door mirrors and all the door and boot seals with Auto Glym Bumper & Trim Gel, giving them a lovely glossy, rain repellent sheen. To black the tyres, I used a cheap Tyre Dressing I buy from Poundland because it gives a less shiny, more matt finish which I prefer to the high gloss of a branded product. You have to do it more often, but I think it looks better. To complete the exterior transformation, I polished all the window glass with Auto Glym Glass Polish.

Inside, the interior was basically in very good condition, just a little grubby after 40 years,

though I did notice a small tear on the top of the rear seat backrest during vacuuming. British Leyland Seat Fabric isn't the most durable, and years exposed to direct sunlight weakens and damages the fabric. Fearful that I'd either caused, or at least made things worse with my usually trusty Dyson, I've had the tear repaired by a chap I know locally who does very good interior repair work. Whilst I was there, I also asked him to repair the burst seat piping on the driver's seat, and some loose stitching on the front passenger seat. He's done a really nice job, and if you didn't know the damage had been there, you'd never guess, such is the quality of his work. I'm very, very happy with it. Once the car was back home, I abandoned plans to borrow a Steam Cleaner, thinking it would be too aggressive on the fragile upholstery, and instead just sprayed the seats with Auto Glym Interior Shampoo and wiped them over with a Microfibre Towel. This lifted all but a few of the most stubborn stains, and has left the seats looking and smelling fresher than they have been for a very long time. Sadly, doing the seats was such a long process that I didn't have enough time left before the show to clean the carpets as well, so I'll have to save those for another day. I did however clean down all the dashboard and interior plastics (which came up a treat), and I polished the inside of all the window glass, producing a glorious mirror finish. The interior is now totally transformed from what it was just a few weeks ago. I added the finishing touch by attaching the sticker that Bob from the Classic Car Loan Project had given me to advertise the scheme in my back window, and then collapsed in a big heap on my sofa after all the hard work. Every single joint and muscle in my body was aching like mad, but it wasn't half worth it.

Though I say it myself, the car looks amazing. I'm not sure that I'd win a concours prize, which is really just a competition to see who has the most acute OCD anyway, but I'm very happy with how the car now looks. It might not be 'the' best Acclaim at the show, but it will certainly be one of them. I am very, very proud of it.

Matthew



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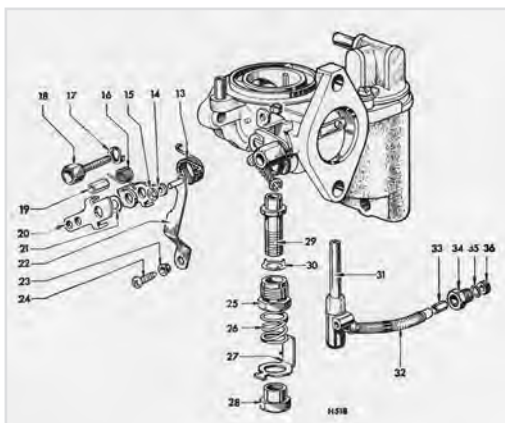
Hi and welcome to the small saloon register again.

Well First of all I hope you are keeping well and safe. So many things happened in 2021 it was difficult to run a business and keep up with all the ever changing world we live in. I shall be getting my cars out in the sun again, even did a wedding in my SE but that's another story...

and writing a few more articles, however on the positive side, I did more interactions on social media helping members.

With the current fuel crisis and the introduction of E10 I think I need to put my penny worth here in that discussion. There is a lot of talk about E10 and its effects. You will recall that in 2000 the demise of leaded was all doom and gloom and as we know that turned out fine. There is some important things I feel you should do. Change your flexible rubber hose from tank to line and line to pump and even around the carbs if you have twin SU set up. The Club Shop sell Gates hose and for the small cost it's worth not having a very expensive leak and engine bay fire.

I've seen many cars with bonnets up at shows and



see many with cracks and non ethanol hose. I also did the little washer on the SU jet to as the Toledo started to leak being the original one so all the fleet as now been done so I can forget that issue for a while.

E5 and its availability may help but with the current crisis I found several Tesco not having 99 RON in stock so filled up with E10.

I have some more news in the next instalment. Until next time, see you at the shows.

Safe Winter Motoring.

Andrew



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A View from the North

by Darren Grove. North Devon AO

Unsure of exactly who was going to turn up at the start it was good to see Steve White pull up in his powder blue TR3, closely followed by Malcolm Huxtable in his Spitfire, still covered in dust from where he had uncovered it from his very full garage the night before.

Tour of Devon

For those of us 'up North' our starting point was the usual Old Bowling Green Car Park in Torrington, with a planned departure of 8am.

So with Bacon rolls and other supplies for the day packed in the Spitfire, the weather forecast looking good, me and my navigator (Ray my father-in-law) set off from home at 7am with the hood down. It was a fairly fresh start with some early morning mist around, but an enjoyable drive to the starting point where we arrived at 7.35am, allowing us plenty of time to enjoy the surprisingly warm bacon rolls before anyone else arrived.



Torrington (At the start)



Setting off from home

Stage 1 - 8am arrived and with no sign of anyone else we set off with Malcolm first off the mark, after a mile or two we passed the Stag of Alan Emery heading the wrong way, either he was lost already or was just a little late for the start. Up to Bideford, over the old bridge and then through Instow, this route was taking us back past Malcolm's house, so we then overtook Malcolm who had pulled over to collect his good lady Mandy. We headed up to Barnstaple, over Taw Bridge, up through Braunton, Ilfracombe and Combe Martin then dropping down towards the start of **Stage 2** at Blackmoor Gate. Another stopping point we are familiar with as this is used for our regular run up to Lynton & Lyn-



Blackmoor Gate (Stage 2 start)

mouth Cliff Railway. We were the first to arrive at around 9.10am, but closely followed by Neil Carty in his TR8, who had gone to Torrington but unfortunately just missed us leaving. Neil had travelled all the way from Staines upon Thames in Middlesex to join us, though had stayed with his Dad at Falmouth the night before, was this the furthest anyone travelled to join the event? Alan in his Stag was next to arrive, he had just been a little late to Torrington, so had done a quick u-turn after spotting us, Malcolm arrived soon after.



Tiverton Services (Stage 3 start)

Stage 2 - 9.30am and we all set off down the A399, then onto the North Devon Link Road. This next section should have been fast moving, but with roadworks restricting the speed to 40mph, then a slow moving van, then a dawdling Nissan Micra, progress wasn't as fast as hoped. Eventually the end of the roadworks came and the last section being dual carriageway, allowed us to push on and to catch a few more flies on the bonnet. Over the M5 at J27 and we were at the next stop at Tiverton Services

in good time. At this point Steve in his TR3 disappeared and was not seen by us again!

Stage 3 - 10.45am and off again, quick stint on the M5 and off at Honiton to pick up the A35, at one point I questioned my navigator as I thought we were going to end up in Dorset, but fear not we turned off on the A358 towards Seaton, then the A3052 towards Exeter. Arriving at Exeter Services we spotted Dave Frost & Shane Botham in their TR6 & Dolly Sprint respectively. The weather was still overcast and not that warm, but Malcom & Mandy decided to brave it and put the top down, not sure what was happening but they made it look difficult.

Stage 4 - 12.30pm we left for what was likely to be the slowest section as it was basically following the coast road through Dawlish, Teignmouth, Torquay and Paignton. As with the other stages Ray and I were leading the way with the other four cars close behind, we entered Teignmouth and were stuck in some heavy traffic. Maybe this hold up caused some confusion but we became navigationally challenged once the traffic started moving and managed to miss the turning for the bridge, thankfully all the guys behind didn't follow us and went the right way. A quick U-Turn and



Exeter Services (Stage 4 start)

some more queuing saw us back on track and behind the other cars by the time we were close to Torquay. Torquay & Paignton were busy, but the traffic was moving, then some freer flowing lanes as we approached the Car Ferry at Dartmouth. Our timing was good, just a couple of minutes waiting and we started to board and within minutes we were crossing the River Dart. The second wrong turn of the day saw us head in the opposite direction to the Dartmouth Park & Ride, but this was soon spotted and corrected. Not our fault this time as we were following Shane! Just before the Park & Ride was a BP Garage, so I took the opportunity to fill up and let the others go ahead.

Stage 5 – 3.00pm departure and we continued along the coast road through Stoke Fleming, Blackpool Sands and Slapton Ley, before cutting across up to Kingsbridge. As we headed up towards the bottom of Dartmoor finally the sun came out and it started to get warm. I always love driving across Dartmoor, having to dodge the sheep, cattle and ponies al-



Mid Stage 5

ways makes it a bit more interesting. So into Yelverton and another stop at a Park & Ride. Malcolm could smell fuel, so all the bonnets went up so we could check our cars, nothing missing or extra



Dartmoor Park & Ride (Stage 5 start)

under mine, it turned out to be the carbs dripping fuel on Shane's Sprint, not the first time he'd had the problem and the car was still running great so he wasn't worried.

Stage 6 – 5.00pm and we set off for the final stage. More Moorland driving, this stage in beautiful sunshine up through Princetown, then on to Moretonhampstead, then left up to Whiddon Down, then through Sticklepath where the third navi-



gational error of the day as we went straight past the final stop at Whitehouse Services and onto the next Petrol Station. After some discussion we decided to head back to the BP Garage we'd just passed to find



At the Finish!

some kind Spitfire driver waving us into the field where we were greeted by many of the other participants. We'd made it! What can I say about this even? It was a long day, but it seemed to fly by. It was a lot of driving, but certainly didn't feel like the 250 miles or so we had travelled since setting off from home at 7.00am.

We travelled on some great roads, through some fantastic places and at no time did we even consider cutting it short. A huge thank you to Jon for coming up with the idea and the meticulous planning of the routes and to Rob & Sue for the terrific supporting roles.....roll on Tour of Devon 2022.

The 28th Duxford Event

by Peter Lewis - Herts & Beds AO



Well where to start, covid restrictions got us thinking, keep it simple, as things can change and we don't wish to get caught with losses or a disaster, so like last year, called this a Picnic, bring you own catering, but as many found out as things changed we could offer the Not a Raffle Raffle and provide some refreshments for members ..this was opened up less than a month to gear up and then the 'what do we get, what should we provide' headache developed.

I did change all the accessible adverts to read refreshments and raffle but with short lead times the Courier could not be updated so we had a gamble on our hands.

With Paul and Geoff selling 94 gate tickets and around 80 cars the site filled nicely, I thought there were more there than that, but hey ho, the sun was out, the sky was blue, the planes were doing circuits and bumps!

We gathered some welcome donations in the gazebo for 135 cups of tea/coffee, countless sausage rolls mini pies and cakes + despite the cars full of picnic many were surprised to see just what we had pulled together, the rush for sticky cakes after the raffle



didn't happen and a few trays went back to sunny Luton.

Bern had the run around completing TSSC Valuations and Angie headed up the Club Shop sales counter as we are not supposed to hold any money making antics at IWM it was nice to see



Maria our IWM contact buy some tickets, that's a new one, but she didn't win anything.

Hats off to the Girls managing the catering and keeping the



kettles boiled and the sausage rolls hot, not an enviable task . And thanks to everyone who donated as this paid for the food we purchased and left a little over, we are most grateful. makes it all worthwhile, the raffle went smoothly with only one or two re takes.

Ashley and Kirsty managed to short list 3 loved cars. it's nice to give a prize to something that's not concours or over polished with the unknown handling rules we decided no trophies to clutter the sideboard but some

nice bottles of booze awarded to the winners.

1st Spitfire GLK 684

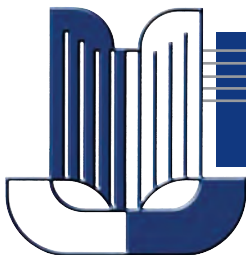
2nd TR7 SAC 776W 3rd 2000 Mk2 CUV684T

With limited funding we can't do awards for every model so it's the best three and as usual I don't have names, just registrations ...must try harder.

Those who run events know that when it all appears to run smoothly there is a lot that has been going on behind the scenes, I was well kna ..tired by the time we packed up.

So it was home James and don't spare the horses, as on Monday we are back to collect all the hardwarewe need a Standard Atlas Van. After 4, 75 mile trips to view, drop off, attend and again to collect, it gets the car on auto pilot, but that's it all over for another year.

Keep driving, get the smile, many thanks to all who made the effort.



TSSC OFFICERS

Triumph Sports Six Club

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

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HERALD 13/60

Darren Groves, Moorside Cottage, Ashwater, Beaworthy, Devon. EX21 5DD

Tel: 07806 351499 e-mail: herald1360@tssc.org.uk

SPITFIRE Mk I/II/III

Suzie Singleton, 31, Cadley, Marlborough, Wiltshire. SN8 4NE.

Tel: 01672 514241 e-mail: spitfires@cadley.org.

SPITFIRE Mk IV/1500

Steve Payne, 47 Tiverton Drive, Horeston Grange. Nuneaton Warks. CV11 6YJ.

Tel: 07885 449609 (6 to 7pm) e-mail: spitfireIV-1500@tssc.org.uk

VITESSE 1600/ Mk I/II

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Tel: 02920 315260 e-mail: tr4-tr6@tssc.org.uk

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TSSC TRIUMPH ARCHIVE

Ben Broadbent, 28 Forshaws Lane, Burtonwood, Warrington Cheshire. WA5 4ES.

Tel: 07875 944541 e-mail: archive@tssc.org.uk

AMPHICAR

David Chapman, Tel: 01684 592985 e-mail: amphicar@tssc.org.uk

INTERNATIONAL LIAISON SECRETARIES

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

YOUNG MEMBERS CO-ORDINATOR

Alyson Anderson, 48 Main Street, Carnwarth, South Lanarkshire, ML11 8JZ. e-mail: youngmembers@tssc.org.uk

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

AREA LIAISON OFFICERS

Di Allen & Nigel Hill, 32 Hollyhill Road, Selston, Notts. NG16 6EF.

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MKIV ACCIDENT DAMAGED PROJECT. Dry stored for 50 years, stood unrepaired 35 years, the front of chassis is grafted on, the bonnet is buckled, door skin bruised, no rust, 38k mileage. Needs a trailer to collect. £1,400. **David Arrowsmith (Luton, Studham) 07530 738374.**

Herald



1967 HERALD 1200 SALOON. Regularly serviced. MOT Sept 22, owned since 1983 - mileage 58785. Comprehensive restoration 1991, further enhancement 2001, both specialist restorers, photos/paperwork available, cream interior, little used, dry stored. OIR £5,000. **Christina Watson. (Durham) 07946 524920.**

GT6



MKIII 1971. Sapphire blue. Part of a 3 car family v.g.c. Bought in 1973, always garaged and serviced. 68700 miles. Reason for sale - down sizing to 1 family saloon. £15,000. **Raymond Smale (Herts) 01462 685848**

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WANTED CONVERTIBLE REAR DECK. Good condition Vitesse (any model) or Herald (any model) convertible rear deck wanted. **Steve Rogers (Blandford Forum) 07968 159713**

WANTED 1970 MK 3 SPITFIRE ORIGINAL STEERING WHEEL. Would like to track down an original Mk 3 Steering wheel for my 1970 car that is currently fitted with a MkIV item. **John Bulmer (North West) 07736 810607.**

WANTED MKII SPITFIRE GRILL & SURROUND needed as well. Please contact, **Steve Hall (Essex) 01268 681133.**

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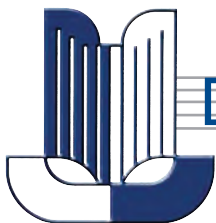
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November 2021

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AREA DIRECTORY

AREA MEETINGS Check with AO!

SCOTTISH AREAS

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

NORTHERN AREAS

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

MIDLAND AREAS

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

MIDLAND AREAS Contd.

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

EASTERN AREAS

CAMBRIDGE	Tom Hartley: 07795 436149 <i>Crown and Punchbowl</i> , Barrington Green, HORNINGSEA, CB25 9JG <i>Barrington Village Green</i> , CB22 7RZ. (and at 12pm New Years Day)	1ST MON. 8PM 1ST FRI 6PM (Apr-Sep)
ESSEX	Mike Titchen: 07860 708356 <i>Contact AO for Monthly Meeting Venue</i>	2ND SUN. 12NOON
M25 EAST	John Hill: 07938 526324 <i>The Royal Hotel</i> - PURFLEET - OCTOBER TO APRIL	4TH SUN. 12 NOON
NORFOLK	Mike Carroll: 07828 103064 Paul & Christina Girling: 07584 000442 <i>The Ringland Swan</i> , 1 The Street, RINGLAND, NORWICH. NR8 6AB	2ND MON. 8PM
SUFFOLK	Colin Wake: 01206 250360 <i>Sorrel Horse</i> - BARHAM - IPSWICH. IP6 0PG	1ST TUES. 8PM.

SOUTH EASTERN AREAS

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

SOUTH WESTERN AREAS

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

WELSH AREAS

NORTH WALES	Roger & Helena Hill 01691 600215 <i>The Trevor Arms</i> - Marford Hill MARFORD LL12 8TA.	2ND TUES. 6.30PM.
SOUTH WALES	Alan Gourley: 07802 204068 <i>The Lighthouse Inn</i> , Beach Rd, St Brides - NEWPORT NP10 8SH.	LAST TUES. 7.15PM

NORTHERN IRELAND

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

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



Area Liaison Officers Report

Andover

Triumph Sports Six Area Liaison Officers

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

We begin on a sad note sending our sincere condolences to the Oxford area and to Nick Moses family and friends after him passing away. Both myself and Di will be hopefully be attending Nicks funeral as a final thank you to his continued support as an area organiser and a TSSC member, the Oxford area won't be up and running without Nicks enthusiasm to help Tom run the Oxford area.

Myself and Di collected the TSSC van from HQ and with the gazebo and few chairs were heading to the Pre-war 1940 standard triumph picnic and hog roast at the lovely setting at Walton hall hotel in Warwickshire. After setting off at 7.45 am the rain had began and we thought, oh boo it's going to ruin the day, but ever the optimistic we travelled down hoping the sun will show. We were greeted by Martin the organiser of this event and went to place the club gazebo up, just in the Nick of time as the heavens opened and we didn't get wet. The hog roast and ice cream stand arrived and yeah the sun shone. This event is well organised and other clubs attended this event. We managed to do a couple of valuations and a signed up a new member. So Overall a great trip out and the sun stayed all day. Fabulous setting, hog roast delicious and ice cream sold out. Thank you to the Standard Triumph Motor Club for a great day.

Thank you again for your hard work please remember to let us know of any changes in your area as we have to update details on the area organisers form. Any issues please let us know.
Kindest regards.



Nigel & Di.

Andover

e-mail: guy@bondequipe.org

e-mail: spitfires@cadley.org

Tel. 01672 514241

Guy took his 'new' Bond to the Triumph Picnic at Walton Hall, as you will likely have read about in his article this month. Now it's tucked away in the garage as he has promised faithfully to finish our extension before he starts to play with the Bond - we'll, see!

Guy is planning to have a stand at both the Stoneleigh Restoration Show (Stand 21 & 22) on Sunday 7th November, and the NEC (Stand AJ220 in Hall 4) on 12th - 14th November I won't be at either, not ready to face an indoor show with so many people so our friend Roland will be helping out.

So, if you will be at either, please do find him and say hello.

Ed has told us "my son finally got his TR6 to run on the injection system. We spent two days fiddling with it taking all the advice on the internet and official Triumph maintenance manual, but the injectors refused to work. Finally, he filled all the injector fuel lines with fuel and reconnected them and it worked instantly. Now that he is nearing completion, it's winter - brilliant timing."

Graham Roberts reported "I took the Spit to an in-

formal classic car meeting at Exbury a week or so ago, organised by the Pride & Joy Vehicle Club. There was an eclectic range of cars, ranging from modern to classics. It was a good drive down there and the weather was kind.

Sorry about the confusion over the date of the September classic car meeting at the White Horse in Ampfield: for some reason the landlord decided to delay it by a week (I believe they may have been short of marshals). That is the last one for this year. In my opinion it is an event that is in danger of becoming a victim of its own success, as it is very, very busy, a bit like the Boxing Day meeting in Romsey which is now defunct.

On another point, you may recall that I mentioned I had an electric fuel pump installed in the Spit to try to speed up engine starting after a long lay-up. Although I think this has helped a little it still takes a long time to get fuel from the pump and into the carbs before the engine starts to fire. In the meantime the battery is being drained, of course. Do you, Guy or anyone else know how to improve this? I wondered about fitting a non-return valve in the fuel line close to the carbs to stop the fuel draining over a period of time. It must be something that is commonly experienced so I am sure there is a fix for it."

So passing this question on, can anyone offer any suggestions on this?



South Bucks Cambridge

Our next lunchtime meeting will be on 10th November. Assuming that the weather won't be good enough to sit outside by November we'll book a table indoors.

It's usually around now we start to plan our Christmas meal. Of course we didn't have a Christmas meeting last year, or many at all. So what do you all think about this year? Does anyone fancy a small Area celebration this year? If so do we stick with a lunchtime when it may not be so busy? Perhaps at the beginning of the month? Or we could just have a 'normal' lunch and perhaps do something in the New Year. Let us know.

Next meeting

7th November Stoneleigh Restoration Show,
CV8 2LG

10th November at 12.30 - The Royal Oak,
Goodworth Clatford, SP11 7QY

12th - 14th November, NEC, B40 1NT

Suzie & Guy

South Bucks

e-mail: varasas20@yahoo.co.uk

www.tssc.org.uk

Tel. 07818 052276

Hello hope you are well, obviously it has been much quieter this last month as we are now well into autumn but there were still a few noteworthy things that happened last month including the monthly meet at the Harte and Magpies (there was more cars there but I got this picture later when some had left) and it was quite an entertaining evening.

Then there was the Wilton Mill show which had an incredible turn out considering the conditions initially were incredibly poor.

This month there will be the meet at the **Harte and Magpies. HP7 0LU.** Thanks for reading.



Cambridge

e-mail: cambridge@tssc.org.uk

Tel. 07795 436149

We met inside at the Crown and Punchbowl in October because of the rather cold and occasionally soggy weather where the fire was on. There were lots of the old faces there, despite the weather, and one new one: welcome back to Chris!

The monthly Tales of Triumph Trophy went to Mike for his short but sweet news that he had become a grandfather for the first time at midnight the night before (or should that be early morning that day). We were all treated to a drink from him in the time honoured tradition of 'wetting the babies head'.

Mike looked tired but he wasn't the only one; Rob had only recently surfaced from his RBRR trip to John O'Groats and Land's End, Mark was rueful about the way his gall bladder operation went slightly less than routine which cost him his chance to go, Trevor was nursing a walking stick and others had been volunteering as marshalls on the run. Mike Barratt said that this year was a first for him because instead of feeling that pang of wishing he was going with them that he normally feels, this year he was quite glad he only needed to drive back to Cambridge for dinner and a night in his own bed rather than sandwiches and trying to snooze with your head leaning on the window pane of a rattling classic car.

Tim told of his first 100 miles shakedown in his rebuilt TR5 which at one point left him stranded with no power in the fast lane on the motorway. He managed to coast to the hard shoulder and could not work out what the problem was until, that is, he noticed a fuse in the well of his wife's floorpan. Perhaps it was the wine with lunch or perhaps she was squirming from the way Tim throws that car about but she had knocked out the fuse for the fuel pump with her shoe! After putting it back in all was right with the car. Tim plans another spanner-check of all the nuts and bolts to check nothing has come loose.

Hearing about a spanner check led Rob to tell us that on the way south again from John O'Groats the steering was a little light on his rebuilt Spitfire. It was fine when he was doing some spirited driving round corners but a little vague when heading straight. Checking the steering at the Falls of Shin he found that the steering arm and the brake calliper bolts were all about 1/4" loose and about to fail. He was sure he had done them up but perhaps they had only been finger tight. With the legendary camaraderie of the RBRR



Harry



Cambridge Cheshire

Cambridge Continues

plenty of hands offered him tools and assistance to get them tightened again and all was well for the rest of the trip.

We welcomed a previous member from some time ago who was returning after a long gap. Chris's father and he used to come years ago when we were at the pub in Trumpington but, when his father suddenly passed away with a heart attack he found it hard to look at, let alone work on, his Triumph Spitfire that they'd worked on together so much. But, time heals many things and he has returned to try and get the car back together and out on the road; his welder-supremo father would be very proud I imagine.

We chatted about Toby's tour of the Peaks, Lakes and Dales and were all in awe of Andy's Spitfire which was the last car standing after a number were unable to join the start from family and medical commitments, I had to drop out halfway through for work, Rob's car withdrew because the rear gearbox mount was failing (and he wanted to fix it for the imminent RBRR) and Toby then blew up yet another car - this time the positively indestructible Honda S2000! It is still with Honda to work out what has forced it into LIMP mode but on the upside it meant he had the perfect motivation to get his Hurricane back on the road which roared into the Crown and Punchbowl carpark, which is looking increasingly full these days.

Which brings me neatly on to the question of moving back to the Plough in Fen Ditton which was discussed at the meeting. I have spoken to the Plough and they will now have us back again now that Covid is more manageable. They wouldn't during lockdown; initially directly because of Covid cross contamination worries and then because they had to concentrate on food instead of drinks in order to just survive the whole situation. So we are returning to the Plough next month and probably for a Christmas Meal on the December meeting date.

Next meeting is Monday the 1st of November at the Plough on Green Lane, Fen Ditton from 8pm as usual and then Monday the 6th of December

Tom

Cheshire

e-mail: cheshire@tssc.org.uk

www.tssc.org.uk

Tel. 07779 878125

There's not been much Triumph activity at the Branch Office. This is not to say that there's nothing that needs doing, just that getting 'a round tuit' has been in short supply. I did go so far as to fit a new red rotor arm to Hark the Herald, and tried to fit a new 'terminal bush and lead' (the one that goes from the spade connector on the outside of the dizzy to the points) but the new part was made to a quite different specification to the original, and in the end the original was refitted. I also have to observe that gearbox main bearings seem to be in short supply, according to a man who tested a Vitesse vs a lamppost. My new main bearings have come without snap rings (no problem as I have many snap rings in the parts bin) and no manufacturers markings. Said new main bearings are destined to assist a gearbox assembly, which is only waiting for the assembler to get 'a round tuit'.

Last month I mentioned a Ford type 9 gearbox that was waiting to go into the Head Office GT6. Today, there was a phone call. 'Do you have a Vitesse gearbox I can measure?'. At least two Vitesse boxes on the garage floor, plus a couple of 1850 boxes, plus a Spitfire box, so, yes. In the end we offered the Ford box 'nose to nose' with a Vitesse box and took photos, the input shaft on the T9 being well over an inch shorter than the Vitesse input shaft - so it's (probably) the input shaft for a 4 cylinder car. An interesting conversation is scheduled between the supplier of the type 9 gearbox and the Managing Director.

On a positive note, the **2022 Sandbach Festival of Transport is planned for 23-24 April 2022**. I enjoy the Sandbach Festival, not least because it's a fun day out, it's only 15 miles up the road, and there's a parade through the town on the Sunday. The organisers also usually manage good weather.

Unusually for October, the weather was warm enough for two ragtops (Spitfire and Herald) to come to our meeting (and go home again) with tops down. They were joined by the Bond from Leek in the Cock car park. As ever, many topics were discussed. Steve brought along some bits of gearbox for identification (some were beyond repair and some were similar to but not the same as the samples I brought). Our man from Crewe gave us a very positive report for Malvern, where he managed to dispose of a large number of surplus bits at the 'bring and buy'. He has also sold a Honeybourne fibreglass hardtop for Herald/Vitesse on fleaBay for

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courier@tssc.org.uk

By 8th of each month - Thank you



Cornwall - Coventry

considerably more than expected. And tales of woe from the modern car fleet in Crewe. I'm sure I heard the words 'Alfa Romeo' during these tales, but whether this was an aspiration or an actual vehicle is not clear. We discussed the November bash at the NEC but I don't think we came to a conclusion. Winter maintenance is for another meeting!

Our next meeting is on Thursday 4th November at the Cock and Pheasant.

Henry

Cornwall

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

cornwalltriumphs@groups.io

Tel. 07979 464643

Hi to you all. Slowly our area has started up again, it was good to see those that came along to club night in September our first one for quite some time. A lovely evening was had catching up with you all and a few things planned for our area. One of those has already been and gone and that was Des's Car Run, 5 cars headed out together from Hawksfield, towards Treneague, through Bishops Wood. Now instructions said best in 1st gear! Des I thought I was going trialling and yes some of the section was from an old trialling road with sharp lefts and right, narrow roads and very steep hills it was a great 2 hour drive. I'm glad to say that we all arrived safely at Chapel Amble village to have a carvery at The Maltsters Arms. Thank you Des and Wendy for organising this tremendous car run much enjoyed by all those that came along.

Our monthly Meetings at The Hawkins Arms have been booked, but please I do need to know your attendance, If you are eating or not, this is a request from the owners Adam and Alex.

This year it has been decided not to hold our traditional Dinner and Dance, instead a Christmas meal at The Hawkins Arms, Zelah, date to be confirmed and more details to follow as I am writing this report end of September.

Do feel free to offer help in planning future events, its much appreciated.

See you at the next meeting. Happy and safe motoring everyone

Carol

Up coming Events:

Saturday 6th November Fireworks hosted by your A/O for details please ring

Thursday 11th November Club Night at the Hawkins Arm Zelah 7pm book with your A/O

Thursday 9th December Club Night at the Hawkins Arms Zelah 7pm book with your A/O

Coventry

e-mail: phillyncovtssc@yahoo.co.uk

Tel. 02476 457487

Hi Folks. Sorry we are a bit late with the newsletter, both of us have been a bit under the weather for the last week, don't think we will make the November Edition of the Courier but have still sent it to Bernie hoping it may still be in time.

There were a few events in September the first being the Leofric Lions Motoring Festival at Coombe Abbey.

Approximately 150 cars took part in the run and we were 2nd out on the run, the leading car took a wrong turn in Long Itchington so the "Smiffy Spitty" ended up leading the run. We were followed by our Sister in law Anne and her son Ian in their Armstrong Siddely Long Twenty Laundulette, the weather was great so it was hoods down all the way. When we say all the way we didn't get to quite finish all the run as when we pulled into The Oak at Baginton for refreshment and relief, the Long Twenty ground to a noisily stop, the gearbox was kaput. The breakdown service of Peter James Insurance was called. Phil ran Ian to pickup his everyday car from Ann's house and then we all had a great Sunday lunch at the Oak, was very impressed with the meal. After this it was to late to complete the run so straight home, another eventful outing.

Dalos Day Run on the 19th had to be cancelled through lack of interest and as this is the 2nd one in a row we will cancel any future runs until further notice.

Weekend 25/26th we were at the Kettering Vintage Rally and Steam Fayre. Camping for the weekend in our Motorhome along with Paul & Joan in theirs, Mike and Sam were on the show-ground displaying their fold up caravan along with their Herald, we were joined by





Coventry Cumbria - Derwent Valley

Coventry Continues

Roger & Dot on the Saturday and Rikk & Jeanette on the Sunday. A great show, met up with some of the Nothants Area, the weather stayed good until late Sunday night, nice to get out and about again.



At our meeting on Tuesday 5th October we dined alone for the first time ever before being joined by another 8 for the meeting which was held in the restaurant.

A little bit of sad news Alan Fradley of the ASOC passed away last week after a long illness, we will send a message of condolence to Hazel his wife from our club.

The Festive Menus were available and shared out, this will be on our December 7th Meeting but we need to know your choice of menu before our next meeting on the 2nd November so we can hand in the completed list. If you want to join us for the Festive meal contact us ASAP, you will find the menu on The Bull & Butchers Webb site. It is imperative they have a full list by the November meeting, we all know the difficulties of supply at the moment.

Well that's all for now folks, take care

Phil & Lyn

P S: Still looking for a replacement Area Organiser we will be standing down in March.

Forthcoming Events :-

Tuesday 2nd November Our monthly meeting at the Bull & Butcher, Corley Moor 7.30pm. If you want to join us for a meal pre meeting be there for 6.30pm Sunday 13th November Heart of England Transport Club Meet, Bulkington Club, Chequers Street from 11.00am. Just turn up

Cumbria

e-mail: roy.anne@tiscali.co.uk

Tel. 01229 316501

The good old Cumbrian Sunshine, the wet type, which is a special order from the Cumbria tourist board, is here.

We had the September meeting at Pennington Ravenglass, 13 members attended. Club cars present, that braved the weather, were a Spitfire 1500, Acclaim, Herald and a Triumph 2000. Many things were discussed including our Ireland trip which had to be cancelled last year due to Covid. Hopefully it can be

rearranged for next year. For many years we had a fell run on the last Sunday of March and it was suggested that we could hold one again next year. Further discussions on these will take place over the winter months. Anyone who knows of any events that may be going ahead in 2022 apart from the usual Village Green get togethers, Town meeting or just a charity event that may need a boost that we could attend. Please let us know.

2022 monthly meetings: again any with a favourite pub or field for a picnic we are open for suggestions.

Roger is looking for a set of Triumph Acclaim wheel centre caps. If anyone has or knows where to get some please phone him: 07763182830

Cumbria Xmas dinner: this year will be held at the Pennington, Ravenglass on the 28th November 2021. The venue has been booked. If anyone apart from those present at the September meeting wants to go please let Roy know ASAP so that the seating arrangements can be made. Xmas jumpers will be the order of the day or you can pay a small fine. We will also be holding our free Xmas raffle.

Safe motoring

Tony and Roy

Derwent Valley

e-mail: colin.tssc@btinternet.com

Tel. 01773 531580

Hi All. Most of you have probably heard by now that I was named as Triumph Sports Six Club's member of the year at the AGM in September. I was almost speechless and I am truly honoured to have received this award. It means a lot to me. Thank you.

Our return to our usual meeting venue felt a little strange. Now partially refurbished and renamed it was brighter and had a trendy feel to it. Welcome back cakes and chocolates were scoffed during the night. They didn't mix that well with beer though. Due to colds and sniffles we were down on expected numbers but that didn't stop us have a good old chinwag and a bit of a laugh. I learnt a bit about rail-





Devon

way engineering from Bryan and Jerry. It was great to see Richard W make a return and bringing along his son Billy. Future events were discussed and dates got very muddled... what year is it? It was agreed that we will hold our 'Christmas Pizza' night again this year on Monday 13th December together with our usual Christmas raffle. The New Year Run is being planned for 9th January 2022 and ideas as to where we could start or use as a mid-point were considered and will be investigated. The question was asked - 'Do we bring back the Derwent Valley Bowl in 2022?'

We had a dingbats quiz. You could hear a pin drop - well pens scratching on paper but you get the idea. A relatively easy quiz but it still had a few stinkers. Billy wiped the floor with everyone. Not only finishing the quiz very quickly, he rubbed salt into the wounds by only getting one wrong. Well done Billy.

Dates for your diary:

1st November 2021 – Monthly meeting and AGM from 7:30pm at Top Club, Stanley Common.

13th December 2021 – Christmas Pizza night and mega raffle from 7:30pm at Top Club, Stanley Common.

3rd January 2022 – Monthly meeting from 7:30pm at Top Club, Stanley Common.

9th January 2022 – New Year Run. Details in next month's Courier of on Derwent Valley's Facebook page.

Stay safe,

Colin.

Devon

e-mail: sueandjohn@tssc-devon.org.uk

e-mail: nigelk57@gmail.com

www.tssc-devon.org.uk FB - TSSC DEVON

Tel. 01548 821348

SUNDAY 7 NOVEMBER Rob Lingard is organising our **ANNUAL TREASURE HUNT**. Starting at Starcross in the car park by the turn to Powderham. Rob says meet at 10.00 am for a 10.45 am start so no lying in bed for you! Hopefully the coffee van will be there to wake us all up! Ending at a lovely 'secret' pub with around a 30 mile route with lunch at around 1pm. The winners get the '2 Jags Chris Trophy' and there will be something for those who come last too.

Please let us know soonest if you are coming along. The David Lingard Cup Rob is kindly donating a cup for the Triumph Tour of Devon in memory of his late father who passed away this year. This will be awarded annually, the recipient to be decided between Rob and the Area Organisers. A big thank you to Rob for this, which will be a lasting memorial for his

father. You will have to wait for the Area AGM on 17 November to find out who this year's recipient will be!

WHAT WE'VE DONE

September's Club Night at the Claycutters struck lucky with the weather again. A balmy evening sitting at the outside tables, with a big attendance. We were delighted to see long time member Elizabeth & husband Roger, with her V reg 1500 Spitfire at their first Club event. Amazingly, this was Elizabeth's first car, bought in the early 80s and kept.

Hopefully the rough running will soon be cured and this will be the first of many events they will attend with us. The daylight left us too early but there were 8 Triumphs out, dwarfed by the huge camper vans and work vans the pub now attracts. It was mainly a Spitfire night with Phil's GT6, Brian's TR6 and Bob's Vitesse too.

Shows aplenty in September, ranging from a reportedly really good show at Lyneham House which clashed with our Round Devon Run, to Sidmouth show on the Cricketfield, the Totnes Rotary Show at Staverton and the World of Country Life at Exmouth all taking place.

Bacon Butties Run hosted by Malcolm, Nettie & James at Wellbeck Farm Equestrian at Farringdon at the beginning of October. Starting with fabulous butties (thanks Nettie!), followed by a lovely run through some of East Devon's best and mostly in wonderful autumn sunshine, ending back at Wellbeck where we had our picnics in the barn. Some humungous showers on the way home but a really enjoyable day. We had a good turnout of cars too, 2 Stags (both white) ours and the Richardson's, Dan's Acclaim, Allan & Jackie's 13/60 estate, Dave & Jane's TR6, Scott with his son and their Spitfire, Peter & Jo with theirs, Shane & Lisa's Dolly and we were delighted to have Shaun, Rosemary and their children albeit with a very smart 105E Anglia! Nettie & James also did the run with Eric the





Devon - Essex

Devon Continues

Herald. We managed a reasonable donation to Alzheimers too.

COMING UP

Treasure Hunt as above 7 November! Please register now if you have not already. Always a fun event.
November Club Night Wednesday 17 November at the Claycutters Arms. This will be our AGM too (still pretty informal) when you, the members, can elect your Devon Area Organisers for the coming year. John & I, and Nigel, are all willing to stand again but if you feel like a change, do let us know and we can give you the lowdown.

Skittles - Sunday 21 November - our annual inter Club Skittles Match at the Waie Inn, Zeal Monachorum, near Crediton. Starts 11 am followed by a great lunch. **MUST** be pre-booked please. We join the Stag Owners Club and Dolomite Club for this event, and there are trophies for the WINNER and for the BEST UNDER 16 - so one for the whole family.

Saturday 4 December is our Christmas Evening Meal at the Dartmoor Lodge Hotel at Ashburton. Check in with them if you want to stay overnight. Special rates £60 per double/twin and £45 for single - room only. Cost for 3 courses is £28.50 this year. Details have been emailed and are on the TSSC Facebook page. We need to have your full payment and menu choices by 20 November at the latest please.

Back to the Future

Already we have a number of events planned for 2022!

January 9th Lunch at the Smugglers Dawlish. Always our biggest lunch in more ways than one. Note it's a week later than usual!

February 6th Skittles & Lunch at the Royal British Legion Club Newton Abbot

September 11th Triumph Tour of Devon Run Mark 2. Put it in your diaries now!

A big welcome to all the new members who have joined the Club recently, we look forward to meeting you and your cars.

Sue, John and Nigel

Essex

e-mail: miketitchen@aol.com

FB - Triumph Sports Six Club Essex Area

Mike. 07860 708356

In September me, Sue, Brian and Jean from Essex area & Andy & Nick from Devon area went to Isle of Man with Scenic Tours.

We all met up at Lancaster Premier Inn on Wednesday evening, the night before our sailing. We had a



good chance to catch up and plan our weekend together over a beer.

On Thursday, we filled up to the brim with a cooked breakfast we drove onto Ben-my-Chree ferry at Heysham across to Douglas, it was a good crossing. We arrived at our hotel in Castletown then went on the hunt for an evening meal and found a lovely fish and chip van in the town.

On the Friday we decided to take a drive to the local coves Port St Mary a lovely little place where we were met by a resident who offered us a coffee, although we would have loved to accept we had to drive on to Port Erin as we were booked to drive on the Sloc Mountain Run later in the afternoon. We arrived at the mountain start and enjoyed 2 circuits of it. It rained a little but didn't deter us from having fun. It was then onto the Isle of Man Motor Museum at Jurby we looked around and had a coffee and bite to eat.

On Saturday we drove to Douglas where we had a Car Display on the sea front this coincided with the local food and drink festival in the Villa Marina Gardens. We had some free time after this and Brian, Jean, myself and Sue drove up to Ramsey for the evening, whilst Andy and Nick drove to Peel.

Sunday was 'TT' Day a police escorted Motorcade from the TT Grandstand to Ramsey and then onto the Closed Road TT Mountain run from Ramsey to the Creg-ny-Baa a famous restaurant on the track for a laid on lovely afternoon tea. We then drove to the TT Grandstand for a photoshoot on the Pit lanes.

The afternoon was free time again so we drove to The famous Victorian Laxey Wheel and Mines which was built in 1854 to pump water from Glen Moar. We saw the Snaefell Mountain Railway going up the mountain. We finished off the day driving to Sound Cafe which overlooks the Calf of Man an Island directly opposite. We saw the seals sunbathing on the rocks in the small rocky islet known as Kitterland which is located in the middle of both areas and also many birds. The sun shone onto the sea and we



Gatwick Gloucester

stayed until nearly sunset, which ended a lovely Weekend in The Isle of Man. This was a well organised event by Scenic Tour and I would highly recommend it.



Sunday 3rd October we went to our last official Car Show for 2021 at Little Easton Manor in Dunmow. Although a bit chilly when we arrived the sun came out at lunchtime. There were lots of different cars and we had 11 Triumph's on our display 3 being new members. We had a lovely day with Live music, food and good company.

Mike

Gatwick

e-mail: rowfantgardencare@hotmail.co.uk

Tel. 07775 564427

Hi all. Short news this month. It's been quiet recently, feeling very autumnly.

Had a good meeting in September, Octobers still to happen!

Next meet on 9 November, plans for Christmas mer!
Let me know your thoughts?

All the best, see you in November.

Tony

Gloucester

e-mail: j.rowley269@btinternet.com

Tel. 07802 171227

Hello everyone, hope your all keeping well and enjoying some nice drives out? Hope everybody has been keeping well and busy? There has been some nice trips out arranged by members and this month was definitely no exception. No excuse not to get the Triumph started while we can before we do have to

put them into hibernation for the autumnal and winter months fast approaching.

October has been a bit of a mixed month weather wise. From monsoons to autumnal sun, there's something for everybody. We went on a drive out jointly organised by Richard and Jane. Whilst Richard suggested and led the drive out with the convoy following, Jane arranged the pub getting us in for lunch. 8 cars on the drive out, some Triumphs, a Tesla, Mercedes and Land Rover. So a very diverse mix!

The meeting point was at the Esso service station in just before arriving into Ross-on-Wye. After everybody arrived and a quick coffee in the car park it was time to make tracks to embark on our lovely trip. The weather started out to be lovely but then gradually turned into what would be torrential rain. Whilst driving to our first checkpoint the convoy had to stop to allow people to put the roofs of there cars back on...meanwhile the Tesla and myself in the Land Rover always staying nice and dry.

Stopping for a quick fuel stop and toilet break midway at Brecon was a chance to get out and stretch our legs and have a regroup with best route forward before getting back into our cars and heading for our first checkpoint which would be The Derlwyn Arms pub. Driving through the country roads of Wales, I must admit was beautiful, with scenery and settings reminding me so much of the New Forest in the South of England where the ponies roam free. It was such as iconic image of what beauty there is here in the UK.

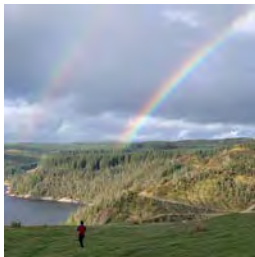


Before long, we arrived at our first checkpoint and lunch stop, The Derlwyn Arms. With everybody seated we ordered off the menu, although there was no Sunday roast available, it did upset some people as they were so looking forward to the roast...but that being said everybody ordered there food and drinks. After a bit of waiting the food came and it was quite nice pub grub. Some of us even ordered deserts! After a bit of digestion we all decided to continue our journey onto the second half of the drive out which would be through some windy and twisty roads to what I would describe the best view I have



Gloucester - Herts & Beds Leicester & Rutland

Gloucester Continues



ever experienced in the UK. Upon arriving at the Mountain Road Viewpoint Car Park just to the North of the Herbert's Quarry, there we all got out to enjoy a spectacular view of the Welsh mountains and countryside. Looking down you could see the famous A4069 Top Gear test road with its infamous hairpin bend. Simply stunning and sensational to say the least. The weather was quite breezy and quite chilly so after enjoying the spectacular views we made tracks yet again what would be our final stop. Travelling around the Brecon Beacons, we stopped at the side of a road with another view from the top looking down reservoir in the distance which was a spectacular view which we all admired taking photos. This has certainly been one of my favourite drives out as I have never really been to Wales. Lots of thanks by everybody to Richard and Jane who organised such a beautiful drive out and lunch. I can only imagine with some nicer summer weather what an amazing drive out this would be. And finally, as we descended from 1250M above sea level to 10M above sea level there was another final fuel stop before everybody made their own way back home. All cars performing brilliantly on the day.

Keep safe everyone, see you all soon at the club night for a good catch up and some super duper raffle prizes.

Keep them running smooth on all 4 or 6 !

Costa

Herts & Beds

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

Tel. 01582 750943

Hi folks, Well the season is slowly drawing to an end with dark evenings and squally showers.

What's going on? Well 12 of us went to Rays Funeral and gave him a toast, raised a glass and attacked the buffet, but we gave him all the best we could.

What happens to his Burlington and Herald Coupe

is anyones guess, the end of an era, between Ray and Myself we had helped so many members cars, solving problems and even doing our Twiddle days at Club HQ, it's a big loss of a good friend.

Jill and I went off to meet Jo and Derek at Wells next the Sea for some giant fish and chips (you remember, Jo did our raffles before moving away to get rid of the job) and Christine got lumbered from then onwards (to add doing a grand job) but after a 220 mile round trip you realise you're out of condition (lock down laziness) doing long runs ..I slept like a log till 10am next day.

Christmas Dinner is planned for December 11th and so far we have 22 names in the frame I hoped to close the booking but a small change in menu means it's all on hold for a week or two, let me know if you wish to join us, it's at **The Old Hunters Lodge, Whipsnade**, £29.50 each.

Anyone remember Charles from Studham who frequented the 3 Moorhens some years ago? he has also passed on to the happy garage.

I am in the process of advertising his Spitfire which has approx 36k on the clock and stood for 30 years untouched, very rust free but the front end had a good ditch ingress.

There is nothing in place for October and we have our local AGM in November to vote in committee to run the area, but if the sun looks to come out there may be an adhoc run to air the cars.

We may stretch to a buffet for the AGM to tempt you to not run a mile, it's just a normal evening with a bit of a vote and airing the area funds we have looked after this year.

Duxford is over with 94 through the gate and with catering donations and raffle sales we have topped up area funds by around £320, so that gives us a good start for the next season.

Many thanks to all who helped on the day.

Thats all folks

Pete

Leicester & Rutland

e-mail: davesmith.triumph@hotmail.co.uk

Tel. 07770 650802

Hi all, well what can I say. After being locked down for so long we really are now getting back into the swing of things and after the excitement of being set free for our own show in August, September saw us out and about for a night away in Yorkshire. September 11th saw 12 members of the Leicester & Rutland Area set off for a two day trip to Yorkshire with Saturday morning spent in the magnificent York Railway Museum. Lunch was a health wrap, well I say healthy it was the best part of a complete roast pork dinner



M25 East

wrapped in a Yorkshire pudding complete with stuffing, apple sauce and gravy, a little messy, but very tasty, and all washed down with a pint of real ale. A walk around the quaint streets of York and a visit to York Minster before setting off for our overnight stop just outside Pickering.

Sunday morning and after a full English (and yes including black pudding) we set off for a quick visit to Mathewsons of Bangers and Cash fame where we met Derek, owner and star of the show (and to quote the wife "what a nice man") after a quick photo opp. it was off to Goathland home of Heartbeat, where believe it or not we stumbled across a classic car show outside what would have been the Aidensfield post office and general store.

By Lunchtime we were in Whitby, a Strole along the front, a bit of window shopping and for myself and Wendy a walk on the beach with a quick paddle in the sea, finishing off with the best fish and chips most of us had ever tasted.

The last thing to do before we set off home. Now Jan and John had come to Whitby with an old Black and white photo, a picture taken on a day trip sixty years earlier when both were only courting. The question was could we find the exact spot, and reproduce that picture, sixty years later (plus a couple of hours searching) and yes we found the exact same spot, the road may have changed (now with double yellows) and the buildings may have aged but not our Jan and John posing this time for a digital picture in colour. The perfect end to a great weekend.

Sunday 19th September saw 16 of us go to Gaydon for the day, always a good day out and this time we were happy to be joined by Roger, Julie, Kim and Paul from the Derwent Valley area.

Our AGM will be held at our normal meeting on Tuesday 2nd November 8.00pm and our Christmas dinner will be held at Launde Abbey on 17th December.

Finally I have had a lot of problems recently with my email address, this is now fixed, it is ok to email me on davesmith.triumph@hotmail.co.uk

Dave.



M25 East

e-mail: herald1360@btinternet.com

www.facebook.com/groups/152603311545573/

Tel. 07938 526324

Hi Folks, hope you and yours are all keeping well and have been enjoying your Triumphs. Well, what have we been up to - way back in September we trundled down to Kent for the day to the Kents Classic Car Show at Aylesford Priory. This is always a nice show with plenty of cars and lots of toot



stalls. The stalls here always seem to have some decent stuff and this year was no different with

Malc bagging a bargain set of headlights for the Vitesse. We were entertained by no less than 'Chicory Tip' who had a big hit many years ago with 'Son of my Father'. Although they are all old boys now they kept going for most of the day doing covers of all the big 60's and 70's songs.

The weekend after saw a lot of us, again in Kent but this time for Lesley's one year postponed 60th Birthday party. After a nice lunch and some 'prinks' at the local Premier Inn it was off to Wing Towers for the nights festivities. Well, doesn't everyone



scrub up well - the ladies looking especially gorgeous and glamorous. It was an unusually warm night which meant we spent the whole time out on the patio, chatting and drinking and of course marvelling at Malcs many lights ha ha. A lovely time was had by all and our lot were the last to leave. Many thanks to Lesley and Malcolm for having us.

A little show popped up a few weeks later out of the blue but unfortunately it was at the height of the fuel

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you



M25 East - Newbury

M25 East Continues

delivery crisis and so takers for the show were very few. It was at Little Easton Manor and Myself and Donna went, as did Brian and Jean. Upon arrival we



met up with Mike and Sue and a few other Triumphs from the Essex Area. We'll have to keep this show in mind for next year as it's a lovely place and I think it's on once a month. Cooked breakfasts were available, lunches and a bar. A singer and guitarist entertained us in the afternoon and best of all it was free.

Hopefully by the time you are reading this we will have our Area Xmas Dinner sorted out, there's 20 of us going so it should be another good un.

Also looking forward to next month it's the **Clubs Xmas Open Day up at HQ on Sunday 5th December**. A couple of us are going up the day before for a bit of an explore around the local sights in the afternoon followed by a meal in a nice restaurant and a night in a local hotel. If anyone else would like to join us that would be great, the more the merrier. If not, why not come up just for the Sunday - the club shop will be open, as will the bar and all of HQ. Loads of members from all areas will be there and it's always a good day out.

Coming back to this month don't forget our annual firework night round ours. After not being able to hold it last year we're doubly looking forward to it. I've been collecting firewood for months so we should have plenty of embers to throw on the grass - lads ha ha. Everyone is welcome, so come along for a cracking night.

**Events this month -
Saturday 13th - Firework Night - The Hill
Household**

John

Newbury

e-mail: dave.rumens@btinternet.com

Tel. 01635 868640

This month's update focuses on the wonderful mystery picnic tour expertly planned by Ian. The following report details the event:

The weather forecast for our latest "mystery picnic

lunch" was always looking cloudy but dry. However, when the 5 Triumphs met on 12 September in the carpark at Tesco we were treated to bright sunshine.

At 11:00'ish the group [all Triumph 6-cylinder cars] left, being led by Ian in his TR6 followed by Steve & Sue - Vitesse, Roy & Helena - Midge, Robert, Louise & Alice - Vitesse and bringing up the rear Dave & Mary - Vitesse. The route took the group through Burghclere Common and onto Old Burghclere. From there we stayed on the same road for about 4 miles, giving views of Watership Down and White Hill on the right, and then arrived at Kingsclere.

From there it was a trip down a narrow country lane towards Ashford Hill, although just before entering the village we turned off onto a VERY narrow lane and headed up a fairly long hill to Blacknest.

After that it was a quick blast down to Brimpton and then onto Crookham Common and our final destination of the Control Tower at Greenham Common. A total distance of just over 20 miles, even though we ended up about a mile and a half from the start point!

We arrived just after 12 noon and after finding somewhere to park, which was much harder to do than expected [when I had checked out the route a couple of weeks prior there was plenty of parking], but we did all find a space. Then everyone collected their picnic bits and bobs and we wandered over to a part of the common that overlooked a rather lovely little pond, complete with loads of waterlilies [and rather



large cows, some with horns! coming down to have a drink]. After getting out our respective picnics out, everyone settled down for lunch and a natter.

After lunch was completed and the conversations had died down a little, Ian produced a quiz to identify pictures of some of the more unloved classic cars [and some not so unloved ones]. Once the marking had been completed there was an outright winner in Steve and Sue who scored 22 out of 34, the wooden spoon going to a still respectable score of 15 [note to Ian - maybe make the quiz not so hard next time]. Some of the answers were actually a bit tricky as they



Norfolk

included the Morris Marina and Ital, and the very unusual Simca 1100 and Renault 11.

We started to leave for home from about 14:30 after what looked like it was going to be the last of the sun for the day had gone behind the cloud cover.

Many thanks Ian for a great report and to Mary for the fabulous photos.

Robin

Norfolk

e-mail: mike.carroll01@btinternet.com

e-mail: paultsscnnorfolk@gmail.com

Mike. 07828 103064 / 01502 476699

Paul. 07584 000442

Hi all, after the fantastic weather experienced at Malvern at the joint inter-club Triumph and MG weekend my trip to Pembrokeshire for a five day break was a rather overcast affair but thoroughly enjoyable nonetheless. I'd almost forgotten how stunningly beautiful the coastline was and the Pembrokeshire hospitality is fantastic. Wonderful service with genuinely friendly smiles. Unfortunately the warm but cloudy weather followed us back to the East Coast and the weather for rest of August in East Anglia was not exactly beach weather so the speedos were washed and put back in the drawer until next year. Just as you think Summer is over for another year the weather improves and September again set new records for sunshine and high temperatures. Perfect weather for some top down motoring in a Triumph.

Everything was starting to look rosy for September. A trip to the TSSC HQ for the AGM and a chance to meet up with fellow AO's and members saw a fall off in numbers attending thanks to the AGM also being presented on Zoom but coincidentally saving several thousands of miles driving by AO's and members. Zoom might not be quite the same as a face to face meeting but it certainly allows some who cannot attend the opportunity to partake in the proceedings. Personally I was pleased to see old friends at HQ face to face once again and thoroughly enjoyed the lunch that was laid in by Angie and Trudy. It was also a worthwhile trip as I was able to receive on behalf of TSSC Norfolk the 'Area of the Year' trophy. Following on from Paul and Christina receiving the members of the year award last year TSSC Norfolk really has something to live up to in 2022. Well done to everybody in TSSC Norfolk who has contributed to making Norfolk such a success from Paul and Christina who have put in a lot of effort in arranging events to the members who support the events in increasing numbers and not forgetting Colin Cole who has been a

member for longer than he'd care to admit and keeps a tight reign on our finances.

After the restrictions placed upon us by Covid a new meeting place was required and we have now made the Ringland Swan our new home, it's perfectly placed for those who usually venture

from the more distant parts of Norfolk as you no longer have to traverse Norwich to get to a meeting and is easily accessible for the members who are Norwich based. There was a great turnout for our first meeting there with several taking advantage of the menu beforehand. A car park full of interesting Triumphs was also a lovely sight to see. Hopefully even more members will attend in the future as there is a huge car park and we currently have the use of the Riverside Room for our meetings. Future meetings will start at 20:00 and those that wish to eat a suggested arrival time would be 19:00. We shall try to make the official meetings as short and as informal as possible to enable people to 'noggin and natter' either in the car park with the Triumphs or just to meet up in the bar as people and cars is what the club is all about.

As I said everything was looking rosy in Norfolk in September and our Broads Run to the Coast was arranged for September 26th. A route was planned after a quick recce, venues were contacted, club members were mailed out details, other Triumph Clubs who had shown an interest in attending were contacted and all was set for another successful TSSC Norfolk event. Then somebody decided to create panic amongst the population and a petrol shortage struck on the weekend of the run. I left home on the morning of the run with my gauge firmly in the red. First port of call was Morrisons in Beccles but the tanks were empty. I then tried Tesco's a 1/4 mile into town and managed to fill my tank there with ease and no queue. As I travelled to Sainsbury's in Norwich for the start I passed a BP garage in Gillingham that was also dispensing fuel as was the Shell garage at Loddon. Fuel shortage, what fuel shortage I was thinking until I arrived at Sainsbury's in Norwich our start point expecting to see long queues for the pumps only to be greeted with an empty car park as the fuel station was closed. Norwich it seems was dry as was much of Norfolk as Paul & Christina's journey from Saham Toney was a dry one and they unfortunately only had enough fuel to get back home. The start was delayed due to Dave Solomon's TR2 needing some tinkering as it was overheating before the convoy could set off. Once the problem was sorted we set off with my Mini leading the convoy that had been reduced in numbers to a Stag, TR2, TR7, 2000 and an MX5 heading off in the direction of the Broads. No petrol stations open en-route but the sun came out and we had a lovely drive through Norfolk and as usual drew some admiring looks and comments along the way and at our coffee stop at Poppylands. Everybody enjoyed the quirky coffee venue and



Norfolk - North East Northern Ireland

Norfolk Continues

we then headed to Waxham beach to take a walk and hopefully see some seals. The sun was out, people were bathing in the sea and the seals didn't disappoint as several decided to show themselves much to the delight of everybody. Not quite the success in terms of numbers that would have participated under normal circumstances but a great time was had by all and it was another successful joint event by the TSSC, SOC, TR Register and MX5 club members. Here's to the next one.

Next Area meet will be the AGM held on Monday November 8th, starting at 20:00 at the Ringland Swan, 1 The St, Ringland, Norwich, NR8 6AB. Turn up at 19:00 if you wish to eat before the meet.

Mike

Joint Norfolk AO with Paul & Christina Girling

North East

e-mail: geoff.dent14@gmail.com

e-mail: deryck.beadling@yahoo.com

www.tsscnortheast.blogspot.com/

Geoff. 07773 440201

Deryck. 07939 068976

Things are getting back to some sort of normality now, most of the population are double vaccinated and are starting to make future plans, WE have returned to the Travelers Rest after a 20 month Break, it was nice just to sit with a pint and have a good chat. We also made plans for our Christmas bash, which will be held on Saturday evening the 4th December, contact me ASAP if you would like to attend. We will probably do the usual secret santa raffle and some sort of Quiz. I have had good reports of the food at the Travelers, so hope they live up to expectations.

We took 5 cars to the show at Hamsterley forest in September, the weather forecast for that day was very poor, but in the end it turned out to be a very nice day, well worth the visit in my opinion.

Hopefully next year we will try and get out and about a bit more than we have done in the last couple of years, so now is the time to start planning what work you need to do before the 2022 season is upon us.

A group of us are planning to go to the classic in Loan France at the end of May, a trip that was cancelled in 2020, also a trip to Le-mans in July that was canceled in 2021, so it looks like we may be covering some extra mileage next year.

Geoff

Northern Ireland

e-mail: heatheranddouglass@gmail.com

Tel. 07707 288233

I hope you enjoyed last month's report as much as I enjoyed doing it although it did take some effort on my behalf to get all the photos and video in when you aren't computer savvy. September was another busy month for the area with two runs taking place. The first was on Sat 11th Sept and lead by Alan and Pam (F) with us all meeting at Comber, although a few of the ladies met a little earlier for some retail therapy - as they do! A good turnout of seven vehicles at the meeting point with the usual Triumphs of the two Alans and Barry, TR6's of Robert and myself, Colin in the Discovery and Ernie in the Figaro. After a quick briefing, and the sharing of Pam's garden produce, we were on our way to our toilet



stop at Whiterock passing WWT Castle Espie and then Daft Eddy's to get to Strangford Lough.

It was then that we had the surprise of the day with

the arrival of the lone figure of Peter (M) in a lovely 1932 Riley Special that is loosely based on the Team cars from that era. For those of a technical mind it has a 1.5 litre 4-cylinder twin-cam engine which



was quite advanced for the time with a preselector gearbox. It's combination of the lightweight aluminium body and considerable torque gives it a high level of performance. I noted that first hand myself on the way home, especially on the series of bends on the approach to Ballynahinch from Newcastle! If truth be told I was nearly left behind on a couple of occasions!

On our way again towards Killinchy and then on to Balloo to join the main A22 towards Killyleagh for 3 ½ miles before turning right at the customary Orange Hall at Toye. Making our way inland through Shrigley, with the large Clea Lough on our right, to take the Crossgar and Scaddy roads back towards the A22. It was here that we had a surprise turn on to the Graystown road that the old hands in the club would know as a sump cleaner, dedicated to the late Norman Edmunds. For those not in the know it was be-

Northern Ireland

cause most of the centre of the road was covered in grass and soil. It was here that we had lovely views to our left of the Finnebrogue Lough and Woods as well as Inch Parish Church further along the route as we made our way towards Annacloy on the B2. Even more lakes were seen on both sides of the road as we drove towards Ballynahinch and our lunch break at Montalto Estate on the Spa Road.



Time for an explanation from Ernie on the saying "don't get the wrong end of the stick" that originated from the ancient Roman toilets, a shop visit as well as a good look at the Riley. Leaving the estate, we made our way to the Spa area before using Slieve Croob as our focal point to get us to Drumkeeragh forest on the Drumaquoile road to reach Finnis. Then using the other side view of Croob and Windy Gap we made our way to Moneyslane to stop at Rathfriland. Next to the Yellow Road at Hilltown to use the narrow route to Rostrevor. It didn't start too well; we were confronted by a large lorry and trailer, we decided that it was best for us to "give way" into a nearby lane! Moving again we had a lovely stop on top of the hill that gave us a glorious view of the Mourne mountains before taking the Knockbarragh road to Rostrevor.



A short climb up the hill out of the village towards Hilltown brought us through Newtown as we made our way then through Rostrevor Forest on the Sandbank Road before making a right to the Kilkeel road towards Spelga to join the Moyad Road. This conveniently brought us down towards Attical to turn along the Head Road for some limited views of the Silent Valley Park, but a clear view of Slieve Binnion. The Mill Road was our next port of call as we made our way down to Annalong and our very enjoyable evening meal stop at the Harbour Inn. Meal over and many of us made our way to Newcastle for the, by now, proverbial ice cream before heading home. A big thank you to Alan and Pam for the splendid run. We had our first face to face area meeting on Thurs 16th Sept at Nortel, a change of date due to the non-availability of the room. It went well with a reasonable attendance in the circumstances. Hopefully we will be back to normal by the Nov meeting, details later. Not

a lot discussed as we just had an informal chat after being apart for so long although we did talk a fair bit about the use of a Form V112 that is used as a declaration of exemption from MoT. There appears to be a little confusion at some Post Offices when our vehicles are exempt from MoT and we are trying to tax them. In fairness that piece of legislation isn't all that long within Northern Ireland as we were well behind the rest of the UK.

A bit of good news on the car front, Alan (H) has secured a locally owned 1972 Stag that he states is in a reasonably good condition. Hope to see it out on the



road soon! The second run of the month, "Not the M1 Run", was in the hands of Colin and Heather (L) with us meeting at the weighbridge at Sprucefield on Sat 25th Sept - Colins birthday. Due to the Balmoral Show taking place we had to circumvent Lisburn to then across the A26 to Aghalee and the Aghagallon areas then through Lurgan, as the task was to follow the M1 as far as possible but not use it. Clear of Lurgan we then made our way to Lough Neagh and a welcome tea stop at Kinnego Marina and a stretch of the legs.



Leaving the marina then brought us to the Aghacommon area and past South Lake to the local area hospital then through Portadown to the Dungannon Road, with little trouble I might add, before a quick bust to the Birches to drive alongside the aptly named Birches Road, with the M1 only a few feet away, to Peatlands Park for another stop and dander.



Leaving Peatlands, we made our way through Anaghmore to Loughgall and the local country park to arrive in reasonably quick time to Richill crossing the A3 for a period and then onwards to Ahorey and close to Marlacoo lake again as we made our way to and across the Cusher river to take the Aughlish road (A27) to our final stop at Sinton's at the Bridge for our evening meal - another good meal was had again. Thanks again Colin for the run, especially on your birthday although, as he said himself, "It didn't spoil the birthday one bit, in fact I'd probably have worked



Northern Ireland Notts - Peterborough

Northern Ireland Continues

in the garage all day anyway, that or cut the grass". I doubt it, I'm sure Heather would have spent a few pounds on him, hopefully! Well, that's about it for this month's report.

I trust that by the time you read this, hopefully before the 10th of the month as it was for me in Oct, we will be back to normal and have our monthly meetings starting again on **Wed 3rd Nov and our AGM on Wed 1st Dec** with them taking place at the earlier time of 7.30pm. In between of course we will have another event on **Sat 6th Nov meeting at Dunsilly Park and Ride, Antrim** at 11.15 am and moving off at 11.30am. So, get in touch with me if you haven't already done so. We will have a break at Creative Gardens, Ballymena in the middle of the day and then an evening meal at the Leighinmohr Hotel, Ballymena at about 5 pm, making use of their "Beat the Clock" menu, of course. A big welcome to our new members who have arrived in recent months, Steven, Gary, Paul, Ian and Brian. We look forward to meeting you all in the not-too-distant future. In the meantime, keep safe and well and remember, if we all keep together, we will "Triumph" over this Covid19 virus.

Douglas

Notts

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

Tel. 07976 163006

As the date was a little different in the Courier we what's app folks regarding we were meeting the Wednesday before. Great to see folks as it's been a while in static meet up. Great to see everyone.

Myself and Nigel had a little change to our diary and we attended the stunning grounds of the Standard Triumphs picnic and hog roast day at Walton hall hotel, Wellsbourne in Warwickshire. We set out around 7.45 am from home and the weather as usual raining as it was summer still, so ever the Optimist the sun will shine and after arriving at the venue heavens opened just as we popped the Triumph Sports Six gazebo up so fingers crossed it would blow over, and sure enough the sun shone for the rest of the day.



Enjoying the sun hog roast ice cream and lovely pre

-1940 triumph motor club. We had many members join us on the club stand, some valuations were completed here and even managed to sign up a new member which was lovely to have unexpectedly. We also had the pleasure of our very own notts Barrie and Hazel from clowne join the line up in there lovely white Vitesse. Such a great day having the chance to chat and chill with members. Hopefully this can be added to your to do list it was surely a pleasure to attend an all round great day set in beautiful surroundings and it is a free event, pack your picnic and blanket, enjoy the scenery see friends and have a marvellous day.

We also had the pleasure of enjoying the show in Oakham a lovely classic car show in the historic town, lovely to see a few shops open and cafes with a street market on as well. May it continue also on the same day we travelled to the Thoresby car show in Ollerton, great array of classics and congratulations to our classic car friends Little John as they won best club stand. So well done guys. Hope next year is a great year.

We have been thinking about the shhhhh! Christmas and we have sorted a Christmas dinner The Sandy pate's bar our normal meet up place. Nigel sent out messages on on what's app and text so if you are interested please let us know. **The date is on Wednesday 8th December** menu available you can have two coarse for £13.50 three coarse for £16.00 and Childrens menu is two coarse for £6.00 if you would like to book. Please contact us asap and we can send your menu choices there's not a lot of time so get booking.

Our next area meeting is on Wednesday 17th November we will see you there from 7pm on wards also it's that time of year we vote on a new area organiser or continue as we are. If anyone is interested in running notts area or being joint area organiser/s let us know.

See you all soon

Nigel & Di

Peterborough

www.tssc-peterborough.webs.com

**Tel. 01778 560507 / 01780 470358
01778 392629**

The excitement and fanfare surrounding our return to face-to-face meetings was tempered for me by the 'mother of all colds' which I have had for a full week and which has been so bad I took 2 Covid 19 tests - just in case - but both came back negative.

So, sadly I wasn't able to feature in our meeting for 18 months, but I am pleased to say that others did, and huge thanks to Doug Balderson for his report that follows:

It was good to see a number of members at the last-



Scotland Central

minute arrangement to us booking 2 tables in the in the outdoor marquee at the Five Horseshoes. Nine of us attended (Steve Abbott, Peter Howard, Steve Needham, Neville Wright, Tony Harding, Colin Saunders, Charlie Noble, David Parker, and DB) and though it was a coolish evening the heating worked fairly well, but it is a fairly noisy system for holding a formal meeting, especially when there are people sitting at other tables. The 7.00pm start appeared to work. A suggestion that came from the tables was if we were to find another venue the ideal pub would be one that anyone wanting food, they would be able to order and eat before the 7.00 or 7.30 start so that there was no interruption of the meeting. There were quite a few Triumph cars in the car park even though it started in the dark. David Parker has sold his Spitfire to a university student and acquired a very nice red TR6. Looking forward to seeing that in daylight. Colin volunteered to do a recce of pubs - including the Fox and Hounds, Longthorpe which Tony had volunteered that the 20/49 Club had used occasionally. Doug opened up the subject of the Christmas Meal at The Bluebell at Helpston and there were takers from round the table. Graham and Brian had both intimated from phone calls they were also interested.

It was nice to see a new member joining us at The Five Horseshoes. Tony Harding lives in Stamford and has a very nice Mk1, 2 litre Vitesse Convertible. Apparently, he has booked it into Project Heaven at Kings Cliffe to have it set up on their rolling road. Looking forward to hearing the results. Welcome aboard Tony. We look forward to meeting up with you again soon.

I attended the Greetham Gathering with the TR4 on Thursday the 16th of September - the last one of the year. They are held every 3rd Thursday of the months from May to September from 5.00pm to Dusk. £2 entry to the Air Ambulance. One for the diary again next year. A really relaxed event with a lot of very nice cars being driven there. Not that many Triumphs on display on the night but I spied Peter Howard's very nice Vitesse Convertible and I knew Peter would be about somewhere.

Graham has been having a few more jobs sorted out on his 4A. One of these was a vibration which he thought was coming from the propshaft and Sav had recommended someone in Fengate who he thought could help. Graham is now triple jabbed - and had his flu one too - so he's well set up for the future.

Brian Lawson is still having blood tests for his condition and both him and Chris are up for the Christmas Dinner. He also could be offering his Spitfire 1500 up for sale in the new year and his chrome bumper MGB convertible too.

Doug has quite a few Triumph spares that are would be better if they were fitted on someone else's vehicle from a Dolomite, GT6, Spitfire and TR4. Some are

new and some are serviceable replacement parts. Contact Doug for the list if you think anything could be of interest.

Thank you to Doug for penning this report, including the update from 'Behind Closed Garage Doors'. Next month we will aim to once again meet face to face, but it may be at a new venue still to be confirmed. Charlie will send out his monthly email to let you all know and we will endeavour to call others who are not on email. **The date will be Monday November 8th.** This will be an important meeting as it will be our **AGM** (the first for 2 years). I am giving notice that I will be stepping down as joint area organiser (after 21 years) so if anyone else fancies stepping up to that role please put your name forward to Charlie or myself.

All the best

Paul & Charlie

Scotland Central

e-mail: dave.fray25@gmail.com

Tel. 07557 659311

www.tssc-scotland.org

FB. www.facebook.com/groups/TSSCScotland

We sat down last night to our first face to face club meeting in a very long time, we had 9 members attending on a very wet Glasgow night, I did have several members who were reluctant to turn out due to COVID 19 but in general the feedback was that it was fantastic to see everyone face to face again. Several members had been routing around in the houses and came armed with various car magazines to share, I now have a car Mechanics magazine for April 1958 to read before the next meeting.

I have just made a booking for next month, Thursday 4th November from 6.30 pm at the Harvester in Hillington. For those of you on the east coast there will be a get together at the Hawes Inn in south Queensferry on Monday 8th November around 7.30.

We will be holding our AGM on Thursday 2nd December and we are looking at a new venue for this year. It has been proposed that we go to the Erskine Bridge Hotel, I have contacted the Hotel and am waiting for them to come back to me with a proposal. More detail will follow on our facebook Page.

We are exploring the possibility of obtaining a new event shelter for the 2022 season and I am looking at options at the moment and look forward to a good show season in 2022, a discuss on show was held for the 2022 season with members looking to pencil in the main events as many of them have other interests and these need to be adjusted to fit in as many Car shows as possible, I am e-mailing show organisers at present to try and get provisional dates to members



Scotland Central Somerset

Scotland Central Continues

as soon as possible, Please Note That following the success of the interclub event in Malvern this year lots of us will be looking forward to the event taking place again in 2022 at the spiritual home of the **TSSC national events in Stafford on the weekend of the 19th to 21st August 2022.**

Dave

Somerset

e-mail: somersetssc@gmail.com

Tel. 07778 923064

Since our monthly meetings restarted a few months ago at our new venue, the Knowle Inn near Bridgwater, attendances have been mostly less than their pre Covid levels. Our September meeting had four regulars but on the good side also had two new members one of who has recently bought a Vitesse. It was quite expensive and sounds like it is in excellent condition, and we can't wait to see it in the near future.

Our Somerset area covers TSSC members (and potential members) in all TA, BS and BA postcodes and we meet on the second Thursday of every month at the Knowle Inn near Bridgwater. It would be great to see more members at our meetings and don't worry about bringing your Triumph especially at this time of year.

Our members have been out and about at local shows. Scott and Janette have been out and about in their Spitfire and recently did TSSC Devon's Bacon Butty drive. Martin Hughes attended a small show at a care home for dementia sufferers in Wells. The show was for the patients to see the classic cars and was a great success. We would have attended but it was the same day as the Beachside Show at Bream. The show had 100+ cars of all types and was in aid of Dorset and Somerset Air Ambulance. This is the first show that TSSC Somerset have officially attended this year. We took the Vitesse and Scott and Jeanette were there with their Spitfire. We set up the flag and a table in the limited space available and spread out some of the TSSC literature and old Couriers that had been provided by Angie at HQ. It was not long before we had some interest in the club and this continued throughout the day. We are hoping that we picked up a few new members but time will tell.

September was busy for us in the Vitesse. It started with the previously mentioned Beachside show and

then a week later we took the car to the Goodwood Revival meeting. The advantage of taking your classic is that you get to park in either the pre 1967 (I think), or the Tax exempt car park depending on the age of the car. This saves a quite long walk from the public car parks. These classic car parks become a car show in their own right with many people just wandering around looking at the cars. We travelled to Southsea where we were staying on the Friday using just B roads and lanes, attended the Revival on Saturday and Sunday and then stayed at Southsea for a few days then visited Winchester on the way home. I suggest that anyone who has not been to the Goodwood Revival makes the effort to attend sometime. Tickets are expensive but the racing is fantastic and the whole experience is like nothing else especially if you make the effort to dress for the day in clothes from the 40's, 50's and 60's.

We returned from the Revival on the Wednesday. I checked out a rattle at the back of the Vitesse and found that it was a shock absorber. I quickly ordered and fitted a new pair of Koni's to replace the ageing Spax that had come with then car and it was problem solved and it rides better now too. On Saturday we had a non classic day displaying the rally car at the Rally Day event at Castle Combe race circuit then it was up early on the Sunday for the Two Rivers Tour organised by Forresters Car Club. This was a 150 mile tour split into three fifty mile sections all around Monmouthshire. The tour was nearly all on either B roads or lanes and was quite demanding at times. My arms ached the next day. This was an excellent day. The weather just held out so the hood was down all day although Denise did have a very thick coat on. Hats off to Forresters Motor Club for running such an excellent event and providing the food and for marshalling at passage controls.

So in September with the incidental mileage added we must have completed about 700-800 miles in the Vitesse. The previous owner did about 500 miles per year.

We have plans to sort out a few bodywork issue with the car this winter. There is a proper rust hole in the drivers door which we knew was just filler when we bought the car. The passenger door was re skinned by the previous owner so why the drivers side was not done at the same time we can only guess. The front valance also needs some attention and a few bits on the bonnet.

It would be great to hear about our members plans for their Triumphs this winter either by email or if you are a Facebook user then post on our Facebook Group "TSSC Somerset Area".

Winter is coming but that is no excuse not to use your Triumph even if it is just on dry sunny days.

Alan and Denise





Southern - North Staffs Suffolk

Southern Tel. 01252 722432

Hi all, as the nights are drawing we are seeing fewer club cars in the car park but we did have a good turn out of members at the regular meet at the Seven Stars. We are now getting some of the members back that we haven't seen for a while.

We'd like to welcome Karen and Steve, they came all the way from Salisbury for the evening. They own a MK2 Vitesse saloon. Although running they have a small issue with water getting into the fuel tank. The previous owner has fitted a Spitfire tank and the water is getting in through the filler neck. Steve wants to refit an original Vitesse tank.

Steve and Karen met up with Clive Redding at the Alton car show at The Departure lounge at the beginning of October.

I didn't go to this as I had robbed three gallons of fuel from my Vitesse to put in Jackie's car due to the fuel shortage so she could get to work.

A small group of us met up at the ASlton Town classic car show, Mike and Barb, Stag, Dave in his Toledo, Dave in his GT6 and myself in the Vitesse.

There were five other Triumphs there, drivers unknown. There were a lot of cars there all along the High Street and up a couple of side roads and a very diverse collection.

November we will be starting the Sunday lunch meetings, This will be at the **Angel Hotel GU34 3NN**. **Meet there November 21st** at Twelve noon. Please can you let Mike know if you will be attending at the November regular meet.

Up and coming events

November 2nd Regular meeting The Seven Stars GU32 3PG

NoV 21st Sunday lunch The Angel Hotel GU34 3NN
December 7th nothing has yet been arranged as far as Xmas dinner is concerned so may be just a regular meet. That's all for now folks

Take care

Mark

Please Send Area News to:
courier@tssc.org.uk
By 8th of each month - Thank you

North Staffs

e-mail: triumphsportssixstaffs@gmail.com

<https://tsscnorthstaffs.home.blog/>

Tel. 07939 603061

Hi All. Well it's almost time to start thinking about Christmas, well the Christmas meal anyway, as the George & Dragon has yet another manager, I'm not sure about the quality of the meals they are serving. Hopefully by the time you read this things will have settled down and I will have tried the food from the new chef.

November brings one of the last events of the year, the Classic Motor Show at the NEC. The club will be there as usual so if you are going don't forget to support the stand.

I've fitted the new front shocks to the Stag and most of the noises have gone and the ride is much better, still lots of jobs need doing, but other domestic jobs keep getting in the way, like roof repairs and path laying.

There has been no progress with the Vitesse as the diff flange didn't match the shorter propshaft on the overdrive, and work on the jag has been taking most of my time up.

I have now been kindly supplied with a propshaft flange by John M from the Leicester area which fits the diff flange so hopefully I can get back to working on the Vitesse, but whilst moving the car I have managed to jamb the diff output shaft somehow, so more laying on the poor back under the car.

There's just one more show in October, the **Cheese Show at Stafford Showground**. There is usually a good range of vintage & classics that attend the event, and lots of cheese samples to try.

I will try and arrange a drive out somewhere on a Sunday with possibly a stop for a meal, until then keep doing more with your Triumph.

Best regards

Dave

Suffolk

e-mail: suffolk@tssc.org.uk

Tel. 01206 250360

It was a cold and wet evening so we retired to the bar straight away, What a difference to last month where we occupied the car park all evening. Brian and I had had nice warm dry weather when we set off from south of the border, so we were in Triumphs, but were the only ones.

Chris and I had just returned from completing the



Suffolk

East Sussex - West Sussex

Suffolk Continues

Round Britain Reliability Run so we still in recovery mode, but due to the sterling efforts of Bob our 3rd driver, MNDA are well over £2k better off, from us, and at least £80k from the event. Hopefully once it all settle it will be £100k.

The car had a few issues, but we voted to ignore them until they got worse, and they didn't. I now have a driveshaft to replace and a gearbox to rebuild. And a new rear set to find as the springs collapsed.

Chris and I have been chasing Stags, but not succeeding yet, he needs a better engine, and the ones on offer had recently rebuilt ones. Persistent Head Gasket failure in Stags can be a nuisance, and expensive. Hopefully something can be sorted, like a straight six!

Russell was not feeling too hot, so didn't make it, so just see the short Area News from me this time.

See you on the 2nd November.

Cheers

Colin

East Sussex

e-mail: chris-gordon@live.co.uk

Tel. 01273 813691

Hello All. Another really good turnout for our October meet, it's very reassuring to see so many regular members and new faces from time to time.

Several of our group, went up to Malvern for the Triumph weekend and all agreed it was a fantastic time had by all, so thank you to all of the organisers and helpers for making this possible.

As I write this the show season is pretty much over, apart from the odd one, a couple of us went to the Uckfield show, which started out ok, but ended up being very wet, by lunchtime, which is very sad for all who organise it and there hasn't been many this year because of covid, so let's hope next year will be better with more shows. There is the classic car show at the NEC in November.

So not a lot to write about this month, **We are hoping to have a Christmas Dinner on December 5th at the Highlands Inn, Uckfield**, if you are interested in going please contact Clive or me and as it wasn't possible last year, hopefully will go ahead this year.

Well that's it for now, next meeting wed Nov 3rd.

Cheers

Ian

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you

West Sussex

e-mail: nigelayre@hotmail.co.uk

Tel. 01403 253034

Following a rather disrupted summer, it's been a bit busier as we're coming to the end of some very welcome better weather in West Sussex, as I write this at the end of September - and hoping for a little more in October!

I bumped into Barry at Shere Hill Climb, where I'd entered a non-Triumph! Keeping the faith, Barry and his wife travelled in his Herald - now owned for 20 years. They travelled to Shere over Leith Hill, which seems to have been filled with cyclists, but enjoyed a much better trip home along the A29. September also marked

Glen has changed the MX5 seats that had been in his Vitesse since 2008, for another set of MX5 seats recovered by Paula to match the rest of the interior and without the rather incongruous head restraints. After and before pics below:



We met again at the Selsey Arms - our new venue - and had an excellent turnout. The landlord had fitted

some extra lighting, and has promised more, so we're definitely welcome! Lighting does seem to be a recurring



theme at the Selsey Arms. Following Glen's lighting failure last month, the lights on John's Bond failed to come on at the end of the evening this month! Luckily, Nigel, Morgan and Brian were still there to help and John and his Bond gott home without her incident - although rather nervously, I imagine!

We've had several new members join us at our meetings since they resumed and we were delighted to hear from another member - who joined our Facebook page a while back, but has yet to get to one of our meetings. Rory has finally got his Spitfire on the road and will hopefully be with us in October.

Meanwhile here's Rory's story: Originally I bought a MKIV Spitfire back in July 2020 in the hopes of restoring it. I learnt to weld on it and started in September



North Wales

of last year. I was just getting ready to paint it and unfortunately disaster struck. The Lavant workshop it was in caught fire and it was warped beyond saving. My other half was considerably upset so I decided to get another (which I also found in Lavant!)

I then embarked on a four month refurbishment and thanks to a lot of great friends and a boot lid from Paula she was partly finished last Wednesday and I surprised my other half with it. Needless to say she was shocked and very excited! Perhaps quite obviously she is called Phoenix.

Here she is at the Revival, still got bits to do so looking forward to the rolling restoration now.



The Goodwood Revival takes place on our patch each year and always features truly wonderful cars, planes, entertainments and outfits. As well as Rory and Phoenix making it there, a number of other West Sussex members were again in attendance, as were some super Triumphs - either on display or on the track. With only limited space, here are a limited selection of shots from the day.

There was a wonderful 1934 Triumph Dolomite 8C SS Corsica Roadster running in the Brooklands Trophy Race. Although it's a rare and beautiful car, I've gone with the engine shot, as I reckon that engine is a work of art in itself.



There was a very interesting, Canadian built, Formula Junior car racing, largely built with Standard Triumph components. To have the space to do it justice, I've included it as the main item in this year's International Liaison column - so please check that out!



Rounding up the Revival pictures, Area Organiser Nigel sent this one of his wife, Jill, dressed for the oc-

casion, with his Vitesse, whilst Jess sent this month's final picture, showing her alongside a Police liveried Herald that was on display (with a very tidy Mk 1 Triumph 2000 in the background, as well). It's a great event, so if you've never been, keep an eye out for the dates - as we're already looking forward to Revival 2022!



By the time you read this, we'll be hurtling towards the end of the year, but do try to catch us at our **November 17th meeting at the Selsey Arms on the A22 at Coolham - that's RH13 8QJ for the Sat Nav**

John

North Wales

e-mail: helenahill@btinternet.com

www.wrexhamgandtriumph.co.uk

Tel. 01691 600215

Hello, folks. There was not a Zoom meeting in September for our Chester & Wrexham group as a get-together/meeting had been arranged, so on Tuesday 14th a good number of us went to the Golden Lion in Rossett. The room was not really suitable, as it was quite open-plan and a little noisy:- therefore it was decided to have a vote to see if people wanted to return to the Trevor Arms. Geoff and Jan had called in there a few days before, and enquired about the availability of the room:- the manageress said that they would be pleased to have us back. The majority of people voted in favour of the Trevor Arms, so Geoff contacted them the next day and booked the room for the October meeting. Thanks to both of them for sorting it out.

Saturday 18th September was the Wauns Carnival, followed by Frodsham show the next day. We were not able to attend as we were in the Isle of Man for their inaugural Festival of Motoring, but Julia very kindly sent us details of the two days:-

"Wauns was the epitome of a true village festival with a fun fair, dog show, wrestling, a BMS bike show with tricks to make the eyes go wide, and an excellent band to listen to, not to mention stalls and of course cars. This was only the third year of presentation, and there were only a few classics but, speaking to the or-



North Wales South Wales

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ganisers, they are planning a bigger and even better show next year with more classics. It was a really enjoyable day with good weather included, and definitely a date for next year's diary.

Although nearly 300 cars were booked in for the Frodsham show sadly nowhere near that number turned up. The morning greeted us with beautiful weather, but by lunchtime grey clouds had gathered, and soon it turned to serious rain. The gazebo had not been able to be put up as there was no room for it, so we had to wait it out. One of our members, John, who is the proud owner of an MGA, was caught unprepared and, as the organisers would not allow early exiting, he became quite ill. Eventually, having wrapped him in blankets and waterproofs we persuaded them to let him go, but no other accompanying car to ensure he got home. By the time we were allowed to leave everyone was wet to the skin. The joy of shows!"

The Candles Charity Road Run took place on Sunday 26th September organised by West Cheshire M.G.O.C., and Roger had got our Stag ready on the day before. On leaving home she started to run "lumpy" again, so the decision was taken to return and swap cars. However, she did not quite make it, so Helena started to walk home in order to get our Discovery and tow Roger in. A very helpful farmer who had been checking his sheep offered a lift on his quad, so this cut time down considerably. Having got our Stag home safely we had a coffee, calmed down, and set off again in our Jaguar XJS. We did not manage to do the run as we were too late, but headed to the finishing point, this being Bellis Bros. in Holt. After the dodgy start to the day we ended up having a lovely time, chatting to different people, and having a picnic with our good friends. The weather kept fine until we were leaving, so this was a bonus.

All being well we should be holding our meetings once again on the **first Tuesday of the month at The Trevor Arms in Marford, starting at 8.00 p.m.**, so hope to see you there. Please remember that if you have any queries at all you can contact us by telephone or e-mail.

Regards,

Helena and Roger.

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you

South Wales

e-mail: alan.gourley@hotmail.co.uk

www.triumphwales.moonfruit.com

Tel. 07802 204068

We have been trying to get our Triumphs out on the road this year as much as possible so every opportunity counts even if it gets reported twice. Bern organised a run from Cardiff to Hanley Farm near Chepstow on the bank holiday weekend which was well attended with Bern's 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 Mikey J in his GT6. In fact we had two GT6's from the club as Tim was also in attendance. Jared had his Herald 13/60 saloon and Andrew and John in their twin red Spitfire's. The Monmouth Mafia, Mike and Heather made sure all social distancing was adhered to on what was a very successful outing again.

The Hanley Farm meets usually take place on the first 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 out 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. Other areas close by may want to meet up as it is a venue quite easy to get to.

Our next outing was to the G W a t k i n s Cider Farm Classic Car Show on

Sunday 19th September. I met up with Bern and we proceeded to the Two Arches Café Newport and met up with Thumper Watson in his Spit 1500 and Mikey J in his immaculate GT6. Mikey claimed that he had a working Satnav so he was voted in as area navigator





Wessex West Midlands

on a 3 to 1 show of hands. G Watkins is located in a picturesque valley more or less half way between Abergavenny and Hereford just across the border in England so we were all looking forward to taking our masks off and breathing fresh air laced with cow muck and rotting apples for the day. We set off in the general direction of Abergavenny and the weather was kind to us being a sunny morning. Just before Abergavenny we were joined by John in his out of the box Spitfire IV in red with wire wheels and not long after that by Dave in his beautiful white TR3. All was going well until the roads seemed to go from B roads to C roads. My Satnav seemed to know where it was going and I spotted the turn that unfortunately Mikey who was leading the pack missed. We soon ended up in a confused group looking for somewhere to back up and turn. Poor Mikey took all the flack being the butt of many a joke about the art of Area Navigating, he took it well. John got out his compass and sextant and soon had us driving through the gates of Watkins Cider Farm.

It was at that point that we realised that he had navigated the last five miles by sense of smell, being a connoisseur of fine fortified wines and cider. We parked up and were joined by John and Pauline in the immaculate TR4a which Pauline was busy filling

with bargain garden plants which were on sale at the farm. We got down to having teas and coffees and had a rummage around the auto jumble



and the many excellent Classic cars and Tractors that were on show. Unfortunately the weather decided to dump quite a heavy shower on us and everyone scrambled to get roofs up.

Dave got a lesson from Bern on how to get the TR3 roof up as I don't think it had ever been out in the wet before with Dave. The rain soon passed and we had a final walk around before packing up to make an early run for Newport in an attempt to avoid the Sunday bottleneck at the Brynglas Tunnels. Our normal attempt at a monthly club meeting was put on hold when some idiot spread the rumour that fuel was running out and everyone should fill their vehicles all at once. As some of our members travel quite a distance to get to meetings it was decided to put the meeting off until October and let the panic subside.

Hopefully I will have got to the front of the queue by that time.

AL

Wessex

e-mail: trevorcarlyle@btinternet.com

or e-mail: berry223@btinternet.com

www.triumphnewforestrun.co.uk

Tel. 01425 475376

Swanage Railway was its usual success with a good array of cars, lorries, stationery engines, classic caravans, some auto-jumble and of course plenty of journeys on the Swanage railway. As always, Swanage had the folk & craft festival which gives it that extra attraction, coupled with a really sunny and warm weekend gave it that Mediterranean feel. One amusing incident that I must pass on is the expectation of the younger generation; while travelling in I suppose, 1960's rolling stock, a fellow passenger was looking round and asking where the charging point was for her phone, also being a bit niffed that there wasn't even any Wi-Fi!! - I did thank her for giving us our best laugh of the day and pointing out that when these carriages were in production, space and satellites was not really an option! (slight exaggeration just to make the point). Anyway it was all taken in good spirit.

Trevor organised an end of season run for the 31st October, including lunch, which will probably be the conclusion of 2021; hopefully getting petrol was not an issue, let you know next month! Trevor has booked the **Christmas Dinner at the Fish Inn for Saturday 11th December at 8 pm**: space is limited, hopefully those wanting to participate have already booked.

That leaves our monthly meetings which up to now have been outside, the September meet was the first inside, with only five of us attending, partly due to the bad weather, but more importantly because the conserving of petrol was uppermost; at the time of writing, still an issue, especially in the towns.

keep smiling,

Martin

West Midlands

e-mail: heraldhabitat@gmail.com

Tel. 07505 110922

There's been a lot going on here at West Mids, Wendy has persisted in getting Mable (herald 112/50) and overcame loads if issues, now MOTed in is regular use. My convertible project car is still ongoing almost ready for paint and the original hood is being repaired by a specialist in Darwin Lancashire.

The original 1962 hood is a little bit fragile in places,



West Midlands - Worcester North Yorkshire

West Midlands Continues

but I've taken a gamble that it will survive a few more years.

Wendy and Darren in Olaf their late Mk2 Triumph 2.5, followed by myself, Steve & Liz Hudson went on an event called Border Raiders, just 4 miles into the journey, we ran into flood water after torrential rain.

Olaf had an air intake pipe adrift and sucked water up into the engine and it locked up.

MOE my 2000 has the same air intake system but was complete and coped with the flood ok, Darren and I took the plugs out and turned it over, water shot out of 5&6 cylinders catching Wendy unawares and she got soaked for her trouble lol. We kept tuning the engine over until water stopped coming out, she was a, might reluctant to fire up but eventually it burst into life causing a big cloud of steam to come out of the exhaust, we continue up to Lancaster, the next day to Southern Scotland, then Newcastle upon Tyne then home with no ill effects from the soaking.

A lot of West Mids members made their way over to Lincoln for a weekend, we had breakfast in Lincoln on the Sunday morning then went over towards Boston and visited the bubble car museum. It was quite a good little museum with some cute, some very weird and wonderful cars.

Darren and his team have just successfully completed Club Triumphs Round Britain Reliability Run, Steve & Liz Hudson and myself marshaled at Gledrid on the Welsh borders, it was great to see lots of triumph friends from all around the UK and Germany.

We are considering moving the club night venue, and ideas will be put in the pot and will see if we can find somewhere more suitable, watch this space!

16 members attend our October meeting, we welcomed Richard and Oliver for the first time.

We had a vote and decided to continue with recent year's tradition of having a post Christmas get together, details to follow.

Keep safe

Chris

Worcestershire

e-mail: vicky@richarddredge.com

Tel. 01249 740239

Hi Y'all. I'm back - no not Chuckie. It maybe 10 years since I had to step down, but you've got me back as your scribe (no Sylv though obviously) but it's what she wanted and who am I to argue with a woman!!!

Well Autumn seems to seriously have started early and as you all know, rain and soft tops don't mix too well so mine is tucked up in the garage - awaiting

new seat foams and a little other cosmetic work.

Well, there's not a lot to report because of the time of year and that other thing we're all fed up of hearing about. It was a select meeting back at The Pear Tree at Smite again and 14 members attended with a welcome visit from Costa of the Gloucester group. We also finally saw Jim, Richard and Nick after 18 months - nice to see 'old' members returning after so long. We all had a long chat as there was not much club news to discuss apart from Laon and Le Mans (contact Vicky for more information) and the possibility of a Christmas meal (Yes 'Christmas', not just an Annual Dinner).

Vicky also mentioned if we wanted a calendar for next year - so if you do - dig out your pics of your rides in whatever state of repair they may be in!

Before I finish, I must thank Roger who has been organising weekly runs on Wednesdays. I managed to go along on one - breakfast at the Filling Station in Malvern and a drive through Hanley Swan, then a roundabout route through Ledbury, returning through Bromyard - stopping for afternoon tea before the return through Martley and back to the starting point at Holt Fleet. It was warm on that run so the tea and cake was definitely most welcome! (Well isn't it always, whatever the weather!)

Only thing left to mention of interest - the **Classic Car Show at the NEC on 12 - 14 November**. Obviously keep an eye on news bulletins in these unsure days.

Well that's all folks, be back next month - **meeting on 1st November**.

Enjoy your classics, as I know some of you have other marques as well and KEEP SAFE!

Stef.

North Yorkshire

e-mail: warrenr6@yahoo.co.uk

Tel. 07534 820155

Hi All. North York's Triumph fans, September has been a good month with a good turn out at the Motorist even though it gave a wet evening it stayed dry and a good selection of cars turned out along with a family from West York's who is rebuilding his Spitfire so look forward to seeing it when finished. Our Tuesday evening at the Hare and Hounds again had a good turn out this is a good venue so will be sticking with it over the winter months.

The Dent camping weekend went well thanks to organisers like Allan, it was

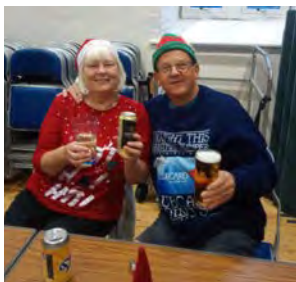




North Yorkshire

a Christmas themed event with tents and campers dressed To suit, Saturday afternoon saw a convoy of cars touring around the area with the evening spent in the village hall so enjoyed by all who attended with no doubt plenty of refreshments taken.

The York race course event went well thanks to one of our members David who is one of the organisers of the event, Gary and Sarah came with their very nice Vitesse, they have recently recovered the seats making a very good job of them so was good to see them, Keith came along with his very nice GT6 complete



with new loom after a fuse problem by the previous owner caused a fire, thanks to his quick reactions he isolated the power and saved the car from complete destruction, so if you did not make it this year put it in your calendar for next year.

The 23rd to 26th September saw the North York's moor railway autumn steam gala along with beer festival, Grace and Christine are volunteers at Levisham they had a sell out of 72 gallons of real ale along with 70 pints of local cider so hope they all left their cars at home and traveled by train. Many TSSC members attended and it was good to see them all, so they hope to repeat this next year and would be good to have a Triumph display at the station so again put this event in your calendar for next year.

The North Yorkshire group are planning on having **Christmas lunch at the Rose and Crown Sutton-on-the-forest YO61 1DP on the 15th January** so please contact me or Grace for more details or booking.

Keith

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

The background of the entire page is a photograph of a snow-covered road winding through a wooded area. The trees are bare and covered in snow, and the road has a yellow dashed line down the center. The overall atmosphere is cold and wintry.

*Triumph Sports Six Club
Derwent Valley and Notts Areas*

New Year Run 2022

*Save the date...
9th January 2022.*

We are currently planning the
New Year Run for 2022
and we are telling you early so you
can fix those minor issues
and polish your classic until it shines.

More details will follow nearer the time,
so check future editions of the Courier
and Derwent Valley's Facebook page