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THE COURIER NUMBER 498 DECEMBER 2021 TRIUMPH SPORTS SIX CLUB

THE COURIER

No. 498 DECEMBER 2021



Brrr! - White Winter Wonderland?

TSSC COUNCIL OF MANAGEMENT 2021

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Tom Hartley - Director



Tracey Hawes - Financial Lead



Nigel Hill - Area Liaison



Jane Rowley - Director



Carl Swanson - Director



Neville Wright - Director



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



TSSC HONORARY MEMBERS

Chris Allen. Dave & Sue Bayliss.

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

John & Pam Griffiths. Leon Guyot.

Pip Flegel. Michael Hancock. John Macartney.

Fred Nicklin. Paul Richardson. Bill & Jo Sunderland.

Frank Spencer. Paul Swanson.

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Footman James

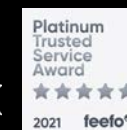
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THE December 2021

COURIER

Price £3.50 Free to Club Members.

THIS ISSUE - 498

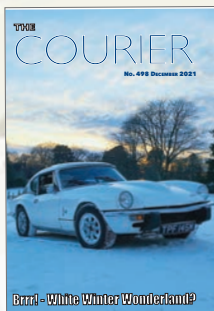
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LET IT SNOW, LET IT SNOW,
LET IT SNOW!

PICTURE ROBERT JOHNSTONE

Courier Copy/Area news

Editor. Bernard Robinson

e-mail: courier@tssc.org.uk

We will only accept e-mail TEXT & jpeg files

NO Word/etc Document attachments please

Courier Copy By 8th of Each Month

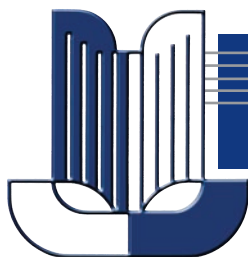
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THE GET OUT

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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TSSC HQ Services

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

Young Member (Age 17 to 25) £25.50

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

Young Member (Age 17 to 25) £22.50

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

TSSC MEMBERSHIP ENQUIRIES

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

INSURANCE VALUATION SERVICE -

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

Email Valuations

e-mail Form To: TSSC Valuation Service

e-mail: courier@tssc.org.uk

Form on Website: www.tssc.org.uk

TSSC INSURANCE PANEL Contact Numbers

FOOTMAN JAMES & CO LTD

Tel: 0333 207 6080 Fax: 0333 207 6104

FJ Breakdown Recovery - 0800 132 278

PETER JAMES LIMITED

Tel: 0121 506 6040 Fax: 0845 2233 020

LANCASTER INSURANCE

Tel: 01480 400763

CLASSICLINE INSURANCE

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TSSC HQ Team, Sunderland Court

Main Street, Lubenham, Leics. LE16 9TF

e-mail: clubshop@tssc.org.uk

Shop Online: www.tssc.org.uk

Tel: 01858 434424 Fax: 01858 431936

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Main Street, Lubenham, Leics. LE16 9TF

e-mail: trudi@tssc.org.uk Tel: 01858 434424

TSSC MUSEUM - Open Mon to Thurs

TSSC HQ, Sunderland Court,

Main Street, Lubenham, Leics. LE16 9TF

e-mail: info@tssc.org.uk

TSSC SHOW CAR REGISTER

TSSC HQ, Sunderland Court,

Main Street, Lubenham, Leics. LE16 9TF

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

Face to Face returns

2021 has been another difficult year dominated by Covid restrictions which, within the classic car movement, have prevented us meeting up and led to the cancellation of events.

Fortunately however, as the restrictions have eased shows and events have begun to restart. In August the Inter Club Triumph and MG Weekend took place at Malvern as a joint event between the TSSC, the TR Register and, for the first time, the MG Car Club. The show was a great success and I believe that joint events such as this are the way forward in generating the critical mass necessary to stage major classic car shows into the future. The return of the NEC Classic Motor Show in November has demonstrated that big events are coming back and hopefully we can look forward to a more regular calendar of shows and events in 2022.

At a club level we were able to hold a face to face AGM at Lubenham in September, though the success of 2020s Zoom event led us to offer the facility of participation via Zoom. This allows more members to take part and is something which, subject to the availability of the necessary technology, is likely to become the norm in future, starting with the 2022 AGM which it is hoped will be able to be held in the spring as in earlier years.

The ending of lockdown restrictions has also allowed regular local area meetings and other activities to restart. Within our area we have finally been able to get back to the pub - in my opinion a great improvement over Zoom meetings though the weather and dark nights have not yet allowed us to spend the evening in the car park admiring one another's cars and checking out the restoration work done during lockdown. However no doubt lockdown will have given many of us the time to do all those jobs on our cars that we never previously got round to so the coming year should offer us the opportunity to see some really great cars.

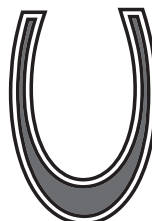
It is obviously impossible to predict what 2022 has in store but we can all hope that it will be the year in which we get back to something like normal. In the meantime enjoy Christmas (**Don't Forget the HQ Christmas Open Day on Sunday 5th December**) and let's all look forward to doing more with our Triumphs come spring.



Doing More with our Triumphs

NEVILLE WRIGHT

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)

January 2022

SUN 23 JANUARY

INTERNATIONAL TRIUMPH & MG

SPARES DAY

TELFORD INTERNATIONAL CENTRE

Discount Ticket Code **MGTRICLUB22**

Tel. 01775 768661



Insurance Valuations

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.

£15 Payment By BACS Transfer only please as

This is much more Secure than Card details.

Sort code 53-81-46. Account number 87120461

Triumph Sports Six Club Ltd.

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

Triumph Sports Six Club VALUATION CERTIFICATE

TRIUMPH **TSSC** **FOOTMAN JAMES** **PETER JAMES**
SPORTS SIX CLUB **INSURANCE** **PANEL** **CONCOURS** **INSURANCE**
www.tssc.org.uk **CONCOURS** **INSURANCE** **CONCOURS** **INSURANCE**

POLICYHOLDER'S DETAILS

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	Year	Engine Size & Type	Registration	Colour	Body Style	Transmission	Drive	Insurance Class	Previous Price

Overall Conditions - CONCOURS, A1+, A1/5 - Serviceable, P - Project									
Body	Paintwork	Chassis & Frame	Engine & Drivetrain	Interior	Exterior	Wheels & Tyres	Electrical	Other	Notes

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

CONCOURS: The vehicle must be in complete condition as to value, it may be of the period, if the Club Car has been over 10 years old, 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 title effort could be considered to be Concours.

A1/5 - SERVICEABLE The vehicle must be in excellent condition with bodywork/Chassis mostly free from rust.

The vehicle's components should be free from any but trivial faults and should work efficiently.

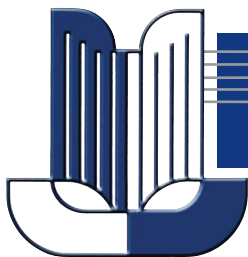
P - PROJECT The vehicle is usually in need of a full restoration of all its components.

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

NOTE: This certificate will NOT be TSSC Backed unless Insurance is with a TSSC Insurance Panel Company

Provided the vehicle and its components are in value, it may be of the period, if the Club Car has been over 10 years old, this condition will only apply to vehicles previously entered or being eligible for entry in concours competition and evidence of entry may be required.

In the event of a dispute, the Club 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



**Footman
James**
We share your passion

**CLUB MEMBERS:
WIN A LEGO
MODEL OF YOUR
CHOICE UP TO £120**

Spread the word! We're giving club members an exclusive opportunity to win a Lego model of their choice up to £120!

All they need to do is fill in the form linked below. It's as simple as that. Within the form there is also the option for members to get a Flex quotation from us. Flex from Footman James is a multi-vehicle insurance product which allows clients to combine modern and classic vehicles onto one insurance policy. This means they will be able to enjoy a single renewal date and premium each year. We can insure modern and classic cars, bikes, kit cars, sports cars and almost everything in between.

**Closing date for the competition is the
31st December 2021 - Terms & Conditions apply.**

[https://www.footmanjames.co.uk/club-members-competition?utm_source=SilverpopMailing&utm_medium=email&utm_campaign=Flex%20and%20Competition%20Oct%202021%20-%20Clubs%20\(1\)&utm_content=](https://www.footmanjames.co.uk/club-members-competition?utm_source=SilverpopMailing&utm_medium=email&utm_campaign=Flex%20and%20Competition%20Oct%202021%20-%20Clubs%20(1)&utm_content=)



Brand New Product

Tel. 01858 434424 web. www.tssc.org.uk

e-mail. clubshop@tssc.org.uk

Locking Petrol Caps Herald & Vitesse

This item has been requested from members for quite a while now and TEX have come up with a nice solution to stop your car being vandalised for petrol.

**COMES COMPLETE WITH INSTRUCTIONS
AND FIXINGS**

BLACK LOCKING FUEL CAP

£25.00 P&P 1.kg





Vitesse 1600, Mk 1&2

DAVE RUMENS vitesse@tssc.org.uk

The same but not quite

Hello folks, Merry Christmas and Season Greetings to all. This October I purchased a 13/60 Saloon [Picture 1](#) to keep my Vitesse and TR7 company. I guess it's an early Christmas present.



Pic.1.

Over the 56 years of Triumph ownership I have owned, counting my new addition, three 13/60 Heralds. The first being Saloon in 1967 and must have been one of the first off the production line. The second, several members will remember, was an Estate which I sold in 2006 and yes I always regret it, [Picture 2](#). My new addition will get a good going-over to bring it up to the standard I want, no pun intended, and this will keep me busy in the next months. As there are a number of common areas I will feed-back anything that relates to the Vitesse.

Whilst we are talking about what does and doesn't relate between the two models one area that can cause confusion when ordering parts is the rear brakes, [Picture 3](#) shows the Herald backplate on the left and the larger Vitesse backplate on the right. The Herald has 7 inch brakes whereas all Vitesse models have 8 inch brakes. This of course means different shoes. Some non-Triumph specific parts suppliers have been known to send Herald shoes for a Vitesse. I guess the point I am making is stick to the Triumph specialist for your parts



Pic.2.

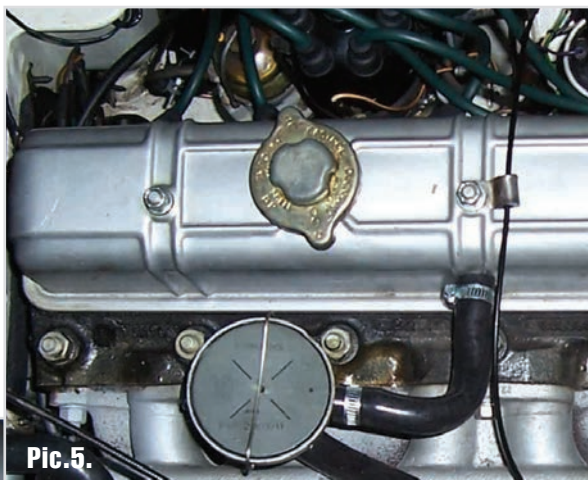


Pic.3.

Mk1 from engine number HC2988E. Was this due to the longer stud causing damage to the Vitesse bonnet or maybe it was to standardise the engine production with the GT6 where room under the bonnet is at a premium. Who knows the real reason but I for one am not

and not the general motor-factors.

Moving on quickly, most manufacturers make changes to a model over its production and Standard Triumph was no exception. Putting on my anorak have you ever noticed that some Vitesse engines have a bolt, [Picture 4](#), and not a stud holding the front of the rocker box down to the head. On all engines the centre and back fixings have always been by studs, [Picture 5](#). Is it significant that the bolt was only used on the front just where the bonnet slopes down? This appears to have taken place on the



Pic.5.



Pic.4.

taking any chances. I always use a bolt and not a stud to hold down the front of the rocker cover. Whilst on the subject of dam-



Pic.6.

age to the Vitesse bonnet, care should be taken when fitting hose clamps. When fitting the top hose to the thermostat outlet



and the radiator make sure the hose clamp adjusters are not on the top of the hose, [Picture 6](#), as there have been several cases where it has damaged both the bonnet and also the paintwork.

For most of us this year represented a welcome return to getting our cars out to events and activities. The Inter-Club at Malvern was probably the highlight of the year as we were also returning to a Stafford type event to which many thanks must go to the TSSC organising team. Next year we are back at Stafford itself and this coincides with the 60th anniversary of the launch of the Vitesse in May 1962. So, over the coming year I will be encouraging people to attend this major landmark in the continuing life of the Triumph Vitesse.

Remember the 50th in 2012, [Pictures 7 and 8](#). when we filled Bingley Hall with Vitesse. Let's see if we can do the same 2022.

Club members always like to read about other members' experiences with their Vitesse. So please send yours to me and I will include them in the Courier.

Finally big thanks to our editor, Bernard Robinson, for all his hard work producing the Courier over the last twelve months.

Well, that's me for this month.

Note to myself – don't eat too much and see you all in the New Year.

Safe Driving, Keep Them Running On All Six and Stay Safe –

Dave





Merry Christmas!

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

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

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

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

The Club Shop will be Offering 10% Discount over the Counter

Offer NOT applicable to Club Gift Vouchers, Website & Phone orders or on Items already discounted as December offers.

Sunday 1st December 10.30 am to 4.00pm

Don't miss Out this Year!

Tel 01858 434424 - www.tssc.org.uk

ACCLAIM All MODELS

Julian Rowell acclaim@tssc.org.uk

May I introduce?...

Hello to all you Triumph Acclaim owners & fans.

My name is **Julian Rowell** and I have been asked to take over the Acclaim section of our Courier Magazine. I have for as long as I can remember been a fan of Triumphs, well 1979 to be precise when I started my Parts Apprenticeship at a B.L. Dealership which covered everything from the humble Mini up to Leyland's 8-Wheeler trucks.

Being at the dealers during this time bought me into contact with all that B.L. offered and of course Triumphs. I was at the dealership when the Acclaim came along and can remember the all out launch day for something that was a totally new car cars and they were certainly different to anything else we had.

Let's move on several years to when I joined the TSSC, it was August 2013. Very shortly after that I purchase my first classic, a 1975 Triumph Stag in white (pic 1) which I owned for nearly 7 years. After I had had my enjoyment out of that I in May 2019 sold it and moved onto something much more modern and purchased a 2007 MX5 1.8 Icon (pic 2) to have a bit more modern roof down fun.

Around the same time Nigel Hill came to me and asked if I would look after his Triumph Acclaim as I now had a spare parking space in a lovely warm heated garage, obviously I was



1.

more than happy to do this for him and it of course kept me involved with classics and the

I spent a lot of time polishing the Acclaim as I like that sort of thing and then attended a few



2.

shows which come along with that sort of car.

local shows that summer (pic 3). Sadly, with the situation in 2020



3.



4.

there were very few shows, but I managed to get it to Gaydon in September.

2021 has been a different story,

the cars launch, I managed to get the Acclaim in the concours section (pic 4). That was a day to remember as the new TSSC sourced exhaust had only been fitted the day before with lots of help from my son Sam and an MOT gained with a pass. The final

show of the season for me was the B.L. day held at the Milton Keynes transport museum in September which turned out to be a lovely sunny day and was as close to the anniversary of the launch date as you could get which was October 1981. The car won best Acclaim at the show which was a lovely surprise (pic 5)

Finally, as I put this together the Acclaim is on our stand at the



5.

as restrictions lifted shows started to be booked. The most memorable this year has got to be the Hagerty Festival of the Unexceptional where somehow in the 40th Anniversary year of

NEC Classic show (pic 6) and continues to get a lot of attention which has been the same wherever I take it, it seems to arouse a lot of memories in people who come and chat about the car.

A fitting end to a lovely year showing the car as much as I was able to.

Julian



6.



STAG

Ben Carney ben.carney@btinternet.com

A Trip to Paris and beyond!

May I wish "Seasonal Greetings to One and All".

Hello again, it's been some time!

In fact, it was July 2014 when I last wrote an article as Stag Secretary. My thanks to **Phil Willson** for his vast contribution to the Club, especially as Stag Secretary. So, who am I? Well, I'm known in the Club as **Ben Broadbent** (my full name is actually; Ben Broadbent McGeiver-Carney), I was previously Stag Secretary from January 2011 until July 2014, and the Club's General Secretary until July 2016. Since then, behind the scenes (somewhat intermittently) I've been digitising some of the Club's paperwork archive from the late 1970s.).

Back in late 2011, I was organising the Club's archive and came across the first sales brochure for the Stag. This brochure utilized a trip to Paris by a very famous Stag. No other than LD1 (RRW 97H) the first production car that was used for the Press releases for the launch of the Stag in 1970. I had originally read this brochure sometime in the late 70's and I remembered that LD1 was not only in Paris, (pic 1) but pictured travelling through France via the Alps to the south coast. I read with interest the descriptions given to the Stag by the British Leyland marketing team, knowing in retrospect the problems that the Stag encountered during the early years. The brochure firmly markets the Stag as a stylish Grand Tourer to rival the likes of the Mercedes-Benz SL class. Anyway, here is an abridged



1.

version of the brochure for you to make up your own mind.

Continental style doesn't begin in Paris

Some people think the Continentals have the reputation for really stylish grand tourers all to themselves. Well, that reputation had to run out some time.

The time is now. And the car that's overtaken them in style is the new Triumph Stag. The Stag's styling is sporty, but suave. Its simple low-lying lines are impeccably cool, and give it stand-out sophistication among the lumbering herd.

With the hood down and rollover bar exposed, it takes on a wicked,



2.



hot-blooded look. And when you buy the Stag you can have it with the temperament that best matches yours. Serene hard top. Hot soft top. Or you can have both.

Built to beat off the Continental challenge

Whether you're tackling the rougher stretches of the murderous Route Nationale 7, or creaming it down the Autostrada del Sol, (pic 2) in the Stag you can show the Continentals the way home on their home ground.

Under that sleek profile you've a big muscled V8 engine tirelessly working for you. And all-round independent suspension lets you take the rough and the smooth and hardly notice the difference. You get true sports car handling with real saloon car comfort. You're past those endless-seeming camions in a flash. The Stag cruises so effortlessly and silently that you're sure those long, tiring roads have shrunk.

Track is a wide 52 1/2 inches. Wheel 'rims are 5J with 185 HR 14 radials. So you get tenacious grip on the road-even on roads unworthy of the name. And a 14 gallon tank makes sure that on your grand tour the fuelling stops are few.

No privations going into Europe this way

Whatever the outcome of the Common Market negotiations, you'll have no discomforts crossing the European barriers in the Stag.

The shaped-to-you front seats, covered in basket weave-pattern upholstery, maintain you in comfortable luxury however long the journey. And when you want to rest up for a spell they recline fully, of course.

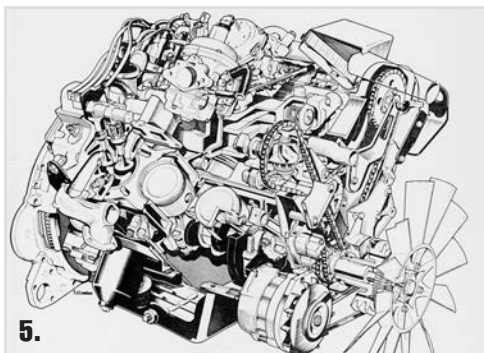
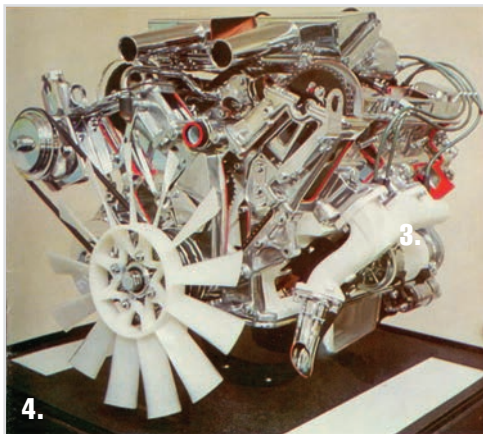


The full width rear bench (pic 3) accommodates a couple of extra passengers with comfort. And there's also quite a lot of boot space 9 cu. ft. 145bhp, 2997cc engine with twin Stromberg's

Under the beautiful hide of the Stag is an equally beautiful heart: A powerful, five main bearing V8 engine.

Specifically designed for the Stag, it upholds Triumph's reputation as creators of super-calibre engines. A belt round a racing circuit will give you a real idea of its smoothness and flexibility. (This is one of the many thrash-tests Triumph have already given to Stag prototypes, so perhaps you'll take our word.)

This magnificent power plant has aluminium alloy cylinder heads and a chromium iron cylin-



der block. (pics 4 and 5) It delivers 145 bhp at 5500 rpm, and provides the very sparkling acceleration figures of 0-50 in 7 seconds, 0-60 in 9.5. In top, 40-60 in 7.5 seconds, 50-70 in 8. Maximum speed is 118 mph.

Twin Stromberg carburettors... 13-blade fan with a special viscous coupling designed to reduce noise and power loss at higher rpm ... alternator to ensure a constantly charged battery ... 'no loss' cooling system ... to name but a few of the Triumph engineering features you'll find under

the bonnet.

Overtake the Continentals in style

Those superb seats are just as comfortable as they look and adjustable to perfection. The Stag is loaded with luxuries. (pic 6) Electrically oper-



ated side windows. Walnut veneered fascia and console. Thick, moulded carpeting. Cigar lighter. Electric clock. Courtesy lamps operated individually by each door. Map reading light. Armrests. Day/night driving mirror. A thief-foiling steering column lock that operates automatically when you remove the ignition key.



The steering column also adjusts both vertically and axially. And so on. Hard top version incorporates a heated rear window. In the Stag you don't so much adjust heating and ventilation as adjust the climate, so variable are the combinations. Instruments are comprehensive and include a speedometer calibrated in both mph and kmph. Two special features are a light on the dash which warns you of impending brake failure; and an 8-light warning system for ignition, oil, choke, fuel, handbrake, main beam and direction lights in one quick-scan dial.

Though the Alps with the gulps

Alpine passes, (pic 7) switchbacks and hairpins present no problems to you in the Stag. Its steering, brakes, road holding and suspension give you the confidence of a mountain lion. Power-assisted, rack and pinion steering helps you take all the fight out of tight turns.

Impeccably cool and confident

Journey's end finds you relaxed and ready for action. Every Stag safety feature inspires confi-



dence. That padded, protective roll over bar (pic 8) also adds to the Stag's striking looks. The divided braking system gives you foot pedal operation of front and rear brakes independently through a tandem master cylinder. It puts the massive authority of 105/8 in. caliper front discs and self-adjusting rear drums under your toe.

With an anti-roll bar up front and independent suspension all round, the ride stays smooth and stable whatever the conditions. And, what ever the road, the Stag's behaviour is as quickly sure-footed as its namesake's. The short gearshift governs a slickly responsive and disciplined box, and makes the Stag a never-fading pleasure to drive. (You have the option of overdrive or Borg

Warner automatic transmission at extra cost.)

Well, very positive descriptions that were belied



by the problems encountered by the Stag in the 1970's. Note the confidence given to the engine and the positive marketing given to the T-bar. The brochures descriptions can now be said to be more appropriate thanks to the endless work of enthusiastic renovators and the various Triumph clubs including our own Club and especially the Stag Owners Club.

I'm always interested in hearing for members of their experiences and exploits

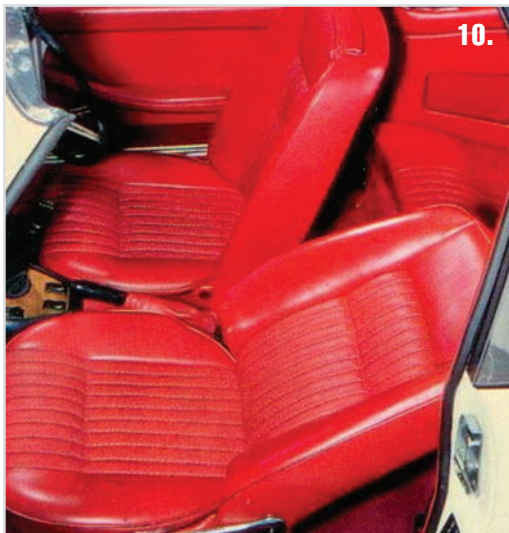
Triumph Stag luxury in detail

Stag instrumentation is clear, concise and complete. (pic 9) Quick-scan dials are set in a rich, non-reflecting walnut veneer fascia immediately in front of the driver. Controls, too, are skillfully positioned for instant translation of thought to action. Fingertip operated column stalks operate twin speed wipers, screen-washers, direction indicators, headlamp flasher, dipswitch and horn.

Typical examples of Stag's refinements are... A circular knob provides precise control of the pivoting quarter-lights. The neat rear light clusters incorporate twin reversing lamps. Door operated lamps mounted in each armrest show red to the rear. The petrol filler cap is flush fitting and lockable. 2997 C.c., 145 bhp. V8 engine (see pics 4 and 5).

A characteristic leaping Stag motif is centrally mounted on the grille. Face level, variable direction fresh air ducts are located in the fascia centre. Wheel trims are magnesium style, in stainless steel. A small handle gives fine adjustment of rake while seated. The console houses twin rocker switches controlling power-operated side windows and a separate switch for all interior lamps. Both front seats adjust for height, rake and leg length with occupants seated. They also recline fully (pic 10). Naturally,

with their Stags. So, do you have any stories of un-



usual problems and remedies that you would like to share with the members? Please email me with anything of interest. I'm especially looking for unusual non-standard technical issues that can be shared. That's all for this month.

Best wishes, and as I used to say, "keep those V8's purring"

Ben

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STAG

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GT6

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Main carpet early Mk III new tan 819813	£36.00
Main carpet late Mk III new tan 822633	£36.00
Steering lock 216449/UKC2719	£85.00
Recon Steering Rack (exchange)	£96.00
Seat belts	£85.00 pair
Manifold banjo bolt 145155	£9.00
Fibreglass Gearbox Tunnel Cover	£42.50
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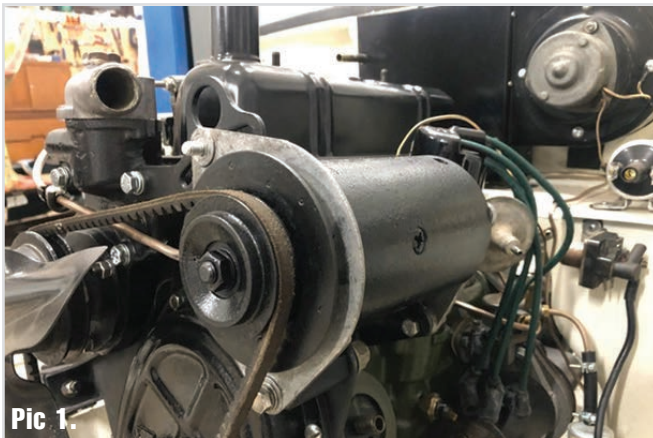
COLIN LINDSAY herald@tssc.org.uk

Dynamo Duck!

I've started to analyse exactly what I'm doing these days. Driving for enjoyment, a bit of pottering about on Club runs, maybe some rare night driving when time has gotten away from me... but that's it. No fast road use, no over-heated engines, no tough brake pads. What I do need are good wipers, a good heater blower, and headlamps that are adequate, not bouncing a reflection off the moon and attracting every moth in the six counties. Consequently I've gone back to basics and this includes the fitting of an original Lucas dynamo to my current projects ([pic 1](#)).

There's absolutely nothing wrong with the original dynamo, it has lasted for years on many cars and was perfectly adequate at the time. Yes, I know: we've all upgraded to halogen headlamps, and usb chargers, and CD players; an alternator upgrade is all fine and dandy, but there are still some owners who run their cars on the original equipment and are perfectly happy to do so. In light of my driving style, and my preferred usage these days, it'll do until I decide I really need better.

Our cars would have had the C39PV2 for early Herald models followed by the C40, a slightly beefier version with slightly higher output. Incidentally the PV means the pulley in-20



Pic 1.

corporated a fan, and the mechanism ran cooler therefore permitting higher potential output. The rusty version in the photos is a C40L as fitted to the Gt6 and Vitesse, which is an inch longer to include more windings and is therefore capable of a higher output, but may also require a different control box - I'm still checking figures but the box from the GT6, an RB340, would probably suffice. Control boxes are linked to the dynamo output so usually require 'paired'. Heralds use the rounder RB106 for the



Pic 2.

standard C40; left in the photo beside the heavier version. ([pic 2](#)) If you consider a 14v C40 dynamo putting out for example 22 amps, this equates to 300 watts; a C40L putting out 25 amps equates to 350 watts, perfectly adequate for headlamps, wipers

and heater blower, but I won't get the best performance with a control box which is rated for a lesser output. However, that's for another day, and if you're restoring the original dynamo from your own unaltered Herald the basic principle of simple renovation is the same for nearly all.

This one was incredibly rusty (pic 3), dirty and oily after years



Pic.3.



Pic 4.

of use and more even years of neglect. It's easy to bench test a C40 dynamo - there are two terminals at the rear marked 'F' and 'D' (pic 4). Link these together with a suitable connector (pic 5). Attach a 12v indicator, in my case a test bulb, to



Pic.5.

either terminal and the other end to earth and use an electric drill fitted with an 11/16 socket to spin the shaft. If the bulb lights, it's at least not terminally defunct. You can also use a voltmeter to check; if the dynamo is on the car, connect it to the battery terminals, start the engine and have someone rev it gently. The needle should move up from the 12v of the battery to about 14v as the dynamo starts to power the system. Don't be confused by the



Pic 6.

'12v' stamped on the dynamo case (pic 6) - this is merely the system it is suited to, as opposed to 6V or 24V rather than any output which obviously needs to be more than the 12v battery in order to charge it during use. Alternatively, do the same as the 'bench and drill' test with both cables of the dynamo disconnected from the loom, link both terminals as before, and connect the voltmeter from the 'D' terminal to earth - then run the engine at about 2000 rpm. Again it will read about 14 volts. Any less is poor performance, and needs action or else your battery will run flat - perhaps the reason for your red ignition warning light staying on, or showing at higher revs than it used to.

This one I worked on was quite quiet in operation; thankfully, as I don't want to have to replace the bearing which is a straightforward but not simple job. Squealing or grating is not a good sign.

There are only two bolts holding it all together and

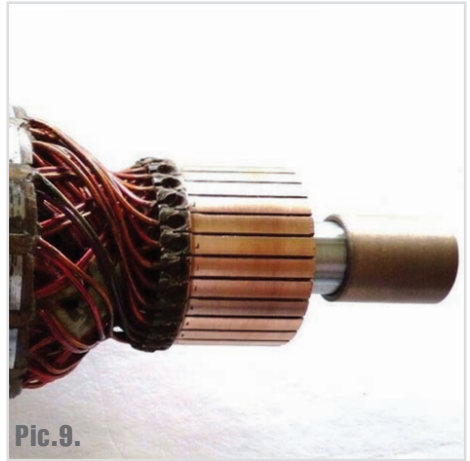


once these are removed the end plate will pull off (pic 7). It is not connected to anything inside the casing so can be worked on in comfort. There is a bronze bush, and two carbon brushes held in place by springs. One brush carries positive current, one negative, and whilst the bronze bush is slow wearing the brushes certainly are not. Mine were well worn (pic 8), and both seized solid in the housing.



One screw connects them to the backplate; unscrewed, they were prised out and the brackets cleaned with a small rotary wire brush. Mark how the springs sit before removal. The replacement bushes, which cost about £3, should slide gently in and be free to move. Screw on the connections, make sure to use a star washer to lock the screw, and replace the springs to press them gently inwards. Gently - too much force and they'll wear away too quickly, so don't rotate and so tighten the spring if you can help it.

Inspect the contacts of the armature on which the



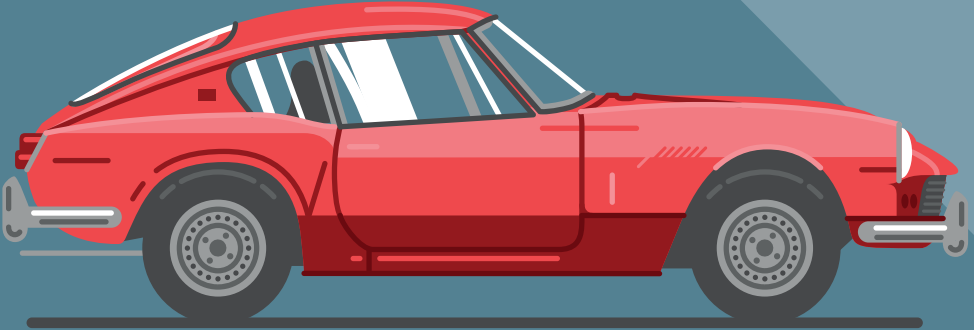
brushes rest - the commutator (pic 9) - and hopefully they'll not be badly worn or deformed. These can be cleaned with any good electrical contact cleaner such as Servisol. Don't use anything too abrasive as this will simply accelerate the wear. Once clean replace the end plate. The tricky part is spreading the brushes apart to fit over the end of the commutator; be patient, use a wooden stirrer or long matchstick that won't scratch or damage anything. Once the commutator is inside the brushes, the cap simply slides on, and make sure you don't trap the cables. I also replaced the bronze bush, simply because I had one, but the old showed little sign of real wear - note that it needs to be pressed in, not simply hammered.

Check that it spins freely and with no grating or rubbing, and test again if required. A drop of oil into the end cap will help lubricate the bronze bush - that little hole that reads 710 as it's often upside down, sometimes even sealed with a small rubber cap. Final check when fitting to the Herald is to ensure that the fan belt is perfectly in line with the other pulleys, and not too tight, in order to avoid undue strain or wear on the dynamo bearings. That being done, your dynamo should be good for another few thousand miles - it's hard to believe that the same rusty unit in pic 3 is the fitted version in pic 1. Another simple job for those cold winter evenings?

Oh, and by the way - **Happy Christmas one and all. Hope you have a good one!**

Colin

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Triumph Hescort (Part 2) & Pipe Dreams

I've not had a lot of time on the Herald in the last couple of months, but as the chassis is now rolling I took the opportunity to do some of the jobs that are easier whilst the body is still off, so onto the brake & fuel pipes. Before I tell you about that I am pleased to bring you the second installment of **Robin Moore's** story, so here goes.

"So to continue with the restoration of the Herald, I'm an engineer by trade having been a toolmaker moving through to CNC programming, before progressing to design and development becoming a freelance CAD designer for many years working with a number of OEM's Ford, Nissan Aston Martin, McLaren to name a few. So I couldn't help but think there must be a better solution than a trunnion, investigating I found that Caterham had developed a spherical joint. Looked straight forward, so I turned down the spigot on the end of the upright and threaded the end to accept a 7/8" nut on my hobby lathe I had bought because I knew I'd need to make stuff, it was a lathe from the 60's specially designed for schools but served this purpose very well. A spherical joint was bought which came with a cup that could be welded to the lower swing arm from a racing suspension supplier, I made a jig so I could weld the cup to

the lower swing arm to align with the original upright. Next was the upper joint which I found that a Lada track rod end was the same taper as the Herald upper ball joint, used the lathe to turn up a collar and again made a jig so I could weld everything accurately in place.

Next issue was the front hub, I had Ford stud pattern on the rear that couldn't be changed, so I'd have to make the front the same, already knew you could get alloy hubs from Caterham with a Ford



stud pattern. A search on Ebay turned up a pair, one was ok but the other had had the bearing seize and it had worn the hub, this was no problem as I could turn up a sleeve to fit inside after turning the inside of the hub out to accept the sleeve. Fitted new disc's bearings and callipers. Sourced a GT6 7/8" anti roll bar to keep the front level, I now had a rolling chassis so it was time to tackle the body.

If you recall the car came with a replacement front bulkhead and rear buck, you'll not be surprised that poking around these found rampant rust and bodes. On the bulkhead one side had had a new floor repair section but this had been tacked on and covered with filler and underseal, the bottom of the A post where it meets the step was also rotten (Pic 1), decided to purchase new complete floor panels (Pic 2) which were only 50 quid each back then. I decided I'd need a lot of steel so bought a 2mx1m sheet,



5.



3.



4.



6.

needed two of these in the end but that was much cheaper than buying smaller sheets of steel. Made new step panels using a workmate and two lengths of angle iron as a box bender, the heater inlet panel was also rotten at the bottom so repaired that, luckily the screen pillars were rust free, had to also make the top hat brackets which mount the bulkhead to the chassis.

Next task was to sort out the rear tub, this two under closer examination was found to contain a lot of filler, it was 1/2 inch thick on one B pillar. I also found two lower B pillar repair panels on one side one on top of the other, had to rebuild the lower B pillar inside and out (Pics 3 & 4), new step panel was formed. Under the seat I had to cut out a relief for the diff. Next was the boot floor as the chassis was completely different now, so decided to remove the complete boot floor, just leaving the chassis mounts behind the rear lights. Cut and

folded a new boot floor to clear the chassis and coil over mounts (Pics 5 & 6), fitted a Mini battery tray as the battery was going to go in the boot. More repair panels were created to fill all the rust holes in the floor, again new top hat brackets had to be made to mount the body to the chassis."

Next time doors, bonnet and bulkhead part two. Thank you Robin, I'm really looking forward to part 3.

What to do if you need a new brake pipe or a complete set for your car? Complete kits are available, the most popular being from Automec and these can be purchased from the Club Shop, this is of course the easy option. Individual pipes can be sourced of course and your local friendly garage can probably knock you one up for a fee, but why not just make them yourself?

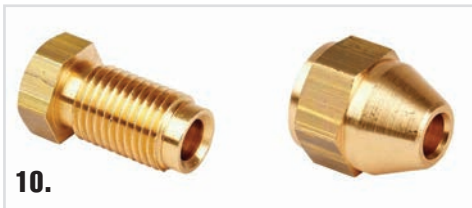
The disclaimer here is that these are of

and easily. If you are a complete novice, then use some of the old pipe to practice on until you have gained some confidence.

There are lots of different tools available at a wide variety of prices, some work better than others. From experience the cheaper type (Pic 7) can be tricky to use, are generally poor quality and getting consistently good results is hard. The next type (Pic 8) are more expensive, but I understand are more reliable (though I've never used one) and as these are handheld so you could use them in-situ if required.



My tool of choice is the heavy duty vice mounted type (Pic 9). Quite a bit more expensive but in my experience will give you the perfect flare every time as long as you follow the



correct procedure.

So what else do you need to know? Our cars use 3/16" Pipe (Normally sold in 25ft coils) with



course safety critical items and that you need to be confident that they are done correctly, but making your own is not rocket science and with a good quality tool a complete set can be made quickly

3/8" UNF Fittings (Pic 10) and are SAE type flares. Pipe materials vary, but by far the best option is copper-nickel also referred to as conifer/kunifer. This material doesn't corrode like the old steel ones used to and also do not work harden like pure copper, plus it's very easy to bend into shape without the need for pipe bending tools. Now you know what you need, let's get down to the nitty gritty.

Firstly you need to cut your pipe to the correct length. If you have the old pipe as a template then that's easy, just copy what you have, though do remember the flare will shorten the pipe slightly so cut it a little longer. If you don't have one to copy then use something that you can bend into the shape you need, in this instance I used a length of electrical cable (Pic 11). Use de-



12.

cent pipe cutters (Pic 12) to ensure it's a clean



13.

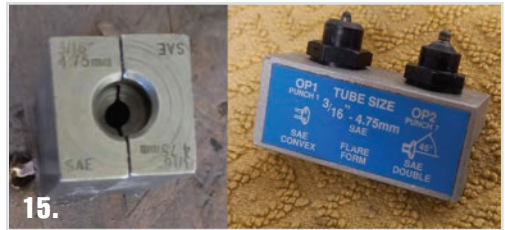
straight cut, then use a deburring tool to clean up the edge (Pic 13). Add the fittings you need



14.

(Pic 14), you are now ready to get flaring.

Most tools will come with a variety of dies and punches, so make sure you select the right ones



15.

for the job (Pic 15). Place your pipe in the middle of the dies, place the dies in the tool and swivel the clamp loosely into position, I usually place



16.

the pipe so it sticks out a little (Pic 16) and then use the flat side of the punch to push it flush with the dies (Pic 17), once flush tighten the top



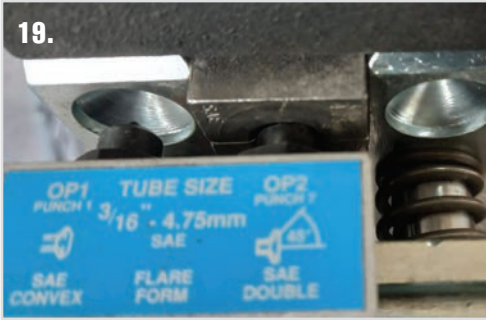
17.

clamp. Now place the punch in the slot, you will see it says OP1 and OP2. Line up the tip of OP1 punch (Convex Flare) with the pipe (Pic 18) and



18.

19.



pull the lever until it stops and then release, if this end has a male fitting this is all you need to do, if it's a female fitting then leave the pipe in place, slide the punch over to OP2 (Double Flare) line up the tip as before (Pic 19) and pull the lever until it stops. Release the clamp and remove your pipe from the dies. Here is the pipe

we've just measured and made in place (Pic 20). All the other pipes can be seen in Pic 21.

On a similar theme I also ran the fuel lines (Pics 22), a feed and return as its EFI and you may



have spotted that it's on the opposite side to normal. The single fuel line for a standard car goes down the left (with the brake lines) because of the fuel pump location, but as this is redundant on my car and the fuel rail is on the right it makes sense to switch sides. I will tidy up the ends once the body is on and I can see exactly how they need to be routed.

See you next month.

Darren

21.





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Mk1/2/3 <http://cook1e.blogspot.co.uk/>
ANDY COOK gt6@tssc.org.uk

Headlight Replacement

Earlier on this year on an extended trip to the Malvern Triumph Weekend I suffered a smashed headlight on my GT6, presumably due to a stone picked up by a car in front. I thought it would be a good opportunity to write up on how to replace a headlamp unit.



Damaged Headlight unit on my car

Originally GT6s were all fitted with 7 inch sealed beam units, these units have an integral bulb and when the unit blows a complete replacement is required. Sealed Beam units are seldom used on cars from the 80s onwards,



Sealed beam unit

most use separate bulbs. Also as the old tungsten bulbs had a pretty poor light output many owners (including myself) replaced the units for halogen units with replaceable bulbs which had

a much better light output.

Nowadays there is also the option of LED lights, more about that later.

To replace a sealed beam unit or a bulb in a Halogen unit involves removing the whole headlamp unit. The headlamp bowl visible from within the bonnet is not able to be removed from the inside. On the MK3 GT6s this may not be the most intuitive process as to get to the headlamp unit the cast aluminium cowl has to be removed first.



Although the Headlamp bowl is visible inside the bonnet it can't be removed internally.

The headlamp cowl is held in place with two short bolts that screw directly into the casting, these also have largish plain washers as the fixing holes are slots to allow some tolerance when fitting the cowl.

The first bolt is underneath the headlamp support plate of the bonnet assembly.



Small bolt under the support plate.

The second bolt is less visible, it fixes into the side of the cowl and is tucked out of easy sight behind the bonnet front strengthener.



Side fixing bolt, tucked away out of direct sight

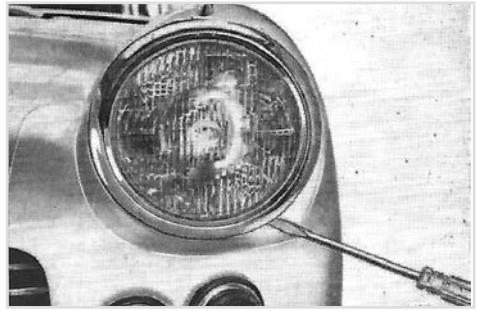
Undo both bolts being careful to support the cowl as if the bonnet is open it can drop onto the ground and get damaged. If you are doing the job on your own a tip here is to fix the cowl temporarily in place with masking tape when removing the bolts. Once the bolts are removed withdraw the cowl.



Headlamp cowl casting removed.

On MK1 and MK2 GT6s there is no cowl, but there is a chrome headlamp rim, this is clipped in place and to remove needs careful prising away with a screw driver.

Once the cowl on MK3s or the chrome rim on earlier models is removed you have access to the headlamp retaining ring. The ring has 3 self tapping screws holding it and the headlamp unit in place. There are also two headlamp adjustment



Removing the chrome headlamp rim on MK1s and MK2s.

screws, one for vertical, one for horizontal adjustment. The adjuster screws are fitted with small springs and are threaded rather than self tapping screws with a cheese head. Carefully remove the three retaining self tappers and leave the adjusting screws in place. Providing you do this the headlamp beam will remain in adjustment after replacement



One of the 3 retaining screws on the left and a headlamp adjustment screw on the right.

Once the retaining screws have been removed the headlamp unit and retaining ring can be withdrawn and the retaining ring removed from the headlamp unit.



removing the headlamp unit and retaining ring.

Once withdrawn access is then available to the three pinned connector on the back of the headlamp unit. Remove the connector. On my halogen units there is also a rubber seal, this

would not be in place on the original sealed beams.

Access to the 3 pinned connector on the rear of the headlamp unit.

Picture 10 Access to the 3 pinned connector on the rear of the headlamp unit. In the case of a Halogen unit the rubber seal can be removed allowing access for removal of the bulb. Ignore this point if your car has a sealed beam unit which is being replaced like for like



beam units. Another more modern option is to change to LED units, more about that later!



Individual headlamp unit to replace my broken one



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The Halogen H4 bulb is held in place with a spring clip



Removing a halogen bulb

I managed to find a supplier who sold the halogen headlamp units separately without bulbs. Most suppliers (including the TSSC shop) sell a kit of two headlamps complete with bulbs (and in some cases the rubber seals) for conversion from sealed beam to Halogen. Changing from sealed beam to Halogen is a worthwhile conversion, not only is the light output considerably better, but also halogen bulbs are much more readily available than sealed



The Halogen Bulb fitted in place held with a spring clip

On my unit the rubber seal was also replaced, these are not fitted in all Halogen kits though. Picture 15 Rubber seal in place.

Reconnect the 3 pinned connector and locate the headlamp unit back into place together with the retaining ring, secure in place with the 3 self tapping screws.



Rubber seal in place.



Re-fitting the headlamp unit and retaining ring.



Headlamp retaining rim secured back in place.

If you have a MK1 or MK2 GT6 replace the Chrome Trim by clipping into place. If you have a MK3 the cowl needs to be carefully fitted. If you are working alone it's best to hold it in place with some masking tape before attempting to secure with the small bolts.



Temporarily holding the cowl in place with masking tape.

Then very carefully refit the two short bolts from within the bonnet. Be very careful not to cross thread them when refitting as it's easy to strip the thread in the aluminium casting.

If you were careful not to disturb the adjustment when removing and refitting the retaining rim then the headlamp beam should have stayed in adjustment, however, its well worth checking the beam aim before venturing out on your next night drive to avoid dazzling oncoming vehicles!

As mentioned previously, a more modern option is to fit LED headlamp units. Until recently it was possible to just fit LED headlamp bulbs in the Halogen units, however, legislation has now been passed and this is no longer legal. The reason for this is that the headlamp beam pattern in Halogen or tungsten headlamp units is not suitable for LED bulbs which are more directional and need a different beam pattern.

However, it is still legal to fit a complete LED light unit and several are available. One point to note though is that to be legal it must carry the CE or DOT E mark, there are some available on line that do not carry the mark and are therefore not approved for road use and are illegal to use on a road car. Not surprisingly , the

ones that are not road legal tend to be a lot cheaper!



Complete LED unit, this one is approved as per the E9 mark, many for sale are not though and are illegal for road use

GT6s out and about RBRR

Back in October I completed the gruelling Club Triumph Round Britain Reliability Run, 2,000 mile sin 48 hours. Alas I was in a Vitesse rather than a GT6, however there were a few GT6s entered into the event.



Andrew Howarth's GT6 MK3 driven by Andrew and Dennis Benson, the car was imported from the US by Dennis. Converted to RHD but unrestored and still sporting it's bodywork patina gained from many years exposed to the US sunshine.



Floyd Pattie's GT6 MK1



Karl Reilly's Saffron Yellow MK3



Dan Eglinton's Damson MK3



Dave Pearson of Canley Classics entered this rather striking MK3, a replica of the famous Kas Kastner MK3, it has an original Kastner race engine that Dave acquired with the Macau Spitfire



**Chris Davison's Mazda MX5 Engine
GT6/Spitfire Hybrid**



Robert Horner's MK2



From the archives RBRR 2006

Although I didn't use a GT6 for this year's RBRR I have entered the event 3 times previously in my GT6. The first time in 2006 was rather last minute, I had teamed up with Jason Chinn to do the event in his Injected 2.5L Vitesse, however Jason broke the crankschaft on his way over to pick me up on the day of the event. So my GT6 was pressed into service last minute, we changed the oil and filter, topped up the fluids and tyre pressures and drove the car 2,000miles in 48 hours without incident! Picture 27 My GT6 at Lands End during the RBRR in 2006

Andy



It's Small, in fact it's Dinky

I have to apologise straight away to any of you who do not have any access to the internet, but, if that's the case perhaps you can ask a friend of relative to open the following links for you.

Over the last few months I've been in touch with **Christopher Longhurst** who writes articles for MAR online (Model Auto Review) on model Triumphs.

He was originally looking for some photos of Spitfires for an upcoming piece and wondered if I could help. I was able to send some photos of our Sybil which had been taken by Tom Wood some years ago for Chris to compare to the Dinky models.

To introduce Chris a little further, his intro to this Spitfire article is as follows:

"Before I get on to the topic of the Dinky Toys 114 Triumph Spitfire, a few words to put the article and photos in context. My first car, in 1975, was a Triumph Herald 1200 saloon and I have always had a 'real' Herald. In the late 1990's I started collecting model Heralds (probably inspired by the Lledo Vanguards models); this led to collecting other small chassis Triumph Models (Vitesse, Spitfire, GT6) and variants (Bond Equipe, Amphicar). By around 2014 collecting had become a chore with new models being stored in boxes so I decided to concentrate on Heralds and Vitesse and sell off (via eBay) the Spitfires and GT6s."

You can see the result at the following link (the shorter ones are easier to type into a browser but link to the same page – just be sure to type them directly into the address box, not a search engine) **www.maron-**



line.org.uk/dinky-114-triumph-spitfire-model-and-box-variations
tinyurl.com/DinkySpitfire

Although personally I may not be fully behind Chris' decision to sell off his Spitfires I'm pleased that he was still able to produce these articles, and to let me and other club members know about them.

We too have quite a collection of Triumph models made by Dinky and other manufacturers which I have featured in these pages at times. Reading Chris' Dinky Spitfire column I was interested to see the gold spitfire, an example of which we have too, complete with its wind-screen, driver and seatbelt. The 'anorak' in me was interested to see that ours ap-

A casting variation can be found, early cars have a 'cut-out' in the passenger foot-well but later cars have a full casting in the passenger foot-well (Figure 4); I have recorded the cut-out on Red, Silver and Gold cars and the lack of cut-out on the later Gold and Purple Cars.

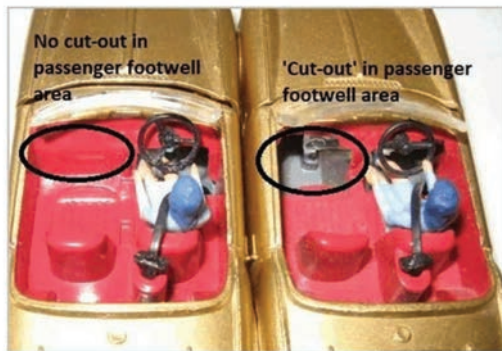


Figure 4a TelsaldaTriumph Spitfire (Pale Blue) trailer, luggage, spare wheel and driver

pears to be an early model in that it has the cut-out in the passenger footwell as well as the driver's one.

Chris also provided me with the links to more of his columns from the website. The next was on some of the other similar models, likely based on the Dinky 114 model.

www.maronline.org.uk/dinky-114-triumph-spitfire-replicas-and-replicas

tinyurl.com/Dinky114

There is also a piece on models made by a company called Telsalda which included a speed boat and caravan. I have been known to tow our classic motorbikes on a trailer behind my Mk3 so towing a small speedboat should be fine, but, although I was ok towing a folded down Portafold caravan, I think a full sized caravan might be a bit of a stretch.

Figure 12a shows the top-of-the-range offering from Telsalda - the Triumph Spitfire complete with speedboat and trailer, luggage, spare wheel, driver as well as a Caravan; the Telsalda code for this set is 25043.



Figure 12a Telsalda Triumph Spitfire - Holiday Set

But, with model cars why not suspend belief and just enjoy them.
www.maronline.org.uk/telsada-triumph-spitfire-lots-of-summer-fun
tinyurl.com/DinkySummer

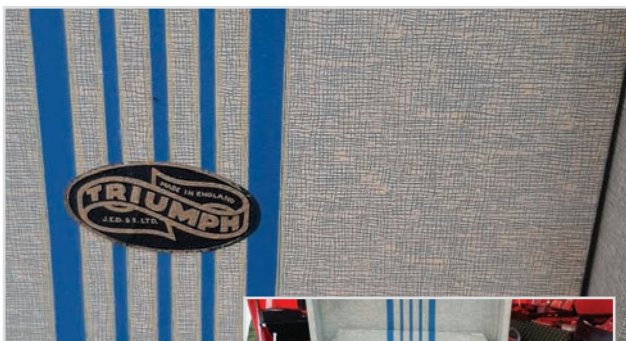
And just to finish, so other Triumph car owners don't feel too left out here are the links to Chris' articles on the Vitesse and the Indian 4 door Heralds.

www.maronline.org.uk/dinky-toys-triumph-vitesse-134-uk-and-india
tinyurl.com/DinkyVitesse
www.maronline.org.uk/four-door-heralds-and-gazels-in-the-uk-and-india
tinyurl.com/DinkyHerald

And finally, Guy found me a lovely 'non-Triumph' item at Beaulieu in September, this gramophone quoted as dating to the 1940s. A very nice example, a good thing we don't have a 1940s car that would have tempted me to want the gramophone – and that he forgot to show me the photo until after we were home from the event!

So it's just left to wish you all a very Merry Christmas – and a much better 2022 than the preceding 2 years.

Suzie



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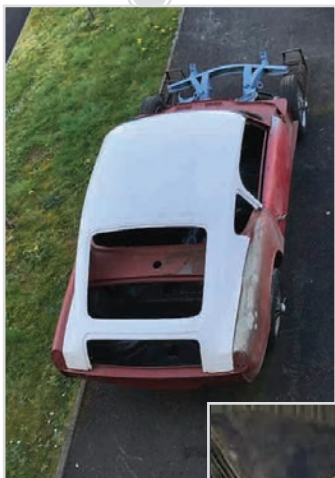


PETER JAMES
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A Potpourri of Triumphs

I have had some response to my piece last month, actually two responses, which is nice, good to know people are actually reading my stuff!

Jon Cronin sent me this email:



"Good morning Trevor.

Just read your article in this month's Courier about the T6 and thought I might add something. I met Graham Pearce of T6 - just following the sale of the company to S&M. Graham had sold the Le Mans moulds and rights etc., but what he hadn't sold as part of the deal was the works rally fastback roof and bonnet moulds he had pro-

duced. These were, unlike the Le Mans replicas, to be used as parts on an existing Spitfire body.

The story I had from Graham - my memory is a little fuzzy though - was that he made a couple of sets of bonnets/roofs after being approached to make a replacement roof from one of the original works cars. The fastback and bonnet show mould marks including the bonnet lettering holes and even, on the rear boot lid, the fixing holes/location of a rally plate. Graham advised a few sets were made - I think five, or maybe six? But they were never offered commercially. No idea where the moulds for these went.

Graham also had a full fibreglass body shell MK1 Spitfire in his workshop, which was very nice.

I bought the works rally roof and fastback and it's been fitted to my 1963 MK1, which I'm restoring as a works rally homage. Photos attached."

Thanks Jon, that is interesting information. I wonder where that Spitfire body is, that could be an interesting project, if no one has done it yet. I have included Jon's two photos of his rally body parts; he tells me that completion of his works rally vision is far



from imminent as he is working on the restoration of his other Mk1 Spitfire, which I knew about, I Googled him, as I do.

The second email came from **Andrew Hirst:**

"Hi Trevor

Just reading your article in this month's Courier about the T6.

I remember going to view one for sale at Classic and Sportscar centre in Malton around 11 or 12 years ago. I can't remember the price but it wasn't cheap."

Andrew sent me a link to the dealer's web page for the sale. The car was YJR92J, and here is the description: "1971 Triumph GT6 Le Mans - Sold This stunning Triumph GT6 Le Mans replica was built between 2005 and 2009. The all fibreglass body shell was purchased new from West Yorkshire Company T6 Motorsport and since completion the car has covered over 2500 miles, including a trip to Le Mans in 2010.

The original GT6 donor car chassis was stripped down and sandblasted, the engine and gearbox checked and found to be in excellent order.

As mentioned, the standard body tub, doors, bonnet, aluminium tank and roll cage were purchased from T6 Motorsport. All other parts were replaced or re-conditioned including a new starter motor, new alternator, new AVO shocks all round, new suspension bushes, all brakes re-piped, new discs and pads, new windscreen, new wheels and tyres and the interior re-upholstered.

The cost in parts alone is well in excess of £10,000 and the car has been finished off superbly.

The car drives exceptionally well and the condition stunning throughout."

So, it seems the T6 production data I gave last month is proven wrong. I said just two were built, but I showed two different cars in that ar-

ticle, and this is a third. I have just two things to say about this T6, one negative and one positive. The photos clearly show, despite what the dealer calls it, many reasons why the car is not a replica of a Le Mans Spitfire (as we all know, the Le Mans cars were Spitfires, powered by 1147cc blocks, the GT6 hadn't been invented at the time). On the plus side, though, it is, in my humble opinion at least, still a very good looking car, that is mostly Triumph.

As any regular readers know, I often look to the Internet for pictures of Triumph-related kits or specials as inspiration for my monthly contribution. Usually, if I find a car that interests me I can find a bit of textual information about it to bring you, often a description from a for sale advert, but in my preparation for this month the cars that caught my attention did not have any "text attached". Despite this I've decided to show you the pictures anyway.

All I know about the blue Midge, MTC346G, is that it be-



longs to a Malcolm Hopwood. Hard to say exactly why this particular Midge caught my eye; it is something indefinable



to do with its stance and the details of the fixture and fittings. Although the Internet did not provide me with any

description I did find several different pictures of it, at various shows and events, indicating it is well used, which I like to see. I did find the Facebook page of the owner, so I could ask him for some info on the car (I can't just now, as I'm too close to deadline time!)

own. It must be an early Moss kit, as it has the original seven bar grille, which didn't feature for very long. I also note it has bolt-on wire wheels, which you don't see very often.



The red Moss Roadster I found advertised for sale in Italy. The ad's description is concise, "*Beautiful*



I think there is a better option to finish the wheels off than those little red centre pieces, but, again, that's just a question of personal taste.

It must be nice to live in a country where not only do you not need a roof, but you do not

Triumph Moss Herald 13/60 from 1968, registered in Italy in 2008, in excellent condition ... Real deal!!!!

"Real deal" eh? I'd say it would be a real deal... for the seller, if he/she got the full asking price of 16,500 Euros. I can say a few things about the car, just from the photos: I have never seen that option for bumpers on any Herald kit car; not something I'd do myself, but each to their





need a full windscreen. Aero-screens can make any sports car look even sexier (Ok, that just might be only my opinion also!)

The last car this month is the blood red Sammio. The car was advertised this summer in Germany, with an asking price of £24,235. I really do not know anything about it; the seller's description translates as, **"Ferrari replica based on Triumph Herald kit, Sammio H mark"**.

We're not told the engine capacity, but we can see from the photo that it is a Triumph 4-cylinder unit. You can probably guess what I'm going to say... Ferrari replica? Really? Ferrari badging? Could well be a great fun car, that could well draw a crowd at your local beer fest, but let's, please, call it as it is.

Trevor





TR 4/4A/5/250/6

BERNARD LITTLEWOOD tr4-tr6@tssc.org.uk

Gwyn Evans Memorial Run

TSSC S. Wales elder statesman Gwyn had sadly passed away in 2020, but because of Covid restrictions, his son Tim felt it better to delay organising a run to celebrate his Dad's life until he could be sure that it could take place, so the date was set for October 17th 2021 with his mum Babs, brother Christopher and extended family in attendance as well.

The day before, I checked my 4A's engine oil - halfway between the max and min marks as it has always been, coolant - radiator full, clutch master cylinder fluid - $\frac{1}{4}$ " from the top, brake master cylinder - only $\frac{1}{2}$ full! A quick check to see if there was any sign of leakage from the master cylinder, front calipers and rear wheel cylinders

showed up nothing, very odd, could the intermittent loss of fluid from my clutch hydraulics that lasted for 7 years have transmitted to my brake system? I topped up the brake master cylinder to $\frac{1}{4}$ " below the top and then filled the carbs with 3 in 1 oil, giving as always, a good squirt of oil onto the carb linkages and the butterfly spindles and hoped that all would be well for the run.

The next day, before starting the engine, I checked the brake master cylinder fluid level and it was still $\frac{1}{4}$ " from the top, jumped in the car, turned the key and the ignition/charge light came on, turned the key further and the engine fired up, but the ignition light stayed on, I gave

the engine a rev and the light still stayed on, but the AMP gauge needle was slightly in the + area so I knew (hoped) that there was some charge from the alternator (no dynamo on my TR). I travelled along the private road near my house and took the car up to the "ton", the light still stayed on. I travelled the 5 miles along the M4 to junction 32 and pulled into the ASDA filling station for a tank full of E10, checked the brake fluid,



Triumphs in Gwynns' Country

still $\frac{1}{4}$ " from the top, started the engine and the light went off (was Gwyn having a laugh? You bet!). I travelled the few miles to the Nantgarw meeting point and checked the brake fluid level again, all was well as it was on the stops that we made throughout the day.

Unfortunately, several members were either struck down with Covid or having to self-isolate because of contact with someone who had the illness and were not able to attend, however, on a misty and damp morning 9 Triumphs turned up at Nantgarw for the run. Three new members who had not had the pleasure of knowing Gwyn even supported the run, the twins Kalib & Jerad as well as "Amorous Andy".

Tim supplied us all with a sheet of paper with the many A, B, C, D, E, F & G roads that we were to travel along, with a late breakfast stop at a famous biker café. It was a great day out with my TR again running like it was on rails and I spent the nearly 200 mile round trip very happy in the dry with patchy sunshiny weather that we enjoyed after we had entered the Brecon Beacons. Tim led the cars throughout the run to Carmarthen then back through some of the best roads in Wales, tight hairpins and steep inclines in abundance, my TR not missing a beat.

When we said our good byes we all agreed that Gwyn would have loved the run and would have been looking down on us with pleasure. Gone but never forgotten! And there was only one word to describe the day –

GWYNTASTIC!

TR5'S AT MALVERN



Red TR5



Blue TR5



Another Red TR5

Continuing on with the images that I took of the TR's at the Malvern show back in August, this month we have a very nice line up of the 6 cylinder fuel injected TR5's. The one had a for sale notice on it, so if you are fortunate enough to be the new owner, please get in touch and let us all know of your joys (or otherwise) of owning such a beautiful car. As for the other cars in the images, if any of their owners would like to get in touch to let us know more about their cars (and themselves), myself and the Courier readership would be very glad to hear from them.



Another Blue

TR for now!

Whether a 2 or a 5, in a TR you're alive!

TR6 REQUIRING NEW GOOD HOME

A phone call late in October 2021 from a member's daughter resulted in a request for a new home for her late fathers TR6. Below is the email that then arrived with

many more images of the car that I can send to anyone who is interested. If anyone is, please email me.

Hi Bernard,

I have attached some pictures of the TR6 that I am selling. I spoke to you on the telephone



about doing a write up about the TR6 which I am selling. The 1971 TR6 was purchased by my dad (Tom Anderson) in June 2017. As well as being a member of the club Tom was a TR6 enthusiast who loved taking his little sports car for Sunday drives with his wife Ingrid. He was an engineer who had a love for engines and vehicles. Sadly, Tom Anderson was diagnosed with a brain tumour and sadly passed away in April 2021, twelve days after his 70th birthday.

The car has an estimated mileage of around 21000 miles. At the moment the odometer reads 1224 miles. The car is in mint condition and drives well. The price which I would like to sell the car for is £19,000.

The car is based in Co. Down, Northern Ireland where Tom Anderson lived.

that he had a “noisy diff” in his 2 Litre Vitesse, “come down to my unit and we’ll fill it with semi-fluid grease” I said. So, a few days later he turned up and while we were draining the oil out of the diff, Craig from Rocketdog racing called in to ask me to look at an ignition problem on a

60’s Mazda rotary engine that had points (and 2 distributors) ignition on which he was working. He asked what we were doing and suggested that John used one of his products (developed in conjunction with an oil company exclusively for Rocketdog and used in the gearboxes & diffs of their race cars), but as we knew that semi-fluid grease would solve the issue we declined. “Is your oil any good for Triumph gearboxes?” John asked jokingly (semi fluid grease is far too

thick for gearboxes) “I have trouble changing from 3rd to 4th gear and the box is a bit noisy”. “I’m sure it would be” replied Craig and off he went to get some of his oil.

There are two options – FG25 & FG50. “As you



Faith Kerr

Rocket Dog Oil - Diff/Gearbox

have an overdrive gearbox, I recommend the FG25” said Craig, so the gearbox was drained and filled with the FG25. John took his Vitesse

WORN GEARBOX OR DIFFERENTIAL – TRY THIS

About 2 years ago my mate John mentioned

for a 5 mile run and returned with a big smile on his face (if you knew John you would know how significant that was) "Oiltastic!" he said, "no problem changing gear, no excessive gearbox or differential noise, the overdrive operated smoothly, it took very slightly longer from cold before the OD kicked in and then it operated perfectly". Obviously a 5 mile test drive doesn't give you a true test of the oil, but Rocket dog have been putting these oils through their paces on race tracks for 3 years now and neither of the 2 race cars have had the gearboxes or diffs changed. John has used his Vitesse regularly and the gearbox (and diff) are still in place and operating smoothly, so if you have a dodgy gearbox or diff, it may well be worth trying these oils before going to the expense of replacement parts. I have used the F50 in a few diffs since and it is far easier to fill a diff with FG50 than semi-fluid grease.

IF THERE'S A NOISE FROM YOUR SPROCKET, GET SOME OIL FROM ROCKET (DOG)!

E 10 RESISTANT FLOAT BOWLS?

With all the concerns about the effects of E10 fuel in our Classic cars and from my own observations of the various fuel hoses and filters that I have changedover the past few months, my attention has been turned to the other compo-

nents that the fuel may cause issues with. For those who don't use their cars regularly or even through the winter it is quite easy to fit an in line tap and drain the fuel from the fuel tank, then run the engine until the float bowls empty.

For those who use their cars regularly but perhaps not too often there is an option of having the float bowls/chambers (which my research indicates that they may corrode after a matter of weeks of "inactive fuel") **ANODISED**, which is an electrochemical process that converts the metal surface into a durable corrosion resistant finish.

I have spoken to a few companies and I would need a minimum of 20 float bowls, so if anyone has any spare HS2, HS4 or HS6 float bowls that would like to go through this process (or are laying up their car for a number of weeks (I don't know how long it will take exactly).

It will cost about £15 a bowl/chamber + any postage involved.

I also have another option of manufacturing bowls/chambers out of an E10 resistant material, but I would have to order 200 – 500 to make it anyway near financially viable (me not going bankrupt), with advance orders to support it.

WHETHER SUPER UNLEADED OR E10?

IT ISN'T THE END!

Bern



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e-mail. clubshop@tssc.org.uk

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TR7-8

ALL MODELS

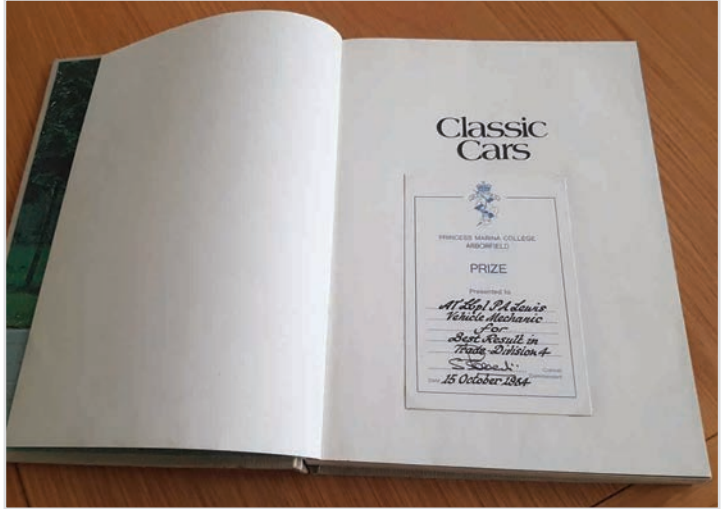
PAUL LEWIS tr7-8@tssc.org.uk

The Power of Print

As I sat at home the other day watching the rain fall outside, I started to ponder how I became a fan of the TR7.

Step back into 1984, I had joined the Army as a Junior apprentice and was studying City & Guilds motor vehicle studies at the Arborfield Apprentices College near Reading. I had recently passed my driving test and was running around in a Ford Escort Mk1.

I was doing well at college and studying hard. Halfway through the course, after a mid-term exam I managed to gain the highest results amongst our class which then led to a prize. The prize was a hard



cover book on classic cars.



In 1984 there wasn't the internet to browse or hundreds of



channels to flick through on the television, there were books. As

I read through the book there was one picture that stood out. It was a picture of an early TR7 rally car. It looked futuristic and most of all fast. This then sparked the hunt for my next car.

My first TR7 was found, not the best but it took me places and gave me freedom, it also was liked by the girls?

The photographs show me in Morecombe near Blackpool that summer.



Gordon Birtwistle

Gordon takes the wheel (MIRA)

watching the rain fall outside and pick up another book. This time I had a little bit more money and instead of the TR7 I was looking at the holy grail, the TR8. One book showed a beautiful cashmere gold TR8 on the book inlay and appeared numerous times throughout.

Then one day I saw the car for sale, POA. Obviously, I had to go and look at it. After some negotiation it was mine. I still have the car and it still ticks all the boxes. It has even been back in print after a trip to Classic Spa with Simon Goldsworthy.

My most recent project the **"Birtwistle TR7"**, has also been heavily publicised in print. It has been around the MIRA test track for the 40th Anniversary and been driven by the legendary test driver Gordon Birtwistle, hence the connection.



Even now I sit flicking through the pages of the books whilst the rain falls outside thinking what a fantastic looking car.

Paul



lation was that the corporate sports car would have to be a closed coupe, for it seemed likely that open cars would be outlawed in that market. As we now know, this never happened, but it was certainly seen as a probability when the parameters for the design and specification of the TR7 were being established.

compensation, with its consequent high service costs, and in favour of a straightforward, front-engined, rear wheel drive, rigid-axle car using proven components. Durability, simplicity and low purchase cost were put ahead of sophistication, so transverse rear engines, and even fuel injection and independent rear suspension such as Triumph had been using for years, were out.

Chrysler is said to have been one of the first TR8s, this one a California Blazer car in its more Gold Metallic (had injection, rough in the UK, the same in original left-hand meeting).

Chrysler's other is a UK specification in its Candy Blue, these showing off its pop headlights and 4 wheels.

ORIGINAL TRIUMPH TR7 & TR8



As life passed on, I outgrew the TR7 and concentrated on the family side of getting older. A few years later you again find yourself



BOND EQUIPE

GUY SINGLETON guy@bondequipe.org

Equipe 2ltr Production

Julian Crinall has been researching Bond Equipe 2 litre production, and has forwarded the following article:-

"I became interested in the production of the 2 litre cars as I own a Mk2 saloon. This was made in December 1969 yet not registered until 10 months later. Why? – [\[Guy's comment, the car that formed the basis of the Bond Equipe Estate I built was 18 months old when first registered. As Julian states below the cars were expensive in their time and therefore some did sit in Show-rooms for some time.\]](#)

I started to ask Guy Singleton about this and other Bond 2 litre queries. He suggested I talk to Paul Grogan (TSSC & Bond Owners Club member) as he owned some production data and minutes he obtained from John Woods, the Bond Production manager. Mr Woods apparently kept all his papers in a filing cabinet which he took on his departure from Bond. Luckily it has survived. Paul Grogan, after some help on my random questions, suggested I took the production data and attempt some analysis on it. I spent many years in analysis for British Airways in various commercial jobs, but I still needed the data translated by Paul before I could start. I was not sure of some the technical language used in the data and the how or why the columns did not always add up. Fortunately, Paul was able to translate these items for me.

What I ended up with were Mr John Woods' copies of the Bond Production meeting statistics, by week ending (date) and the various products (type) in production.

It is interesting to note that during the period under this review, dates between 14th Feb 1969 – 08th May 1970, Bond were also making many other products in the factory at the same time as the 2 litre Equipe. These include the 875 Saloon RHD / 875 Van RHD / 875 Ranger RHD. The Equipe 1300 4s: RHD /LHD/ LHD Greek version with an 1147cc engine. Then there was the 50

Scooter Ski, with 661 on back order to make? And the Bond Bug (code TW11) with 3 types of specification here, with 1000 on order to make.

I also used the current press of the day to understand the factory processes. The Bond News Newspaper of the time and various motoring journals (Motor/Autocar/Car). From these I understand it took Bond six months to work on the convertible body shell to make it ready for production and that must have been done in late 1968 and early 1969?

The first graphic (opposite) shown are the details of one week: Week ending 6th June 1969.

This shows a typical week of Bond production by the type of product (875 LHD/RHD; Equipe 1300 4s LHD/RHD & the Greek variant; 2 litre Mk2 saloon & Mk2 Convertible in various Specifications & finally the 2 litre MK1 Saloon). This also includes outstanding requirements (orders) and the stock levels held in the factory.

For me the next issue is that all weeks were not present in the provided paperwork. I could not look at all the weeks in "real data": one week is there but then the next week would be missing. I therefore decided I would try to research the known (real) data but also provide a forecast for the missing weeks data by using some of the functions provided in Excel. ie: the trend of the previous weeks production. It is not ideal but at least it is a discussion point to help better understand the factory record of the cars made.

Having then built a database of the known (real) data I then populated the unknowns with forecasts. The following analysis will therefore talk about "real data" and "forecast data" where I can, to help understand the figures.

I must also say at this point I did not try to include the 875/1300/Bug/Scooter products in my analysis as I am only interested in the 2 litre cars production here. So, what did I find happening in the Bond factory between mid-February 1969 and early May 1970?

<div> <div>Date 10th June, 1969</div> <div>PRODUCTION MEETING STATISTICS</div> <div>Week Ending 6th June, 1969</div> </div>											
Type	Production				Outstanding Requirements			Stock			
	Prod.	Await Rect.	Fin. Units Rec'd	Deep	Inv. O/S	Ord. O/S	Total	Order Rec'd	Unsold Fin. Stock	Total Stock	Balance
	1	2	3	4	5	6	7	8	9	10	11
875 Saloon R.H.D.	-	2	-	-	5	3	8	2	47	54	
875 Ranger R.H.D.	10	1	10	10	13	2	15	11	11	25	
<u>Equipe 1300 GS</u>											
R.H.D.	2	2	1	-	1	11	12	1	-	3	
L.H.D.	-	-	-	-	-	1	1	-	-	-	
L.H.D. GREECE (1147)	-	-	-	-	-	-	-	-	-	6	
<u>2-Litre MK.II Saloon</u>											
R.H.D.	-	7	-	1	3	6	9	-	54	64	
R.H.D. (O/DRIVE)	-	3	-	2	-	2	2	3	21	24	1
L.H.D. (Std.)	-	-	-	-	-	7	7	-	-	-	
CANADA L.H.D.	-	-	1	-	1	5	6	-	-	1	
<u>2-Litre Convertible</u>											
R.H.D.	8	48	-	-	-	9	9	2	12	60	
R.H.D. (O/DRIVE)	4	11	2	6	-	2	2	1	-	11	1
L.H.D. (Std.)	-	-	-	-	-	4	4	-	-	-	
CANADA L.H.D.	1	4	6	-	9	14	23	-	-	13	
<u>2-LITRE MK.I SALOON</u>											
R.H.D.	-	32	3	1	2	10	12	2	-	34	
<div> <div>Mr. R.W. Wiggins. Mr. T.H. Scott. Mr. T.W. Snowden.</div> <div>Mr. T.J. Morgan. Mr. B. Garner. Mr. C. Tennant. Mr. S. Dutton.</div> <div>Mr. E.L. Rock. Mr. J. J. Woods. Mr. H. Blackburn.</div> <div>Mrs. Topping. Mr. J. Woods. Mr. G. Denton. Mr. R. Fox.</div> </div>											
<div> <div>NOTES</div> <div> <div>1 2-Litre MK.II Saloon - O/Drive - Cancelled, taken back into stock.</div> <div>1 2-Litre MK.II Saloon - Basic - Cancelled, taken back into stock.</div> </div> </div>											

the new MK2, despite the new MK2 being the new PR product.

I am assuming this was the rear suspension on the MK1 is more Herald like and thus is easier to maintain overseas? Any owners of any Bond/Vitesse/GT6 Mk2 car with the rubber roto flex will understand that and I doubt that many overseas Standard Triumph/Bond dealers had in stock the required Churchill pullers or shims to reset the rear half shafts once dis-assembled. The MK1 rear suspension is much closer to the Herald technology introduced in 1959 and is a lot easier to fix with limited resources or special tools.

So, in the date period mentioned, the real data analysis for Mk2 Saloon Equipe made are:

1 RH Basic Saloon orders for 108 cars but only 74 made, 34 cars orders not fulfilled.

2 RH o/d Saloon orders for 82 cars but only 61 made, 21 cars orders not fulfilled.

3 Canadian LHD basic saloon orders for 32 cars, 36 cars made, overstock by 4 cars.

4 Other exports LHD cars, 18 cars ordered, 12 made, 6 export cars orders not fulfilled.

5 Total Saloon ordered was 240 cars but only 183 made, lost 57 cars ordered but not made?

However, within this I suspect people (home market) bought a new Mk1 cheaper from the dealer with immediate ownership/delivery. The overstocked MK1's in the

2 litre cars production: On average 7 to 8 cars per week were made. With 427 cars made ("real data") and my "forecast data" moves this to 512 cars made. That is an additional 85 cars extra for the missing 16 weeks of production; 85 cars divided by 16 weeks is 5 cars per week, so that sounds reasonable.

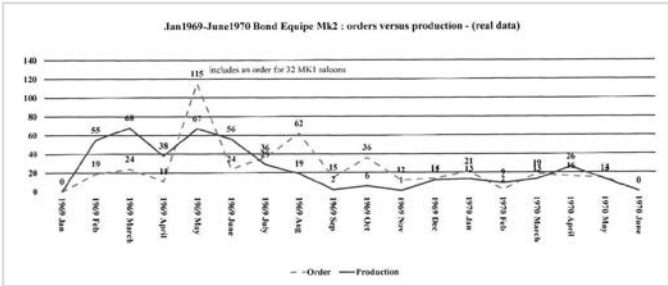
During this (real) date period 43% cars were 2 litre saloons & 57% were 2 litre convertibles. Most UK 2 litre cars (saloon & convertibles) made were not fitted with an overdrive gearbox, it seems the additional £62 was too much to pay. The price of the basic car ex-works was the saloon was £1222, the convertible was £1305.

The price guide of 1968/69 shows you could buy many other cars cheaper than the Bond. The Ford Escort GT £833 or Twin Cam £1169, Triumph Vitesse Convertible £999, Viva GT £1063, MGC £1184, MGB GT £1176. The Bond Equipe 2 litre was not a cheap car to buy even without the add-ons of overdrive /a colour choice /sunroof.

In my analysis I would also need to mention the export market cars. Again, most export cars were also not fitted with an overdrive gearbox. Bond has in the past spoken about having 26 export markets, but I confess I am struggling to make that add up. Was it marketing/PR hype?or does anybody know different?

It also seems in some export markets the MK1 was preferred over

factory made this a cheaper immediate purchase, provided you accepted the colours in stock. (White/Signal Red/ Winchester Blue/ Dolphin Grey/ Prairie Beige).



The real data analysis for Mk2 convertibles made in the same date period.

- 1 RH Basic Convertible orders for 65 cars but 138 made, 73 cars overstocked.
- 2 RH o/d Convertible cars: orders for 43 cars but 60 made, 17 cars overstocked.
- 3 Canadian LHD basic Convertible orders for 26 cars, 38 cars made, overstock by 12 cars.
- 4 Other exports LHD cars, 7 cars ordered, 7 made. Made as ordered. No overstock.

The second graphic above shows the production of the cars versus the actual orders in this date period. Other points: The Mk2 cars were sold from October 1968 yet in April 1969 (6 months later) there were still 57 MK1 saloons in stock at the factory. Hence the Home market price lists (July 1969) shows the MK1 Saloon available for order but only in standard colours. This is because they already have 28 basic cars & 29 over-drive cars in stock in the 1967 basic colours (White/Signal Red/ Winchester Blue/ Dolphin Grey/ Prairie Beige).

There was a colour option change in 1968 but Bond still offered any colour of your choice for an additional £26. The 1968 Colours available: White/ Signal Red/ Bermuda Blue/ Prairie Beige / Bahama Yellow/ Caribbean Green/ Manhattan blue/ Satin Silver

Bond News Jan/Feb 1969: first consignment of new convertibles arrived in Canada. Ordered at Motor show together with Mk2 saloons, to go to Montreal, plus orders from 5 other markets (Sweden/Switzerland/Holland/Portugal/Tahiti) at 1 Convertible to each location.

The export market Canadian cars appear to have used Standard Triumph GT6 PLUS detox engines (US market spec). Hence the engine numbers 52

would have been prefixed K. These cars would have been fitted with Stromberg 150CDSE carburettors (and not CD150 or CD150S) and this made the Bond number BKD on the commission

plate. No cars appear to have been directly exported to the United States of America, but it seems the Canadian agent was not against export to the USA himself but supplying the cars originally purchased for the Canadian market.

Canadian cars built for sale by the BOND CAR IMPORTERS (CANADA) LIMITED in the date

period 14/02/1969 - 08/05/1970

Canada	Saloon	Conv	Total
Canadian detox cars ordered	36	38	74
Canadian detox cars overstock	4	12	16

So, by the end of May 1970 Bond were overstocked by 16 export cars. These cars had been built from chassis/engine etc from Standard Triumph plus all the associated costs of the build itself and the suppliers. Bond it seems struggled to forecast the demand for its products.

Stock levels far too high throughout production? The Bond Equipe MK2 car was launched in Oct 1968 at the Motor Show. (Bond News Oct/Nov 1968: Mk2 saloon & Mk2 convertible announced at Earls Court Motor show - October 16-26-1968.).

So it would have made sense to have produced some stock built before that in early 1968, to satisfy immediate orders. (Cars built August-September 1968).

Bond News: Jan/Feb 1969: Current weekly production is 25 2litre saloons: 5 1300 GT4s: room for 5-10 convertibles once in full production in the spring.

The average weekly Mk2 production in early 1969 (Feb-May) was 15 cars per week. But on the week ending 14/02/1969 (4 months later): there are 163, 2 litre cars in stock held with 108 outstanding requirements (orders) that means 55 cars are already overstocked by the end of May 1969.

Bond News: May/June 1969: 10 export cars for Montreal delayed. Saloons & convertibles. Cars loaded on March 13th but an accident on the Manchester Ship Canal meant the cars were un-

loaded & re-loaded on April 17th to leave Manchester for Canada.

Bond News: July/Aug 1969: Export orders: 90 for Canada (15 Cars per month. 5 saloon /10 convertibles). Cars leave Preston in July 1969 / Repeat orders from Portugal (10) / Hong Kong (12)

But at the end of the date period Early May 1970: there are 103 unsold Mk2 convertibles in stock at the factory (production records show: ordered was 141 cars but Bond made 244 cars, overstocked by 103 convertible Mk2 cars.)

This then helps to explain why Reliant on take-over (Bond News: Jan/Feb 1969: Bond-Reliant merger); they had a fire sale of the MK2 convertibles in stock and sent 60 cars to an auction site (Measham Auctions) with "CBF" (Staffordshire County Council) registration numbers on them. These "CBF cars" were all registered by the Reliant Motor Co. between 17th October and 20th October 1969. The earliest registration looks like being '600' with the last one at '659' giving a block of 60 consecutive registrations. These cars were sold at Measham Auctions without warranty, and I think all "CBF" registered cars are convertibles, and some might have been unsold export specification cars as I know at least one car had a KD (export GT6) engine number. [Guy – on my records I have 2 CBF Coupes, but this might be because they were not noted specifically as convertibles when they were added to the database.]

The Bond factory at Preston closure was publicly announced on the 29 July 1970 and I assume there was still production in place and stock at the factory for some time afterwards. The last 2 litre Equipe made by Bond was made in October 1970 and registered on the road for 22nd October 1970. (J reg). The very first car and prototype "ERN 656E" (often seen in photographs) seems to have disappeared and it is thought that this may have been written off?

[Guy - I heard that it had been fire damaged.]

There were 591 Mk1 Saloon Equipe 2 litres made plus 841 Mk2 Saloon/Convertibles Equipe making in total 1432 cars made by Bond. The production split between MK2 saloon and Mk2 convertibles has never been fully documented but I am slowly trying to track all MK2's built to

help solve that query.

That was not the end of Equipe production as Reliant themselves made a MK3 prototype, using Equipe MK2/Standard Triumph/ Reliant parts and fortunately this has survived and was recently sold to a Bond enthusiast.

[Guy – Guilty as charged!]

If anybody can help add any data/photographs or information to this; I would be pleased to see it. Please don't assume it is known and any information on any Bond 2 litre is welcomed to add to the database.

Regards **Julian Crinall**

email: julian.crinall21@talktalk.net

Many thanks to Julian for his hard work, please feed back any thoughts or observations to Julian or me.

Just to add to the export query, I have seen a 2 litre Convertible come up on Bond 2 Litre page on Facebook in Hong Kong – photo



below, I do have a soft spot for a Bahama Yellow Convertible!

Finally a quick update on the Prototype, it came with one Scimitar seat, so I was wondering what Reliant were planning. On clearing the car out I found the normal runners in place for Bond 2 Litre seats, and looking at the other cars in the auction from the same barn, I noticed that one of the Scimitars was missing a seat, so putting all this info together, I believe the intention was to use Bond 2 Litre seats, so am planning to proceed on that basis – one decision made!

It now just leaves me to say

Happy Christmas to one and all.

Guy
53

'A' Series ... of Shows...

Hi all, this month's article is something I've been 'told' / asked a few times. So I thought I'd seek clarity.

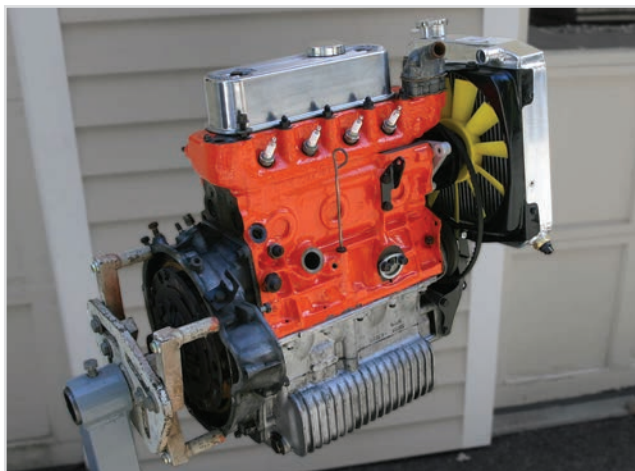
The Triumph has an A - series engine - doesn't it?

Many, many years ago when I purchased my first Spitfire, I thought so! It was only several years later when I started to notice differences at shows etc. But it was only recently when I was asked I decided to find a definitive answer, which hopefully I've summarised below in a concise and simple explanation.

The BMC A-series, was Launched in 1951 in the Austin A30 and production lasted until 2000 in the Mini. It used a cast-iron block and cylinder head, and a steel crankshaft with 3 main bearings. The camshaft ran in the cylinder block, driven by a single-row chain (for most applications), and the tappets slid in the block with overhead valves operated through rockers.

The cylinder head for the overhead-valve version of the A-series engine was designed by Harry Weslake – a cylinder head specialist involved in the development of the SS (Jaguar) engines and several F1-title winning engines.

The Triumph engine appears to have been heavily influenced by the A-series and has similarities such as similar bore and stroke - but they are not 'the same'. The Triumph engine was / is



known as the Standard SC engine or Stratified Charge engine, the SC or Stratified Charge refers to the working fluids and fuel vapors entering the cylinder. Usually the fuel is injected into the cylinder or enters as a fuel rich vapor where a spark or other means are used to initiate ignition where the fuel rich zone combines with the air to promote complete combustion.

A stratified charge can allow for slightly higher compression ratios without "knock," and a leaner air/fuel ratio than in conventional internal combustion engines.

The Triumph SC has a cast-iron overhead valve straight-four engine designed and initially produced by Standard Triumph. Over its production life the displacement grew from an initial size of just over 800 cc to nearly 1500 cc. Introduced in the Standard Eight in 1953, it eventually was used in a wide range of vehicles from Standard, Triumph, and MG.

In 1948 a "single model" policy was introduced at Standard, centered on the Standard Vanguard. Standard Triumph chairman John Black nevertheless wanted to add a new model below the existing Vanguard in the company's lineup, and so work started in 1950/1951 on a new car and engine to power it, both of which were named "SC" (confusingly!) for "Small Car". The car would face competition in the marketplace from the recently introduced Ford Anglia, Austin A30, and Morris Minor. Consideration was given to using the existing Vanguard engine, but this lined engine was considered too expensive for the intended market. The engine designed for the new small car used



the tooling installed to produce the engine for the Triumph Mayflower, and so would have to have the same bore centers as that earlier design. Austin's new A-series engine and the original Standard SC shared the same bore and stroke and displacement, leading some to wonder if Standard engineers had copied the Austin design for their own. However, other significant differences between the engines, including the number and placement of intake and exhaust ports and the ability of the SC to be expanded to nearly 1.5 L, make this unlikely.

So in summary –

No a Triumph does not have an 'A' Series Engine!

To finish just a roundup of a couple of events I've been lucky enough to be a part of in the last few months and thought I'd share some photos.

Sywell Classic

In September I managed to get to Sywell with a few friends, an event I have not attended before, which is surprising considering it's only an hour's drive (or should have been) from my home. Three of us went in convoy, following my friends Rover P4 and his 'dodgy' satnav. We started

off well but about 12 miles away from Sywell his satnav had an aversion to actually going to the place on the map! After about 20 minutes skirting around the local towns I decided to take over, joking about his poor navigation. I then proceeded to guide us to a housing estate approximately 10 miles the other side of the venue! I'm sure alien forces were at play, bizarrely the satnav grandly announced our arrival but it was obviously not where we wanted to be! The postcode and address were correct – so why it wouldn't take either of us there I really don't know. By this time, the third member of the team Paul Lewis in his newly acquired 1980's Opel Kadett had thrown in the towel and proceeded with his own satnav which did take him to the correct location. We then relied on good old fashioned maps and best judgement to navigate the rest of the way to join him. Which we did about 20 minutes later.



Later we were joined by Liz and Karl in their Mini City.

Sywell Classic is billed as 'Pistons and Props' and has a good selection of vehicles and aeroplanes (as you would expect by the title). The aeroplanes took to the air throughout the day and there was a few displays of aerial acrobatics

and dog fights to watch whilst supping on a cold beer (or cider in my case). There was also live action on the 'Racing Runway' and 'Sprint Strip' with Formula 1 cars, Hot Rods, Dragsters and Motorcycles all in action throughout the weekend. As mentioned up in the skies were a variety of breath taking aerial displays & acrobatics from a variety of display teams. With a vintage fun fair and shopping village and camping in the opposite field it was well worth the trip (even if it was 20 miles longer than it should have been!)



I spotted the Merlin Spitfire hanger and couldn't resist a photo of me with the Spitty, unfortunately I couldn't get the Merlin out of the hanger!

Bicester Scramble

In October we escaped again to Bicester, again an event I have previously not attended and only an hour and a half drive (this time with no diver-



sions!). Bicester Scramble is home to the 'laid-back' Sunday Scramble open day event. The site is a bit of a time-warp, the setting is the former RAF Bicester airfield, there are restored 1920s and '30s buildings with plenty of action, rare historic cars and aircraft adding to the excitement. Bicester Heritage is also the location for other well-known events, such as Bonhams MPH auctions, The Classic Car Drive In Weekend, RollHard, Build It

Live and the backdrop to some blockbuster movies such as 'The Imitation Game', it also has two drive-in cinemas.

We arrived 9am sharp and parked up very near the action and buildings. Historic/classic cars were directed to one or two 'viewing' fields and other visitors to fields a little further away from the action. We wandered into the WW2 hanger which contained the 'auto-jumble' and through the restored buildings which now house small start up companies which ranged from bicycle restorers to engine builders - there was even a Gin factory! Classic cars were lined up on every inch of spare grass and along the roadside including some interesting Electric Vehicle (EV) conversions including a late Austin Mini. On the way back we stopped off for a late Sunday lunch at The Antelope in



Lighthorne near Gaydon, pausing at Burton Dassett Hills for a quick photo shoot with my mates red MG TF.

On both occasions the sun shone and fun was had by all. I suspect this maybe the last of the weekend trips until 2022

I have included a few pictures of both. If anyone else attended either of the above please feel free to send in your pictures and comments, I spotted one or two Triumph Spitfires but didn't manage to catch up with their owners.

Steve

PRACTICAL CLASSICS DECEMBER ISSUE ON SALE NOW!



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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SAGAS





INTERNATIONAL LIAISON

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

The Importance of a TSSC Valuation

As it's the December issue, we'd just like to add a Merry Christmas greeting - maybe accompanied by "Hark The (Triumph) Herald Angels Sing" - from International Liaison to everyone who reads our column, wherever you are in the

hours, amidst all that was happening in the world, our personal world was turned upside down.

During what was a very normal day, we suddenly discovered that a fire had occurred in the utility/workshop area of our home. It was ablaze and although the Pompiers arrived in about 25 minutes, they faced an impossible task.

French houses have an inherent risk in that there is so much exposed wood in their construction.



world, and most especially to all of you who have contributed to it this year, by sending us your words and pictures.

This month, we begin with a report from our French Country Contacts, **Victor and Vivien Thompson**, who tragically lost their beautiful Triumphs in the same month that they last featured in the Courier (November 2020). As Victor's report shows, despite the tragedy, their love of classic vehicles is undimmed:

"Last November my wife and I had a serious house fire. That simple statement cannot convey the trauma of what happened. In the space of 2 - 3

After realising how serious things were my next thought was to try and get our Triumphs (Spitfire and Stag) out of harm's way in the garage. I managed to get very close to the garage but was beaten back by smoke. I've attended innumerable fire lectures in my time in the NHS and know the dangers of smoke, but I'm embarrassed to say I forgot all this as I tried to do something to get our precious Triumphs out.

It wasn't possible and all I could do was get out of the house and from then

on I was a passive observer as our house and contents were consumed by the fire. I tried to get sight of the garage from the end of our driveway as the garage door collapsed. One of the Pom-



pier looked at me and simply said "don't".

So our Triumphs were completely destroyed, glass and metal be-

came molten, leaving burned out shells that were quite frankly totally beyond saving. I have already mentioned earlier in an article in the Courier how important having an up to date valuation is, even if you don't have your car insured with the Club's panel of insurers.

Living in France, it is not possible to use the UK insurers and I have to say the classic car insurance market isn't as well developed here. Our Spitfire was insured with a company called Mascott - a classic car insurer. Our Stag was insured with Allianz as at the point of insuring the car it was not French registered and this is necessary to insure it with a classic car insurer.

My experience as a result of the claims process has emphasised the importance of recording everything you do with your car, through restoration, improvement and maintenance.

Receipts for parts and professional work undertaken are crucial. This all gives the insurer confidence that the condition of the car for valuation is accurate.

Also something which I had previously not considered, what do you do if all identifying marks have been obliterated. The Stag registration plates were black and silver aluminium which had fallen off the car and mixed with the rubble of the garage virtually disappearing. The engine number and vin plate were also absent due to the incredible heat, so the insurance assessor couldn't determine if the car in front of him was the insured car.

Fortunately there were unique aspects about the car i.e. a repair section in the driver's rear wing and tow bar which were specific to my car and when I contacted the people who did the bodywork/respray and fitted the tow bar, they attested to the fact that this was the vehicle they had worked on.

The insurance assessor was happy with that. This situation is very unusual, nevertheless it's something worth bearing in mind should the unimaginable happen.

So here we are looking for a new home and

when done we will start to think about replacing our Triumphs.

I keep thinking it's as if the cars had been sold, except it isn't, they haven't gone to a new owner, the saddest sight was seeing them dragged away on a low loader, it makes my heart sink.

Looking on the positive side, we are still here with the prospect of a fresh start. I'm very happy to continue to be Country Contact for the TSSC in South West France and in due course start searching for a new Triumph. Vivien has a yearning for a TR7, if anyone knows of a good left hand drive example, I'd be very interested to hear about it?

Meanwhile, it's good to see things starting to happen again.

I recently attended a non competitive hill climb in a very pretty commune called La Mothe Saint Heray. This is a lovely medieval town which periodically hosts both competitive and non competitive events.

Of particular interest to me was a Herald 1200 Coupe in the photograph. From the registration



plate it is a Belgian registered car which, apart from larger carburetors (twin SU 1.5 inch), and larger radiator with electric fans, looked pretty standard.

There were a range of cars from single seater racing cars to modern road going cars, karts to classic motorbikes, everyone intent on having an enjoyable day. It was well attended and everyone seemed to be enthusiastic at the normality of the day.

The major classic car event of Angoulême did take place this year and by all accounts was very good but I wasn't able to attend, however here's



looking forward to a better 2022 with some semblance of normality and one in which Vivien and I will once again have a Triumph!"

We're sure you will all join us in wishing Victor and Vivien well in their search for a new home and new Triumphs. - and hopefully all go and check our car files very carefully and update any lapsed valuations.

Next, our Australian Country Contact - **Richard Stewart** - has written to tell us of his Triumph history, his current car and the start of its rebuild.

"I left England to emigrate to Australia in 1964. In 1968 I returned for a visit to see my family and whilst there I happened to drop into a Triumph dealership in Tottenham Court Road, near Marble Arch.

They had a brand new gleaming white GT6 on display. I can remember sitting in the cockpit and smelling that classic new car smell. Alas, the salesman was keen to get this apparently impecunious young person out of the car so only a brief acquaintance.

Upon return to Australia, I purchased a Spitfire 4 with a few 'issues', mainly trim and soft top, but it was great fun.

Fast forward 50 years and now having both the wherewithal and with experience of my earlier Spitfire's

rear end suspension, I looked around locally for a GT6 Mk 2 but without luck, so perused the UK websites. After some time I located a blue MK2 and arranged for a friend then in the UK to inspect it for me. It was subsequently purchased and I organised to export it to Australia.

I have now driven it for several years with no major issues. Luckily, rust in the car had been addressed by previous owners, with replacement floors, sills and panels etc.

It also had a factory refurbished gearbox and a replacement 2.5ltr engine from a 2500 Estate upgraded for unleaded.

However, whilst presentable on the surface, it was clear that the chassis was a little unloved and some areas under the bonnet and the body

needed improvement. I have therefore commenced a full body-off restoration and currently have the body, chassis and engine in separate areas of my shed, with the chassis currently being stripped and repainted.

Whilst a little frustrating being currently 'off the road', I am actually enjoying getting my hands dirty and working on the car."



The picture shows the GT6 at purchase and we hope that Richard will send us updates in the future, as the GT6 rebuild continues.

It's always good to hear from a new member, and **Ross Lawrence** is just that. He wrote to tell us about himself and a bit of a "mission":

"I am a Brit living in Switzerland and I joined up some months ago. The reason I joined up was because I don't have a Triumph yet, and I thought this was a good way to learn more about Triumphs before purchasing one (either in Switzerland/Europe or the UK).

For me it's a bit of nostalgia. My father and uncle are identical twin brothers and pretty much do everything together. Even now at 81 years old they are neighbours and work together. In their youth they even bought the same cars.

Around 1970, my father had a white Spitfire and my uncle a

yellow one. When my father was getting married to my mother in Spain, they took both cars on the ferry from Portsmouth to Bilbao. They used a crane to lift the cars on and off then. Then travelled all the way to Madrid.

However, even earlier than that, my father recalls taking it to Spain to meet my mothers family for the first time.

That time, they took a plane and his Spitfire hung just underneath the plane. The plane took off from Southend and landed in Le Touquet.

He remembers there was such a long queue on the main road that he decided to whip through the mountains instead. Not realising they had crossed the border from France to Spain, they were chased by a sole policeman on a motorcycle. Of course they stopped and when questioned my mother



(charming as always) suggested the wind had blown the sign out of sight.

In those days, life was very different and he chuckled and



waved them on their way.

Cars like Spitfires were a rare sight in Spain back then (Franco regime) and everytime they stopped in a village, children would gather round in awe.

Hence my search for a spitfire so my father can perhaps relive some of those fun years again!

Although Ross has yet to find any pictures of his uncle's yellow Spitfire, he did manage to find the delightful photos you see here of his father, taken in around 1970, when driving through Spain with his mother in his new Spitfire.

Finally, some advice if you're outside the UK - including the "Crown Dependencies" of the Channel Islands and the Isle of Man (it's amazing what you learn in this role). If you're looking to buy something from the TSSC Club Shop, it's best to give them a call about postal delivery charges.

One Isle of Man member contacted us, surprised by the very different shipping costs he was finding, comparing the Club Shop and Rimmers: "Gear Knob from the Club : £8:00, postage £45.60. Gear Knob from Rimmers: £13.50, postage £4.55.". Obviously, the total £53.60 Shop cost looked prohibitive compared to Rimmers £18.05.

We were surprised, so checked with Angie, who assured us that a gear knob could be sent by Royal Mail - 1st class recorded - for £5. Suddenly, the Club Shop cost of £13.00 compares very favourably with Rimmers at £18.05. So if shipping looks dear, make a call to the ever helpful team in Lubenham.

As ever, we would love to hear from you, wherever you are in the TSSC world - whether a UK member, who can tell us of interesting or memorable adventures or an International member, who can tell us a bit about your part of the world, or just let us know a little bit about

you and your Triumph.

Just send a few words and pictures and send them to us at tssc.international@gmail.com and we'll do the rest!

Jess & John

TRIUMPH

BIG SALOONS

CARL SWANSON saloons@tssc.org.uk

Triumph Picnic, Walton Hotel

Hello, Firstly, an apology for last month! I experienced IT issues which didn't show themselves until after the time limit for sending it in to be printed!

Anyway, Seasons Greetings!!! Hope this edition of the Courier finds you well. As I often do, go back to go forwards, last month's edition was most impressive from the Malvern show for all models of Triumphs and also MGs.

Harry and I attended a new to us show. It was the Triumph

arrived just in time to do very little as Nigel and the team had 98% of the work done having the TSSC Marquee up (thanks Nigel and team!). We put my car on display and had the TSSC flag being held by it.



meet and Hog roast at a fabulous old Manor house which now is a hotel. Mercury Walton Hotel, not far from Stratford Upon Avon. It was fantastic gathering of all Triumphs and Standard Triumphs from almost the last one hundred years. We



We tested the water resistance of the Marquee, and fortunately, it was most impressive! We chatted and watched as more and more Triumphs appeared which is always great to see. Each of our weather apps started to show the rain was scheduled to stop, and should brighten up. Fortunately, that forecast was more accurate than the rain! The rain had stopped and the sun then

started to come through and clouds started to disappear, leaving a lovely fine day!

We have a great collection of models in the TSSC area. Great to see Graeme and Rory from South Bucks Area in their lovely GT6. It was a great experience that we took for granted until Covid arrived. Sitting outside in the sunshine, eating a lovely Hog roast whilst chatting with friends, being surrounded by Triumphs, most enjoyable indeed.

I met with Bill Reed at the show with his lovely, very original 2500. He had taken out the Agreed valuation, and being just over the two years, needed re doing. This is important



to us all, particularly to our model as they are generally less well known and therefore can be even more of a challenge when / if an insurance claim is made. The Agreed value means assistance from the TSSC with you and the insurance company that is part of the scheme, to



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As we head too fast into the winter, events are pretty much at a close. I live in Buckinghamshire and we do have a couple of local clubs that have a monthly social meet on a Sunday morning so will try and attend, depending on the weather, and at the time of writing, the fiasco of lack of fuel is finished!! This is in addition to my local TSSC area South Bucks monthly local Area meet.

As always, an advert to finish.



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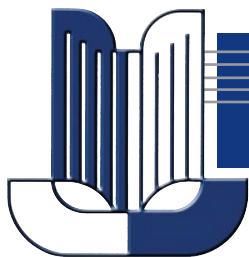
It's not a huge car—but that's hard to believe when you're packing all those cases in the boot, or five large people are travelling in comfort. Then again, it's not expensive.

A picture that is a snap in time came along electronically.



Please send me stories and pictures of your big saloon and its adventures.
May I wish you and yours a Merry Christmas time, and happy and healthy 2022! Take care.

Carl



Car Loan Project

By Ollie Hooper

Every one Loves it!

First let me start by introducing myself. Hi, My name is Ollie, I'm 24, and I live with my wonderful wife Kara in gorgeous sunny Swanage in Dorset.

Ever since I was a little kid, I have been obsessed with cars, particularly old cars!

Of particular interest to me, were classic VW's, more specifically 60s beetles.

This interest in classic cars has never left me, and as I got towards the age of being able to buy my first car, I was certain I wanted something old. In the end, I didn't get something classic, but instead ended up with a 1988 Micra which I tastefully modified to look really cool!

My next project was a 1985 VW Polo breadvan, the rarer Formel E spec which came with stop start technology (Big stuff in 85!), and again I modified this tastefully and it was soon lowered on a set of deep banded steels and sporting yellow headlights up front.

However in between moving out of my parents home, getting married, and moving into a home of our own, a classic car just didn't have a place.

Until I heard about the classic car loan project.

A project where the idea is to get young people into classic cars for a year, experience what it is like to own one, drive one, work on one, and just generally enjoy taking care of one!

So I looked through the website at the large selection of cars put

up by different owners, and here I find a gorgeous 1959 Triumph Herald, in a lovely shade, and it really caught my eye!

After much deliberating about whether to apply (Where could I store it, do I have time for a classic car, what will my wife think?), I decided to apply, and after some phone calls, emails and being fortunate enough to be accepted, on June 13th 2021, I was on my way to the Triumph Sports Six Club HQ in Leicester to collect JDX the Herald!

174 miles later, we arrived at the TSSC HQ and met with **Chris Gunby** (The owner of JDX) for a tour around the amazing museum there, rich with history, and artifacts as well as many more amazing Triumphs!

A little while after, it was time to take the Herald back to sunny



Swanage by the sea! A long journey in such a classic you might think! The herald handled it perfectly!

I regularly checked the coolant levels, and took the drive steadily as it was the hottest day of the year so far, so didn't want to put too much strain on the engine, but it performed so well. It handled the motorway speeds with ease (Albeit a little under the speed limit, as 70 mph in a 59 Herald is enough to shake your teeth out!)

The only complaint I had is I'm 6ft 4, a giant, and the bar in the back support of my chair was digging right into my back, but we soon found a solution and all was good!

So since getting the Herald back, just what has it been like to have? What have we been up to in it this summer?!



You'll be pleased to hear, the Herald has been in great use most weekends and more this summer by me and Kara! In fact so far as of September 19th, we have covered nearly 900 miles in it! Our



favourite thing to do with it has been taking it camping! Firstly close to home in Swanage on a friends campsite, and secondly with friends in the woods about an hour from here!

Everything packed perfectly into the spacious



boot, and we had no hiccups, no breakdowns and all was great!

The nice thing with the Herald is everyone appreciates it, everyone loves it! Everyone is so

keen to talk about it as well! You get this anywhere, from fuel garages, to just being stopped at traffic lights, but especially so when we took it to a Best of British PRE 82 gathering on Poole quay one sunny Friday evening. Usually conversation starts with "My Dad had one of those when I was young!", or "We had one of those when the children were small", and a lot of the time people are surprised by but pleased to see a younger person get out of such a car!

In terms of problems, I have had with the car, there have been none! It doesn't use its way



through oil, its great on fuel! (£15 gets half a tank!), and it starts every time! (Sometimes with a bit of encouragement through priming the fuel pump, but we will let that slide.

In summary, what would I say about the Herald? Firstly, its great. Its so much fun to take out on a sunny weekend when the weather is warm! Everyone loves it! Its charming, it looks superb, its easy to drive once you get use to the gear positioning and the clutch, and it makes any day trip even better!

With regards the TSSC HQ, go visit it! Its amazing, so interesting to see all the amazing artifacts inside, even down to an original piece of fabric from the cloth that unveiled the Herald on release day! And Chris the owner has been so so helpful with tips, advice, and reassurance the whole time so far!

And what about the Classic car loan project? I'd recommend that to any younger person who has a keen interest in classic cars, who maybe doesn't have the circumstance to own one currently, as its such a great opportunity to learn more, to enjoy ownership, and have a really good time!

I've only had the Herald for just over 3 months at the time of writing this article, and still have until April 2022 with the old girl, and I would totally recommend applying to take care of this car in the next loan period!

Ollie

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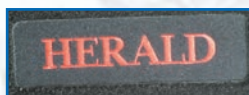
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CM102S

SPITFIRE 2 piece

£25.00

CM102G

GT6 2 piece

£25.00



P & P
1.5Kg

CTEK Battery Conditioner/Charger

Battery not in the best of health? Then you need the **New 7 Stage** CTEK battery conditioner/charger.

Suitable for 12v lead-acid batteries up to 120AH

**NO NEED TO DISCONNECT
BATTERY TERMINALS
IDEAL FOR CARS STORED AWAY!**

CTEK MSX3.8

£65.00



P & P 1.5Kg

Battery Mat

Leaking batteries have ruined many a classic car through the acid eating away the metal.

The Club shop has come up with the answer - the Battery Mat, an absorbent poly propylene felt treated with an acid neutralising formula and coated in latex.

BM100

ALL CLUB CARS £10.00

P & P 0.1Kg



Battery Isolator

This revolutionary switch is a small, well constructed switch which will, if turned disconnect all electrical circuits preventing the car being started. **(Supplied with in-line fuse)**



DC001 DIS-CAR-NECT £15.00

P & P 0.2Kg

These prices are valid until JAN 31st 2022 - Telephone Order 01858 434424

Outdoor & Indoor Covers

Outdoor Covers



P&P 2Kg

HAMILODC-D	2000/2500 (NOT ESTATE)	£185.00
HAMILODC-ESTM	2000/2500 ESTATE	£195.00
HAMILODC-C	STAG	£180.00
HAMILODC-B	HERALD/VITESSE/DOLOMITE/TR7/8	£180.00
HAMILODC-SS	TR2~8/SPIT MKIV /1500/GT6	£175.00
HAMILODC-LCW	SPIT MK I-III / GT6 MK1	£170.00

- ▶ Breathable 4 Layer Fleece Lined Weather Proof Covers.
- ▶ Fully breathable to avoid condensation, can be put on a wet car.
- ▶ Internal FLEECE lining to protect your car in all weather conditions 99.9% waterproof.
- ▶ Semi Tailored Shape for excellent fitting to all models.
- ▶ Elasticated ends & sewn in straps for secure fitting.
- ▶ UV protection avoids paint fade & deterioration of rubber seals.

Cockpit Covers



P&P 0.5Kg

HAMILCC2S	Cover 2 SEATER	£55.00
HAMILCC4S	Cover 4 SEATER	£70.00

Indoor Covers



P&P 2Kg

HAMILIDC-D	2000/2500 (NOT ESTATE)	£125.00
HAMILIDC-C	STAG	£115.00
HAMILIDC-B	HERALD/VITESSE/DOLOMITE/TR7/8	£115.00
HAMILIDC-SS	TR2~6/SPIT MKIV /1500/GT6	£110.00
HAMILIDC-LCW	SPIT MK I-III	£105.00

Optional Printed Triumph Logo From £30 Extra

Indoor Covers



- ▶ 100% Dustproof.
- ▶ Super soft Fleece interior lining.
- ▶ Very breathable eliminating condensation.
- ▶ Supertex is also water resistant and is perfect in carports and barns.
- ▶ Available in Red, Blue & Green, supplied with storage bag.

These prices are valid until JAN 31st 2022 - Telephone Order 01858 434424

TSSC Clothing

P & P
All Clothing 0.7Kg
Caps 0.1kg

Please state Colour and size when ordering

Logos are positioned as shown

TSSC Soft Shell & Fleece Jackets



Club Logo

SSJ Soft Shell Jacket

Ladies & Gents

M,L,XL,XXL, French

Navy + Club Logo

£45.00



Club Logo

TFJ Fleece Jacket

Gents M,L,XL,XXL,

BLACK

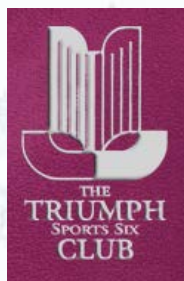
Full Zip £25.00

Ladies M,L,XL

Burgundy

Silver Club logo

Full Zip £25.00



Car Caps



CAR MODEL LOGO CAPS

CCAP £7.00 P&P 0.1Kg

High quality fully adjustable with car logo on the front. NAVY. Car

Model logo

embroidered onto the front

LOGOS AVAILABLE

Herald, Spitfire, GT6, Vitesse,
& Triumph Shield

**State Model of
Triumph when
ordering.**

Club Polo Shirt



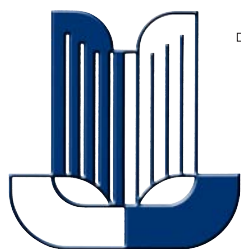
TPS Polo Shirt

Gents S, M,L,XL,XXL, Ladies M, L, XL, XXL

Burgundy + Silver embroidered Club logo

£10.00

State Size & Type



THE

COURIER

Classifieds

Herald

1965 13/60 CONVERTIBLE Engine rebuilt. New hood, new brakes, disc pads on front, chassis rebuilt, seats re-upholstered. Car is Signal Red. 5 new wheels & tyres. Too much to mention. £5,000 ONO. **William Macneil** (Northants) 07907 587252.

GT6

GT6 MK 2 Project. All there, except wheels, do have log book, was brother in laws until untimely death, has overdrive and 3.27 diff. Not sure what its worth. £2000??? **Michael** (Orpington, Greater London) 07751 621210 evening & week-

TR5

TR5 O/D UNLEADED Excellent Condition throughout. Matching numbers 2 owner car in exception condition throughout. More pictures and details at marleeclassics.co.uk £58,500. **Mr Turner** (Bedfordshire) 07740 837015.

TR7

TR7 CONVERTIBLE SPARES/RE-PAIRS. Five Speed. Been standing outside. Could be saved. £150 **Ed Treadwell** (Andover, Hants) 01264 860380

Triumphs Wanted

TRIUMPH - PROJECT WANTED. Triumph - Restoration Project. Any Triumph Considered. I have a Trailer with a Winch to move. £5,000. **Roland Andrews** (Nuneaton) 07884 314760

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Parts for Sale

NEW VITESSE/HERALD HOOD.

Brand new vinyl hood purchased for a project but not used. Still in box. £120 **David Hedges (Eastbourne)** 07704 830412.

SPITFIRE MK 3 & IV 1300, NEW

UNLEADED HEAD. Unleaded Cylinder Head complete with Valves. Bought from Club Shop 20 years ago but never fitted. £100. **John McNeil (South Cambs)** 07580 443593.

ADVERT FORM IS ON THE BACK OF YOUR COURIER ADDRESS LABEL!

Parts Wanted

HERALD/VITESSE REAR OVER

RIDERS. Looking for a pair of rear overriders for my Vitesse Mk2. Any condition considered from pristine to needing re-chrome but must be straight/undamaged. **Philip Coates (Lyme Regis)** 07768 144726.

WANTED MK 1 GT6 CRANK

THRUST WASHERS Can anyone help me please? I am trying to locate some crankshaft thrust washers for an early Mk1 GT6 engine No KC 1809 E. **Michael Smith (Wiltshire)** 01225 707664.

YOU CAN NOW PLACE YOUR FREE ADVERT ONLINE AT www.tssc.org.uk

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Rear Brake and Indicator Light Lens Seating Gasket (pair) in Laser Cut Form

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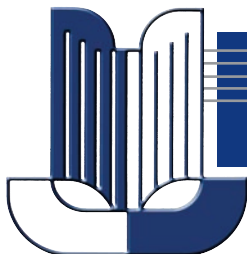


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TSSC OFFICERS

Triumph Sports Six Club

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

HERALD 948/1200/1250

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

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

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

GT6 MkI/II/III

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

BOND

Guy Singleton, 31, Cadley, Marlborough, Wiltshire. SN8 4NE.
Tel: 01672 514241 e-mail: guy@bondequipe.org

SPECIALS

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

BIG SALOONS

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

TOLEDO/DOLOMITE 1300/1500

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

TR 4/4A/5/250/6

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

TR7/TR8

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

TRIUMPH ACCLAIM

Julian Rowell, 6 Stainmore Grove, Bingham, Nottingham, Notts. NG13 8SF.
Tel: 07833 469653 e-mail: acclaim@tssc.org.uk

STAG

Register Sec Needed, Contact Bernard - Courier Editor for Details,
Tel 01858 434424 email courier@tssc.org.uk.

TSSC TRIUMPH ARCHIVE

Ben Broadbent, 28 Forshaws Lane, Burtonwood, Warrington Cheshire. WA5 4ES.
Tel: 07875 944541 e-mail: archive@tssc.org.uk

AMPHICAR

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

INTERNATIONAL LIAISON SECRETARIES

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

TRIUMPH WEEKEND 2020

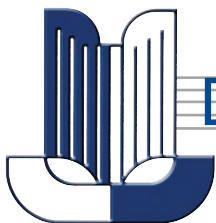
Nigel Hill, 32 Hollyhill Road, Selston, Notts. NG16 6EF. Tel: 07976 163006
e-mail: nigel.hill@hotmail.co.uk. **TSSC HQ:** e-mail: info@tssc.org.uk

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Tel: 07976 163006 e-mail: nigel.hill@hotmail.co.uk

PUBLIC RELATIONS OFFICER

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



December 2021

AREA NEWS

AREA Directory • News • Events



★ SUNDAY 23RD

JANUARY 2022

ADVANCE TICKETS ONLY £10 ON THE DAY £12

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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. **West Coast**

Hawes Inn - SOUTH QUEENSFERRY - EH30 9TA **East Coast**

1ST THURS. 7.30PM

2ND MON 7.30

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

Charlie Noble: 01780 666045

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	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>Selsey Arms</i> - Coolham, - HORSHAM. RH13 8QJ	3RD WEDS 7PM.
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
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ITALY	Pietro Noe	pietro_noe@libero.it
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NEW ZEALAND	John Etheridge	johnhtetheridge@aol.com
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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 ORGANISERS REGISTRATION FORM 2022

It is a requirement of the Triumph Sports Six Club Limited that all Areas operating under the name of the TSSC elect a representative to be known as the Area Organiser.

The term of office to be for one year from **1st January 2022 to 31st December 2022**, unless a duly elected substitute be registered during that time. If Areas elect **Joint** Area Organisers please **COPY** and complete a Registration Form **each**.

Area Organisers duly elected by their area should have their election confirmed by 2 separate, **current** TSSC members who live in the area for which the Area Organiser has been elected.

Note: Please read the A.O. Code of Conduct overleaf before Signing.

I Membership Number: /
as **Elected Area Organiser** wish to **REGISTER** Area
with the Triumph Sports Six Club for **2022**.

My address is:

Postal code: Telephone Number

e-mail address:

Signed: Date:

Area Meeting Venue:

Postal code:

Meeting Day/Time:

Organiser Confirmed by:

I Membership Number: / confirm that
..... has been elected by (area)
to be our Area Organiser for 2022. Signed..... Date:/...../.....

Organiser Confirmed by:

I Membership Number: / confirm that
..... has been elected by (area)
to be our Area Organiser for 2022. Signed..... Date:/...../.....

Any amendment to Area Registration details through the year

MUST be notified to the Area Liaison Officers so that the Area Directory may be kept up to date.
This form to be **RETURNED AS SOON AS POSSIBLE** to:



TSSC Area Registrations.
Di Allen & Nigel Hill
32 Hollyhill Road, Selston, Nottinghamshire.
NG16 6EF
E-mail: nigel.hill@hotmail.co.uk





Area Liaison Officers Report

Andover - Avon

Triumph Sports Six Area Liaison Officers

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

Thank you for everyone's support thought out this year it has still been challenging but also we have had some fantastic events happen. The Triumph Sports Six Club received an award at the NEC classic car and bike show for best inter club weekend event, which is a great achievement by all. Without everyone's help and support to these events it wouldn't be possible. Here's to next year inter club weekend put the date in your diary August 19th-21st 2022 at Stafford show ground. If anyone wishes to help please contact us.

Thank you to those who have already contacted us regards to there continuous as an area organiser, please still continue to let us know of any changes regarding any details weather it be change of venue, date or times and your contact details. We need to keep these all updated.

Hopefully we will see some you at the Christmas open day on Sunday 5th December with festive attire on and have a drink of warmed mulled wine and lovely mince pies.

We both would like wish you all a very Merry and Safe Christmas and see you all in the New Year.

Best wishes everyone.



Nigel & Di.

Andover

e-mail: guy@bondequipe.org

e-mail: spitfires@cadley.org

Tel. 01672 514241

October and November were rather quiet months in the South. Guy & I couldn't get to the monthly meet at the Royal Oak as we were in Yorkshire with Guy's family, but Ed and Maureen were there. Unfortunately it turned out no-one else was able to make it either, although they did have a nice lunch outside in the sunshine.

The weather was very different in November, being chilly and grey with some damp in the air so we had booked a table indoors. The pubs was very quiet otherwise so it was all rather more relaxing than I had thought an indoor lunch might be. Brendan and Bob were there when we arrived, with Ed arriving shortly afterwards. Maureen was unable to join us but we hope she'll be able to make it next time.

Graham R's diary is still very full, the perils of retirement, never enough time to fit everything in, but he did manage to get "to another Pride & Joy meeting at the Museum of Army Aviation at Middle Wallop. Usual eclectic collection of cars, but unfortunately no aircraft flying. Weather was exceptionally good for the time of year." We'll have to look out for those next year to see if we can get along to some of them.

We've decided we'll have another lunch meeting in December, Covid permitting. The pub will have a 2 course Festive menu on so we'll decide between us beforehand whether we'll go for that or just stick

with their regular menu. It'll be on Wednesday 8th December so quite early in the month before it gets too close to the hectic period that Christmas invariably turns out to be.

Guy & I wish you all a very Merry Christmas and a Happy New Year, wherever you are, and whether or not any restrictions are in force this year, and, of course, we all hope 2022 will be a better year all round.

Next meeting

8th December at 12.30 - The Royal Oak, Goodworth Clatford, SP11 7QY

Guy & Suzie

Avon

e-mail: daverover@hotmail.com

Tel. 07860 878058

We are approaching the time of the year when many wrap their cars up for the winter. I am pleased to say that there was a good turnout for our last drive out on 17th October, and not the last of the year! We met on a Sunday morning for a leisurely drive in the country-





East Berks Cambridge

side with a first stop at Stroud Brewery, but just for coffee I might add! We then moved on to Hunters Hall Hotel for a lovely Sunday roast lunch. No break-downs and a good time was had by all. As you can see from the picture the weather was kind to us.



We are planning one more drive before Christmas and looking forward to **Christmas meal together on 7th December**. If you are local and haven't joined us yet then I want to encourage you to come along one Tuesday. I will also take this opportunity to wish you all a Happy Christmas and a prosperous New Year.

Dave

East Berks

e-mail: qbrown6914@btinternet.com

www.freewebs.com/eastberkstssc/index.htm

Tel. 01189 321390

Another 2nd Tuesday, a mild evening, I jumped in the GT6 turned the key and nothing. The voltmeter crept up to 11 volts. Battery is only 2 years old! Something is draining it, another job for tomorrow.

12 at the Shire Horse tonight, a record for November and chicken tikka back on the menu, so not such a bad day after all.

John came in his Vitesse, looking cool in red braces, had his usual gammon steak and Bakewell tart with custard. I think I must try that next time.

Good to see Malcolm, (Hunter's chicken) he is returned from TWO holidays that kept him away from us these last two months.

Andy (calamari starter and chicken tikka) came in his GT6. We talked of electric cars, old car dumps with cars stacked 4 high, a tunnel to the Isle of Wight and Triumph repairs we bottled out off. Mine was a fuel pump overhaul. I took one look at the non-return valves and spotted a potential repair to destruction situation.

Chris, who generally goes to Thames dropped in, sad to hear he's sold his Spitfire which was one of the best I've seen, but he's on the lookout for a TR8. We like TR7/8s, John had a 7 before his Vitesse.

Steve is also having battery problems and suspects a worldwide battery manufacturer conspiracy. We discussed the efficacy of damp preventing gel packs, might get some for the garage.

Don has discovered the cause of his Vitesse rear break problems, all down to the H piece breaking up, he's surprised to find it is still available, but it's on order. £2.82!

Didn't get to speak to Richard, but noticed he had a GIANT battered cod and chips.

Nor did I get to speak to Mark, SO MANY people at East Berks now!

New guy TREVOR and his wife, sadly she didn't sign the book! But I do know their dog is called Poppy and they have a very nice 13/60

And David, also in a 13/60 he is an old friend of EB and I think precedes me.

Doug

Cambridge

e-mail: cambridge@tssc.org.uk

Tel. 07795 436149

November's meeting was dark but dry and we returned to The Plough on Green End in Fen Ditton on the first Monday of the month, after a spell of enjoying the carpark of the Crown and Punchbowl previously

Something must have been in the air as we had a great turnout of Triumph classicness, with two Heralds, a Vitesse, an estate, a Dolly Sprint, a Spitfire and a TR8!



Howard had brought his TR8 that he bought after writing off his TR7 just weeks before the Round Britain Reliability Run and plumping for that upgrade he'd always promised himself. His insurers were great and let him buy back his mangled car for £200, which he's rescued his LED lights upgrades etc from

Mike brought along his bog brown saloon which was previously owned by the Americans on the 10CR, so I took his picture to show to the guys from the Damn The Torpedoes group in Atlanta and across the States that Winnie (the Pool!) is alive and kicking and being well looked after. Mike was complaining of sore shoulders from trying, unsuccessfully, to get the gearbox back in after sorting out a few issues. He managed it in the end by getting her towed to a guy with a four post lift and a professional gearbox jack. Mike was very jealous as, after about four minutes of easy



Cambridge Cheshire

Cambridge Continues

pumping on the lifting pedal and wheeling it across the floor, the gearbox slotted in like it was made for her. Which of course she was; not that you could have told from her refusal to accept the same gearbox off a pair of trolley jacks you understand.



Rob came along in Toby the Spitfire but Toby didn't bring the Hurricane, preferring the warmer environment of his S2000. Mine was the only car with the roof down, but there were lots of cars there, especially considering the freezing weather.

A pair of new faces were there to meet us, Graham and Susan, down from Kings Lynn who have a Spitfire that they have taken all over the place, including the club's Five Point Tour, which was where they met Toby, who also lives in Kings Lynn.

It was a great night of chattering; the Plough hasn't quite got fully into the swing of working the bar yet and there was a bit of a wait for drinks but hopefully this is early days and they'll have it sorted for next month. We decided not to have a Christmas Meal (at £27 a head) but just to stick with the normal drink and a natter format

Next meeting is Monday the 6th of December from 8pm at the Plough in Fen Ditton. See you there!

Tom

Cheshire

e-mail: cheshire@tssc.org.uk

www.tssc.org.uk

Tel. 07779 878125

Merry Christmas folks. Season's Greetings.

A little news from the Cast Iron World offices. Head Office have not made much progress with the type 9 gearbox that was probably built for a 4 cylinder Triumph rather than a 6 cylinder. The current plan is that Head Office will meet the gearbox person at Watford Gap Services (a delightful venue if I may say so) at the end of December, to exchange the gearbox with the wrong components for one built with the right components. At the Branch Office, a number of bits of gearbox have been assembled into a casing, creating what may be a usable gearbox for Heap the Vitesse. In the first instance, bearings (marked 'made in England') that came from the donor TR7 gearbox were used, but the amount of

play was too much, so a brief interlude and the last of my bearings that came in SCH boxes (made in Korea, if KOR means that) now adorn the casing and there is minimal play. I also note that the little plastic bag that should have contained 50 needle bearings for the layshaft/laygear only contained 48. There remains the minor issue of getting Heap the Vitesse to the Branch Office, removing the existing gearbox and overdrive, changing the synchro hubs in the box that was just removed, and making a judgement as to which gearbox will perform better. Notes to self - try and improve the clutch, which only disengages fully with the pedal squashed into the carpet. And remember to test the reversing light operation before putting the cover (and carpet and seats etc) back in the car. And don't lose the clutch slave pushrod this time round.

I have had a request from our man in Crewe for a loan of the door skin pliers, implying that an attempt will be made to attach a door skin to one of the doors for the Herald Estate. Apparently a skirmish with the virus of the moment restricted movement around meeting day.

It was seriously cool on the evening of meeting day, so I went for heated seat and other creature comforts instead of a Triumph this time round. Our man from Leek, of course, came in the Acclaim. Apparently this warms up quicker than the other cars in the fleet. We discussed being jabbed (maybe I should ban medical discussion at meetings!) as well as E10 petrol (another case of a pump being labelled as both E10 and E5....). The recommendation from here is to use 'super unleaded', which won't (shouldn't?) get the extra 5% just yet, and change the rubber fuel lines for E10 proof stuff. There's plenty of info in the Courier as to identifying the right type, but always buy from a reputable source.

Steve (the one from Poynton) has made a promise to get his GT6 on the road early next year. I tried to make him sign the promise, but somehow no signature appeared. Another Steve (from Ashton) appeared, who has a very nice looking Vitesse, as well as a GT6. John admitted to doing a reasonable mileage in the Spitfire, a lot of it on the North Wales Expressway (a road with a multitude of varying speed limits).

A question was asked about gearbox suppliers. Please see above. I'll try and update the events list by the time you read this.

Our next meeting is on Thursday 2nd December at the Cock and Pheasant.

Henry

EARLY DEADLINE

For Jan Area News

**Copy in By 6th December Please
Due to Christmas Break!**



Cornwall - Coventry

Cornwall

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cornwalltriumphs@groups.io

Tel. 07979 464643

Hi All. Well our last club night was a great success, we took over the Hawkins Arms it was brilliant to have the conservatory all to ourselves well in fact the whole pub. Twenty of us attended, with good nattering and with all of us having a meal, a jolly evening was had by all. We even had a few Triumphs in the car park.

Steve and Jo's drive out was on Sunday 24th October, and here is an account of the day.

"Having woken to the sound of rain on the windows and the sight of low cloud on the hills our hearts sank a bit as the planned route was over high moorland for about 75% of the run! Not to be defeated we set off to meet any other mad fools who had dared to venture out, at the Engine House café Callington. The Engine House is close to the top of a hill where you normally see lovely views across the surrounding countryside, unfortunately all you could see on this occasion was fog!

At least by the time everyone had arrived, (all in Triumphs despite the weather), the rain had stopped and after a coffee and a natter it had improved slightly by the time we set off. The run itself turned out to be quite fun as we alternated from up hill to down dale, the visibility being clearer on the down dale sections!

Gulworthy to Yelverton is a nice stretch as you drop down a pretty steep hill to cross the river at Denham bridge and then reach Yelverton via what was an old airfield.

The original plan was to take the road across Dartmoor to Two Bridges and then onto Peter Tavy but it would have been a little pointless given the visibility, so we went to plan B and cut across to the Peter Tavy Inn via Walkhampton which gave us a few more steep hills to go down and up, another very picturesque bridge to cross and subsequently some lovely moorland roads bounded by lovely small streams and trees in places.

By the time we reached the pub everyone was looking forward to lunch and the Peter Tavy Inn didn't disappoint. A good lunch and well looked after by the staff.

Thank you to everyone who braved the weather to make it a very enjoyable get together as usual."

Many thanks Steve and Jo for organising the car run, so pleased that all that went had a great drive out. So sorry I missed this one but I was enjoying my Aunts party in glorious sunshine, with only a few

miles between us how the weather can change.

Thank you to all those that came along to my Firework Party, what a gathering, our first in my home for two years. We had a great table full of food to share and I must say a very big thank you to Anthony my fire starter who came straight from work to organise the big bangs in the sky.

With help from Keith they both did an excellent job and every one enjoyed the evening.

It was decided at the meeting that our Christmas gathering will be held on Saturday 18th December at The Hawkins Arms Zelah, 7pm. I have asked Alex and Adam for a Christmas Menu and price which we should have soon. Let me know if you are interested to attend.

Next Club Night will be on Thursday 9th December, let me know if you are able to come along, eating or not. Happy and Safe driving everyone

Carol

Coventry

e-mail: phillyncovtssc@yahoo.co.uk

Tel. 02476 457487

Hi Folks Nothing much to report about as we never attended any events in October due to being under the weather for the first two weeks and then due to the weather in the last week.

Paul Cheshire was featured in the November issue of the Courier in Steve Payne's article about his visit to the Curborough Sprint.

Again we were the only ones eating at monthly meeting at the Bull & Butcher on Tuesday 2nd November to be joined by 6 more for the meeting.

The Kineton meeting will take place on Sunday 7th November and the Classic Restoration Show is also at Stoneleigh.

Thanks for all your menu choices for our **Christmas meal on our December meeting on the 7th**, Lyn has handed it in tonight, a little bit down on previous years but still a good turnout of 20.

Don't forget Dress is Festive. If possible could you pay cash on the night as Phil will collect the monies after the meal. Also could you please pay for drinks separately. We won't be running a raffle this year because as you know March is our last meeting and if no one else takes over the money left in our fund will go to charity.

Open day at Lubenham this year is on Sunday 5th December and the MG/Triumph Spares day is at Telford on Sunday 23rd January.

That's all for now folks

Regards

Phil & Lyn

Forthcoming Events:-



Coventry Derwent Valley - Devon

Coventry Continues

Sunday 28th November Barn Brewery Classic car meet Willey, Nr Lutterworth from 11.00am
Just turn up.

Sunday 5th December Lubenham Xmas Open Day
10.30am till 4pm

Derwent Valley

e-mail: colin.tssc@btinternet.com

Tel. 01773 531580

Hi All. Another weird year has passed by and so has Derwent Valley's AGM where I was re-elected as AO for 2022. There is a more positive feel about 2022 with DV area members already planning to attend TSSC organised events such as Derwent Valley's New Year Run, the Isle of Wight weekend, and TriumFest, which returns to Stafford. Some DV members are also attending the Laon Historique in June 2022.

The return of the Peak Run in 2022 also looks very promising. The provisional dates are 16th to 20th June 2022. So pop these dates in your diary.

A bit sooner than all that is the TSSC HQ open day on Sunday 5th December 2021 and several DV members are planning to attend and hopefully sample Angie's chilli. Why don't you join us?

After our very well attended AGM was finished, we had a logo quiz. Logos that we see almost every day of our modern lives. Most of them apps on our phones. It was surprising how difficult it was for some. However, with the help of the younger ones amongst us, two teams tied with a score of 27½ out of 30. The only solo player, Gary, was the recipient of the wooden spoon and was pleasantly surprised when told he could keep it. Obviously needs it for making Christmas Cakes.

Another highlight of the meeting was scoffing Paul's birthday cake. Yummy!!

The December meeting is a week later than usual on Monday 13th December is our annual Christmas Pizza Night and everyone's a winner raffle. A quiz and a silly game might also ensue. Doors open at 7:30pm.

As mentioned earlier we are holding our annual New Year Run on 9th January 2022. As usual, we will meet at Sainsburys car park in Ripley (DE5 3QP) from 10am and leave at 10:20am. There will be a halfway stop and Sunday Lunch is on offer at our final destination. Entry to the event is £5 per car, which will be donated to charity, and lunch will be about £10 per person. The theme for this year's run is 'Doctors and Nurses' or the colour Green. There will be prizes for the best fancy dress and best decorated car. Let your pent up urges free and your imaginations run wild.

Our first monthly meeting of 2022 will be on Monday 10th January, the second Monday of the month.

Dates for your diary:

5th December 2021 – HQ open day.

See Courier for more information.

13th December 2021 – Christmas Pizza Night.
Doors open at 7:30pm for Pizza and Chips, plus raffle and fun. Top Club, Stanley Common, DE7 6FY.

9th January 2022 – New Year Run. Meet at Sainsburys, Ripley (DE5 3QP) from 10am to leave at 10:20am. Entry fee £5 per car.

Theme Doctors and Nurses.

10th January 2022 – Monthly meeting at Top Club, DE7 6FY. Doors open at 7:30pm.

7th February 2022 – Monthly meeting at Top Club, DE7 6FY. Doors open at 7:30pm.

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

Where has the year gone? December already and it hardly feels that we have started.

We held our first INSIDE Club Night at the Claycutters Arms in October in the middle of a monsoon. We really did not expect more than a few, but were delighted when 14 turned up. Well done those who did! We welcomed prospective new members Stuart and Amanda, who we hope will join the Club.

Our mystery lady, donated by Janet from Chard, made her first appearance at a Club Night. As yet she is unnamed, but for a £1 a pop you can get to pick a name. The proceeds will be shared to Alzheimers Research, our charity of the year.



Members made the most of the good weather, Indian Summer?, in October and many cars have been seen out and about in Devon, disregarding a young 'lady' who gave me the finger when I was complimenting her on her well used 13/60 convertible in the vets in Totnes!

Huge thanks to 2019 Treasure Hunt Winners Rob Lingard & George, who organised a fantastic run and



Devon North

great weather on 7 November for this year's Treasure Hunt. We were delighted to see the Northcotts, all three, in their recently restored 13/60 Herald Estate. Considering Rob is not keen on body work, he has done a great job in the 10 years since she was last on the road. Other proper cars out were our 13/60 convertible, the Atrill's Herald and Dan's Acclaim and of course organiser Rob's 1500 Spitfire still sporting her wounds from the Round Britain Reliability Run. We had a lovely drive from Starcross, via Exeter, Longdown, the picturesque Teign Valley, back up to the edges of the moor and down again to our lunch stop at the Dartmoor Halfway. In all around 45 miles on some of South Devon's best roads. It was tight at the top and the bottom with ties for first and last. The coin was tossed and the winners this time were the Frost family (albeit in a modern as all four would not fit in the TR6). The wooden spoons were shared between the Hadleys and the Prowses but we are sure they will come in handy!



Prior to set off, we had the pleasure of surprising Jon Chartres with a Special Award from TSSC in recognition of his arranging our very successful first Triumph Tour of Devon, which you may already have read about in the Courier magazine. He did have an inkling of this one, but was totally surprised to be the initial recipient of the David Lingard Memorial Trophy kindly donated in memory of his late Father by Rob Lingard. This will be an annual award allied to the Tour of Devon with Jon our worthy first recipient.



COMING UP

Imminent as you read this, will be our **Christmas Evening Meal at the Dartmoor Lodge at Ashburton on the 4th December**. Too late to book now but those of us who have will have had a great time, again raising money for Alzheimers.

Last Club Night of the year will be on Wednesday 15 December at the Claycutters Arms at Chudleigh Knighton where, as usual, the food will be good and ample space reserved for us.

Coming up in the next couple of months are our usual **January run to The Smugglers Inn, at Dawlish**, where we have a fabulous layer. The date to note is **Sunday 9 January** - a week later just in case you have celebrated the New Year too hard. You need to book asap for this as it gets very booked up. Lunch

is booked for 2pm and we hope to see you there to start 2022.

February 6th we return to the Royal British Legion Club in Newton Abbot for a session of skittles followed by lunch. Last time we went we had a very enjoyable time.

We will be looking for drives to do in early **March and April**. **Sunday 24 April will be National Drive it Day**, and we have plans then to meet at Bernaville Nursery near Exeter, perfectly situated for a lot of our membership, ending up at Sidmouth for a wander around at our leisure.

Finally for this year, may we, as Devon Area Organisers, wish you and your cars everything you could wish for over the Christmas period.

Cheers for now

AND NEXT

Christmas Meal Saturday 4 December at the Dartmoor Lodge, Ashburton. 7pm

Club Night at the Claycutters Wednesday 15 December from 6.30pm

January Run and Lunch Sunday 9 January Book NOW for our popular lunch at the Smugglers Inn, Dawlish

Sue & John

EARLY DEADLINE

For Jan Area News

**Copy in By 6th December Please
Due to Christmas Break!**

Devon North

e-mail: darren.groves@gmail.com

e-mail: arluckhurst@googlemail.com

www.tssc-devon.org.uk

FB - [//www.facebook.com/groups/134271493433942](https://www.facebook.com/groups/134271493433942)

Tel. 07806 351499

or Tel. 07971 413045

It was a quiet November club night, with just six of us in attendance. When I arrived, Alan and Janet were already there as were Mick and Sue. We were joined later by Malcolm.

Not much car news this month, although Alan has been making good progress on his Willys jeep, which now has a finished chassis. The pictures he showed us were very impressive.

As we are now in that period where days are getting shorter, there are no specific North Devon events planned but it's the ideal time of year to complete those jobs on your Triumph that you have been putting off for a while.



Devon North - Essex Gatwick

Devon North Continues

We will be meeting at the Crealock Arms again on Thursday 2nd December, so why not join us for our last club night before Christmas?

Andy

Essex

e-mail: miketitchen@aol.com

FB - Triumph Sports Six Club Essex Area

Mike. 07860 708356

For October's club day we met up at The White Hart pub at Little Waltham for lunch, then we had a drive to Colchester to our hosts Cathy & Mark's stables for our AGM and afternoon cuppa and cakes. Nomina-



tions were put up for myself as AO, Sue as Treasurer, Allan as second signatory and Marion as fundraiser, we were all voted back in for another year. We had a really

good turn out of cars and the setting was fantastic and everyone enjoyed the afternoon catching up and some commented that they have never known an AGM to be such fun.

On 17th of October there were two breakfast meets at Battlesbridge and North Weald. Myself, Sue and Stewart decided to go to North Weald as we had never been there, although it has been running every Sunday all over the summer and carrying on through the winter. It was a good venue with lots of various cars attending, you could get a breakfast roll, tea, cof-



fee or cake from the red bus.

Janet, Allen, Janet, Steve and Mick and Marian went to Battlesbridge for their usual Breakfast Meet, there were quite a few cars there including a few Triumph's and they had a few chats to others and walked around the antique shops, they had a very nice time and enjoyed the company.

Car shows and drive outs in our cars are slowing down for the winter, some people are now tucking their cars up in garages others use their cars all year round. Some good advice - If you had to put E10 in your car for any reason during the summer remember to make sure you drain or add additives to stabilise the petrol in the tank to save any problems that this petrol may cause.

November Club day was lunch at Hanningfield Reservoir Cafe.

The Christmas festivities are starting with our visit to **HQ at Lubenham on 5th December** a few of us are going up to get in the Christmas spirit and shopping in Market Harborough. Our Club day drive out is from Battlesbridge Antiques Centre and Christmas meal at The Ferry Boat Inn, North Farnbridge and then onto Southminster to the Christmas tree farm, write up for these will be in January's issue.

Best Wishes from all of us at Essex Area, we would like to wish everyone a Very Merry Christmas and all the Best for 2022

Mike

Gatwick

e-mail: rowfantgardencare@hotmail.co.uk

Tel. 07775 564427

Hi all. Hope you're all well. I'm afraid it's another short one!

My poor spitfire is still unwell, but hopefully it'll be back on the road by time you read this. Peter very kindly came round to help, but with a flat battery, we were limited!

October meeting went well, with the appearance of Vic, who's been busy for last few meets, he's still trying to sort repairs to the rear of his mk3 spitfire. We were also joined by new member Chris who has recently purchased a beautiful spitfire 4 mk2 unfortunately the weather was not great that evening, so we were unable to see his spitfire in the flesh. Hopefully at the next meet Chris? We are becoming an area of



Isle of Wight M25 East

early spitfires which is great! But we still want other triumphs guys. Another new member has said he'll come along to Novembers meeting, so it'll be interesting to see what he drives? The cars are important, but the people are what make the club work so a euro box is fine. Maria & Chris T went up to London to see the veteran cars off on Sunday. Should hear about it all at our November meet. Hopefully some pictures for the next report.

Don't forget 2nd Sunday classic car gathering in Forest Row.

Our next meeting is on the 14th December.

See you all soon

Tony

PS

I was at the Red Lion on Sunday (London to Brighton day) plenty of interesting cars, mainly Morgans, but I got chatting with a couple with a HRG, a very interesting car! Stupidly I didn't take a picture! But this a similar one.



M25 East

e-mail: herald1360@btinternet.com

www.facebook.com/groups/152603311545573/

Tel. 07938 526324

Hi all, welcome to our festive and last write up for this year - blimey where did that year go? Our last outside show of the year was at Detling for the Heritage Transport Show. This was the one that was postponed from earlier in the year. As luck would have it



West Kent AO Steve offered up some inside display



tickets as some of his area couldn't make it. It was so nice and warm in the hall and we managed

to get 7 cars in there and a total display of 10 Triumphs with the West Kent lads.

We got to see Chris's latest acquisition at last, his new (to him) Vitesse Estate. Obviously we ripped it to shreds and had the magnets out checking for plod ha ha. Joking aside, it's a really lovely car and very unusual in its blue and black paintwork. Another great addition to the area. Malc and Lesley were out in their Vitesse, which might be the last time we see it for a while because of the scheduled chassis change. Barry and Laura made the trip all the way from Ipswich, roof down - you mad fools. Paul had TR6 woes and came in the Spit. Andrew was again resplendent in the TR4, will we ever see the Herald again lol. Oh, and Brian was in full display mode with Lightning and Mater. A blooming good turnout and thanks to Steve for thinking of us.

So, looking back on the year we did actually get out to a lot of shows, considering the restrictions that were still in place at the beginning of the summer. Eight camping weekends and four one day shows. The big highlight was the Triumph and MG Show at Malvern, which was epic. Let's see if we can get even more of us at next year's main event at Stafford.

The two area camping weekends we attended were great - The Leicestershire & Rutland Sunshine Rally with its lovely BBQ and fun quizzes and the Northants Weekend with the mad games and some strange dressing up on our part ha ha. Most of the camping weekends were dry and sunny although the weather

EARLY DEADLINE

For Jan Area News

**Copy in By 6th December Please
Due to Christmas Break!**

Isle of Wight

e-mail: tsosciow@hotmail.com

www.facebook.com/groups/78675055371248/

Tel. 07842 249591

What a strange year it has been, we have seen a few of you at various times but have not had the chance to meet up for any drives this year. With Christmas around the corner we've booked a table at the **Griffin in Godshill on Saturday 11 December at 6.30pm.**

Please let us know if you wish to join us, to confirm your booking we will need to know your menu selection (this can be found on our Facebook page, or we can email it to you) by the end of November.

We hope to start our brunch runs again next year and of course we are excited about our new venue for the May Bank Holiday meeting. We have missed you and look forward to catching up soon.

Happy Motoring.

Elaine & Tracy



M25 East - Newbury Norfolk

M25 East Continues

at Silverstone was a bit trying to say the least. Most importantly all the weekends were spent with a great bunch of people!

Let's hope next year gets back to normal and we can go full on Triumph mental ha ha. There's still the HQ Open Day and Area Christmas Dinner to look forward to this month and possibly a trip to Crews Hill for the cheap decorations and lunch on the Sunday around New Year. Car news this month is - Chris might be going for a Webasto roof for the Vitesse Estate. Dickie Boy at the time of writing is still having trouble getting his Vitesse to run right. Hopefully a new electronic ignition from the Club Shop will have sorted out by the time you read this.

For the rest of us it's just maintenance as usual. I really need to get my finger out this year - just need some enthusiasm.

That's all for now lads n lasses which just leaves me to say have a stonking good Crimble and a merry New Year.

All the best

John.

Newbury

e-mail: dave.rumens@btinternet.com

Tel. 01635 868640

As the nights draw in and the temperature goes down, our Newbury gatherings continue to be well supported and a source of warmth and camaraderie. Our easterly meeting at the Coach and Horses was attended by 6 people and in the west of our area at the Craven Arms by 13 people. Both numbers were up on last month.

At the Craven Arms everybody dressed up warm for the meeting, only to find the pub's teepee was heated. As a result, most had to strip off to avoid overheating: a problem shared with one or two of our cars!

The warmth of this venue bodes well for our **Christmas meal on the 8th Dec.** Ian, our events organiser, has been working tirelessly to get everything planned and reminds all not forget the Secret Santa, which has a limit of £5. Mary, our treasurer, ran the raffle which should help to subsidise the Christmas meal by a small amount. Most members will be wearing some form of festive clothing at the meal, though the festive bit is optional. I wonder whether Ian's dancing turkey hat will make another appearance? That was a real cracker!

With regards to cars, Phil and Jackie very bravely came to the meeting in their Spitfire, with the hood down. No overheating issues there, for sure!

Dave our AO has a new toy in the form of an early Herald 13/60 Saloon, which he is going through to ensure it is reliable and drives OK. As Dave said, it's not as quick as his Vitesse, but is still good fun to drive.

And Robin has finally found a local company who will complete the respray of his Herald 1200. The guys visited to be sure this was a project they were willing to tackle and expressed lots of positivity regarding the work that had been done to date: that was enormously encouraging.

So, whatever your plans are for the coming month, we hope that you and your cars will run at optimal temperatures.

Blankets and hot chocolate standing by!

Robin

Norfolk

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e-mail: paultsscnnorfolk@gmail.com

Mike. 07828 103064 / 01502 476699

Paul. 07584 000442

October was a quite month for TSSC Norfolk, the first month since March there wasn't a run planned. Although we did have invites to runs from the Stag Owners and Wensum TR for those that still wanted to go on a Triumph drive.

The October meet at the Swan was a tad quieter than Septembers with only two Triumphs in the carpark including Trevor, an interloper from Cambridge, who came over in his Big Triumph. We still managed seven for a meal before the meeting.

The December meet (Monday 13th) will be Norfolk Area's Christmas meal at the Swan starting at 7.30pm. Seasonal menu will be available. There might even be the odd light quiz as well with another "Feely Bag Quiz" planned. Please note this will have to be pre-booked, contact me for further details.

We also have the **New Year Brunch Run to Peter Beales planned for Sunday January 9th.** This time starting from Dereham. Put the date in your diary, details to follow.

Important news from the AGM:

After 10+ years heading the Norfolk area AO Mike Carroll has decided to pass on the mantle. I'd like to take this opportunity to thank him for all the work he has done for the Norfolk area. Not only holding monthly meetings and doing the regular area reports but also for all the popular runs he has organised, including the ever popular fish n chip runs to Cromer



North East Northern Ireland

and Dunwich. Mike has also organised Norfolk camping weekends and helped in making the Totally Triumph weekend such great events. He has played a big part in getting the other Norfolk Triumph clubs together. Something I'm hoping we can continue. Many thanks Mike for all your hard work from TSSC Norfolk members past and present!

Full report from the AGM in next months Courier.

Paul and Christina

North East

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e-mail: deryck.beadling@yahoo.com

www.tsscnortheast.blogspot.com/

Geoff. 07773 440201

Deryck. 07939 068976

Hi all. This is going to be short and sweet this month as I am on a deadline,

We are having our **Christmas meeting / meal on Saturday the 4th December**. We have booked the meal for 6.45 so try not to be late, please note there will be no meeting on the Sunday evening

Sunday the 2nd January will be our first meeting in 2022, historically we don't expect a lot to turn up for that one, as most will still be in holiday mood, but I will pop along to the pub anyway.

At November's meeting we had a old face turn up, I didn't get his surname but Jim used to be area organiser back in 1984 when the TSSC was in its infancy, he has recently moved to a house just across the road from the pub, and has popped in a couple of times to see us, unfortunately it was during the time we were having our meeting's at Brian's.

If you are a area member and are not on my Email list you may be missing out. So if you want adding just give me a ring and I will add you.

We wish you all have an enjoyable festive season and look forward to seeing you in 2022

Geoff

EARLY DEADLINE

For Jan Area News

Copy in By 6th December Please

Due to Christmas Break!

Northern Ireland

e-mail: heatheranddouglas@gmail.com

Tel. 07707 288233

If all goes well with the postage you should be reading this area report at the beginning of December and, if that is the case, may Heather, Simon and I wish you all a very Merry Christmas and a Happy and Prosperous New Year. I also hope that "Santa" will bring you something to do with your Triumph, even if you must buy it yourself. I find that it is better that way to be truthful! October has always been a quiet month for the area and this year has been no different. Sat 16th Oct saw us meeting up at Dobbies Garden Centre for a little chat and, after a little wait at the counter, some tea/coffee and light refreshments. All over and we were on our way for our planned visit to the Ulster Aviation Society at Gate 3 at the Maze Long Kesh, Lisburn. In case you want to visit it's on the Halftown Road and controlled by a security barrier.

The trip was well supported as we had the whole of the available Spurle family (4), three of the Martins, the three Hoggs along with the Alan (H) and Maureen, Alan and Laurence, Barry and Robert, Eric (T) and Sadie, not forgetting John and Billy along with Stephen and Elizabeth. I hope that I didn't leave anyone out. Sorry for mentioning all the names but I was really pleased with the turn out from the club members and for their support.

As we were quite a number, we were divided into two groups with our own guide to take us all round the two/three hangers that were available to us. In one way it was good but in another it was disappointing as I

have no photos to display of the other party for the Courier, maybe that was a blessing in disguise of course. It really was very interesting to see what was on display and the history of aviation within Northern Ireland and the types of aircraft that this small area was involved with throughout the flying years. Clearly those who had an aviation or flying background, and there were quite a few, were able to ask the right questions to elicit further information from the guides, never mind those who had an interest in the many engines that were on display. One wonders



Northern Ireland Continues

how people like the rear gunners, those who took photographs and bomb aimers survived in the cramped conditions and everything that they had to do to keep safe.

Again, we you see the array of switches within the cockpit you can just imagine the remark "Which switch was that again that will sort this emergency", all credit to them when the situation was dangerous. The fact that there were several ladies there with us added to the day, believe it or not, and they didn't feel out of it as they were very quick to volunteer to be in the photographs.

A very enjoyable afternoon by all accounts from the feedback received, even though it was very cold indeed and a big thank you to all the staff who give of their time free of charge. In view of that we left a substantial donation towards the running of the society. It was good to see that Brian (S) met up with an "old" aviation friend while he was there, no doubt there were a few stories told!

Some more news on the car front. As mentioned last month Alan (H) has bought himself a new, to him, Stag. I was interested as to how he happened to make the purchase and so I will let him tell you in his own words - a budding Courier writer me thinks-hopes! "The phone rang one day. It was fellow TSSC Northern Ireland member Paul Robinson who said, "I've found a Stag you might be interested in." I had asked Paul to keep an eye out for one as I have had a hankering for one for some time. I never thought that one would appear at the sort of money I was prepared to pay, as good Stags usually command high prices. Sadly, this one came on to the market due to former Club member David Edwards having lost his life in a road accident some months ago. Paul had a look at the car and then contacted me. The car was in a carport where it had lived for four or five years. It looked rather sad, but below the dust and dirt the car



was amazingly good. The floors were all intact, although both front wings needed attention in the form of repair panels. The paintwork would also require attention. When connected to a new battery, the Rover V8 fitted roared into life, even with the rather elderly petrol. The brakes proved not to be seized on and she was trailered to Carrickfergus. Once up on the ramp the brakes were all rebuilt as age had taken its toll with leaks and seizures. Various ball joints and track rod ends were replaced, as wear and decomposing rubber were obvious. I also replaced the rubber boots on the steering rack and the sliding joints on the rear axles. By the time you read this the body repairs will be complete, and the car hopefully painted. The colour is Triumph paint code 56, a very nice Royal Blue". Well, there you go another Triumph saved and, on the road again, after a period of time off the road.

Not to be outdone I had my own little conversation with a local TSSC member, Bert Gault who is from the local Glengormley area. Below was the substance of his email to me and I made arrangements to have first refusal before posting it round the club. Bert won't mind his circumstances being posted as they were to be used round the club initially. "Due to my ongoing health issues, the time has come to sell my 1974 GT6 Mk3. It's been registered as an historic vehicle, which is tax and MOT exempt. I was lucky enough to source a brand new, unused chassis a few years ago.

This was the starting point for the complete rebuild with all of the suspension parts being shot blasted, primed, and then

painted. The engine had a full rebuild, which included rebore, new pistons, bearings, core plugs etc. Many upgrades include, gas shocks, springs, stainless steel exhaust and manifold. Poly bushes, discs, braided hoses, wheel bearings, servo, and Hi-torque starter motor were all sorted to go with the new chassis. The carbs and calipers were sent off to the UK for reconditioning. New master and slave cylinders, mini lite alloy wheels and wooden steering wheel were then fitted. The seats have new foam, new carpets and dash veneered. The body is sound and while off the underneath was stripped back to metal, primed, painted and under sealed. The inside was also primed, painted and sound deadening applied. To





Notts - Peterborough

complete, it just needs a few of the electrics sorted to finalise the rebuild, this includes the wipers, reversing lights, stop lights etc. as well as part of the over-drive system. The GT6 starts, runs, and I have driven it. The whole restoration was fully documented with photos, stage by stage." In view of this description I called with Bert, along with Simon, during October in the late evening. As a result of his description and our further evening chat the car was bought there and then, notwithstanding it was quite dark at the time. I'm sure Bert is glad the car is staying in Northern Ireland and not being sold elsewhere, and arrangements will be made for him to see the car when fully on the road again.

A big thank you to Peter (M) and Alan (F) for conveying the car to the home/garage of Gavin (M) in N'ards to complete the restoration for us. Heather, as many of you know, gives off to me about my reports when I say - "we turned left here - we turned right there". Thankfully it's not all bad news as I got the following email from a member in Wales who reads our area news stating the following "This is just a quick email to say how much I appreciate your reports each month. I am from Northern Ireland and it's great to run the route in my head as you name check each road, village, town, or beauty spot. I used to live on the shores of Strangford Lough and my mother still lives in Aghalee, so your last report was particularly familiar." Robert Kidd

Well that's about it for this month. Please remember that for the foreseeable future we will be holding our meetings at **Nortel Social Club, Newtownabbey on the third Thursday of each month at 7.30 pm. Our next meeting will be our AGM on Thursday 16th December** - see you all then when we also try and plan for our year ahead so, come along and give me your thoughts and ideas.

Douglas.

Notts

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

Tel. 07976 163006

Nigel and I would like to thank the Notts area for your on going support, looks like Nigel is appointed the area organiser, shock horror. We didn't get to mention last month but we welcomed two new members to the meeting so it was lovely to meet Rob and

Robin to the Stags and hopefully we haven't scared them too much away, and will see them at our local shows and big events with their Triumphs.

Remember we have a Facebook page, those who do social media, it is under [notts.tssc](https://www.facebook.com/notts.tssc). We try to put plenty of notices and announcements on there.

Myself and Nigel attended the NEC classic car and bike show in November which was a quiet but great event all round and celebrations all round as the TSSC along with TR Register and MG owners club received an award for best joint event for 2021 in Malvern, we are already looking forward to the August event at Stafford show ground. So look out for early bird tickets get them booked and have another super event. As without our members these events can't take place.

At Lubenham TSSC HQ on Sunday 5th December we have the Christmas open day so hopefully we will see you there feeling festive, and have a lovely hot mulled wine and mince pie with us.

Don't forget on Sunday 9th January 2022 we have the annual new year out courtesy of Derwent Valley starting from Sainsburys, Ripley, 10am in the car park. Come and join us, dressing up theme is doctors and nurses or the colour green. Dress your car as well, prizes to be had. £5 a car, raffle prizes, donations of prizes welcomed. And Carvery at the end of the run which you can purchase on the day.

We would like to wish you all a very merry Christmas and see you in the New Year.

Warmest wishes,

Nigel & Dix

Peterborough

www.tssc-peterborough.webs.com

Tel. 01780 666

In November we met-up at The Cuckoo in Alwalton. We'll be at the Bluebell in Helpston on Monday the 13th of December at 7pm for our Christmas Dinner, and we'll be at The Gordon Arms in Orton Longueville on Monday the 10th of January at 7.30pm. We're looking for a new home and trying out some likely-looking venues.

Doug has taken deposits and menu choices for the Christmas dinner, which I'm really looking forward to. It's been a fantastic evening in the past, and hopefully will be again this year.

Area AGM.

The November meeting was our first opportunity for an AGM for the last two years, so we proceeded swiftly on with catching-up. 2 years ago Doug decided that 21 years was long enough to have been joint AO, and Paul was thinking the same about himself. I (Charlie) volunteered to help-out, and Paul



Peterborough Scotland Central

Peterborough Continues

kindly agreed to carry-on as joint AO, although Doug was still very much there to help pull things together for us. With that as background, we held our Area Elections. To no real surprise, Doug and Paul resigned and I was elected as the new Area Organiser, and Steve has kindly agreed to continue as treasurer for another year.

I'd like to express a huge thanks to Doug & Paul for all their work over such a long time. The club nights were often very small When they started, and under their management have grown to regularly being 20 or so of us. I'm hoping to keep tapping their knowledge of course, but I'll try to do that without them realising.

I'd also like to look at giving specific chunks of responsibility to whoever has an interest in that area. I'm keen that those are not open-ended responsibilities, and only cover that specific area of interest, and it may be as simple as deciding where to meet-up for that event and at what time.

To that end:

We talked about having a run to the **Club HQ open day on the 5th of December**, and Steve will take point duty there.

We might organise a Sunday lunch run out to Barnack sometime in February, and I'll take point duty on that.

The Isle of Wight weekend is at the end of April/start of May, and if you'd like to take point duty on that then just say.

We also discussed the possibility of a run to visit "Just Jane", the Lancaster bomber sometime around May, and Doug will take point duty on that.

Colin has always shown a keen interest in the semi-annual (every 2 years) pilgrimage to Le Mans in July, take point duty on that.

In August there is the Inter-Club Triumph weekend at the Stafford County Showground, and again point duty is currently free.

Now I'll hand-over to Doug for "Behind Garage Doors":

My GT6 MOT ran out in August and has been languishing under it's cover on the drive. Sadly it had not been run for almost a year but we got the cover off, lifted the bonnet, squeezed the fuel lift pump 8 times, removed the spark plugs. I then span the engine over to get the oil circulated. I quickly cleaned the plugs and just put the gas blow lamp on the tips to warm them and popped them back in the head. I got in the car and pulled the choke out and turned the key and hey presto she sang into life. So here we are mid-October and I checked everything over:- brakes, lights, etc. and we set off to the MOT station in the village.

All was good - except the brake lights which were working (or I thought they were working) when I left home. So that was a fail! The new switch I had installed when we rebuilt the car had failed. When I got the car home - with it's MOT, as the garage replaced the switch for me - I tried to get a good solid current reading across the terminals and it kept varying. So the motto of this message is ensure you check the reading across the terminals is good on a new switch, don't rely on just because it's new that it's good!

Now having an MOT on the GT6 we joined Malcolm Abbs in his Stag in a run out on Fenland roads with other members of the Peterborough U3a Classic and Kit Car group for a lunch at a very busy Vine House Farm Shop & Café at Deeping St. Nicholas in late October.

Thanks Doug, It's always good to be reminded to check the function of replacement parts, even if they're new! (Just ask Colin about callipers on that)

Is anyone looking for a '78 Spitfire 1500 with over-drive in Brooklands Green? Brian Lawson has one to sell. Apparently it needs the ill-fitting replacement fuel tank sorting out, but was running and driving 2 years ago before it was put away.

Charlie

Scotland Central

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Tel. 07557 659311

www.tssc-scotland.org

FB. www.facebook.com/groups/TSSCScotland

We had a great meeting last night at the Harvester Restaurant in Hillington Glasgow it was good to be able to catch up in Person again, by the time you read this I will also have been through to the east coast meeting at the Hawes Inn, The Local TR register have also been invited to attend our November meeting and we will looking at working closer with them over the coming months,

I have made arrangement for our **Drive it weekend on 22 to 24th April** and hope as many as you as possible will be able to join us, we will be staying at the Panmure Arms Hotel in Edzell on the evening of 22 and 23rd April, If you wish to join us call David and his team on Tel No 01356 648 950 and book / reserve your hotel room before Christmas and use booking reference TSSC, Room are £95 per night and both Double and twin rooms are available,

The whole hotel is provisionally book out to the TSSC until Christmas, We will be having a run on the Saturday of around 80 miles, the route will take us over the Cairn o Mount to Breamar and then back via Glen-shee, One of the most scenic routes in Scotland more



Somerset

details will follow in the new year on this event ,

Our Annual General meeting will be held via Zoom meeting this year and will be on Thursday 2nd December starting at 7.30 PM Meeting ID 881 1982 1265, passcode 653356

<https://us06web.zoom.us/j/88119821265?pwd=ZzNWektPODgvNXZKTjZTFp2SmJrZz09>

I hope an many of you as possible will be able to join us and contribute to this meeting,

Please find attached some of the events planned for the 2022 Season

National Drive it day 2022 – 22 to 24th April –

Panmure Arms Hotel

18/19th June Thirlestane Castle – Lauder

25/26th June – Moffat car rally

9/10th July Glamis Castle weekend –

(probably my favorite show of the year)

19-21st August Triumph Inter Club events at

Stafford County Showground

More Events etc will be added in the new year.

Regards

Dave

Somerset

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Tel. 07778 923064

As you read this Christmas is only a few weeks away, our Christmas meal is in about a weeks' time and everything has gone a bit quiet.

So, to keep ourselves amused we have had a look at the TSSC Somerset Facebook Group and found that the number of members of the has grown from 159 to 192 (over 20%) since we became AO's back in March. We have noticed that the more people who post and comment, the more new members we get. For example, a couple of weeks ago there was a post with a couple of nice pictures that attracted a lot of comments and three new members joined. Whilst Facebook Group members are not all paid up TSSC members it is always good to promote our club and try and attract new members to our club.

Winter is beginning to close in now and a lot of members cars are being wrapped up and put away into hibernation. Other members are starting to think about all the jobs that need doing and are sorting out their winter clothes and overalls ready to spend cold nights and weekends in the garage. Then there are always those that just keep on using their cars come what may. Our slogan "Do More with Your Triumph" can have more than one interpretation.

We have been looking around Somerset at what some of our members are up to and it looks like it is going to be a busy winter in garages around the

county.

Scott Downes Spitfire has had a problem during this year with leaking clutch fluid. He will be replacing both the clutch and brake master cylinders soon. After the car has its annual service Scott is going to take the car on odd runs probably on sunny winter days.

Steve Hopkins moved house earlier this year and is working on getting a garage built by December then he can get one of his cars (GT6 or Spitfire) home and get on with some jobs.

Daniel Martin has just purchased a 1972 pi saloon which is in need of some TLC but basically solid. He is hoping to get it up together during winter and is also hoping to attend a club meeting soon.

Iain Watson has been unable to attend meetings or events due to family issues but has sent us some pictures of his '73 Spit IV. As he has done almost nothing on the

vehicle this year, he plans a lot of routine stuff but also to cure an unusual electrical problem. The temperature gauge works normally until he puts the lights on when it gradually climbs up to maximum. He blames this on a the rewire he did when fitting a home-made dash, which includes the fitting of a period correct continental hazard flasher. He also needs to replace the steering column bushes, so it's a good time to strip out the area and get it right second time around. While he's doing this he'll be able to fit the new tube and washer nozzles that have been in his parts box for last three years.

The main use the car gets these days is visits to the grand kids who love it. On one of a very few trips this year he says the car was driven in real rain for the first time this century.

Like many of us, lockdown provided Colin Davies with time to kick start his restoration project.

As far as he can tell, his GT6 Mk3 was last on the road in 2002 as that was the last MOT. Given the state of the bodywork its structural integrity was slightly questionable. He totally dismantled the car, wrapped, boxed and labelled everything that was removed; taking some photos along the way to assist in the rebuild. He sent the shell away for an Acid Bath to find out what lay beneath. When it returned the bodywork was slightly worse than anticipated, poor quality welding was revealed and there were many places of the bodywork looking like the top of a pepper pot. It was in a weld through primer in preparation for welding.





Somerset - Southern

Somerset Continues



Colin assessed his capability against the level of welding required and decided to send the body away for specialist repairs. He negotiated a price with a garage for welding

and painting. The welding was completed and the shell ready for paint when the first lockdown happened so the shell was locked in a workshop for over 4 months. Eventually things returned to the new normal and the paint was applied however when they moved on to polishing the paint was coming off. The paint supplier accepted there was a fault with the pigments in the paint and supplied a new batch and the garage prepped and resprayed at no additional cost.

Whilst the shell was away Colin sourced missing parts in readiness for the rebuild plus attacked the chassis adding brake and fuel lines, making minor repairs etc. When purchasing the car, he had been informed the engine was 'done' but after removing the rocker cover, he found finger tight nuts and missing studs so decided to look deeper. It quickly became clear that the engine needed some work so Colin found a Somerset company of engine builders that would take a look. Their report revealed the gasket had been put on upside down and thus wedged the head to the block which with all their equipment took them 4 hours to break apart. The engine did have a new rebore and new pistons which was very good work but there was also some very poor work like the sump had not been cleaned or emptied and it had 25mm of thick sludge in the bottom. The engine builders rectified the poor work and skimmed both the block and head due to damage. The engine has now been returned is fitted.

The shell is also returned and has been lifted onto the chassis so the rest of the GT6 rebuild could commence.

Colin said the task ahead this winter is to finish the rebuild, reglaze, retrim, connect the new loom test all electric circuits, fire up the engine get the 4 wheels aligned by a local garage and get an MOT.

It's a long list but we look forward to seeing Colins car on the road in the Spring.



There is no official club meeting In December as it is just a day after the Christmas meal, but we will be back as usual on **Thursday 13th January at the Knowle Inn on the A361 near Bridgwater.**

We wish you all a merry Christmas and a happy new year and hope that in 2022 the world can get back to normal.

Alan & Denise

Southern

Tel. 01252 722432

Hi all, a good turn out at the Seven Stars but just a couple of GT6's in the car park.

Dave Moore and myself did go to the Restoration Show at Stoneleigh Park, Warwickshire. It was quite disappointing compared to other years and comparing it with the restoration show at Shepton Mallet.

All that way and I only bought two sockets and a foot pump and Dave got six cans of gloss black paint. Oh well, at least it was a day out.

Christmas dinner at the Half Moon on 7TH December, for those going please remember to take a Secret Santa prezzy.

We have now decided on the Sunday lunches for the first part of 2022 the dates are as below.

Up and coming events

**December 7th Xmas Dinner @ Half Moon ,
Petersfield GU31 4BE**

**No regular meeting at the Seven Stars
for December
January 2022**

**Jan 1st Classic car meet @ The Elsted Inn ,
Elsted Marsh GU29 0JT**

this usually starts around 11am

Jan 4th Regular meet , Seven Stars GU32 3PG

**Jan 16th Sunday lunch meet @ The Golden Lion
Winchester SO23 0JZ**

**February 1st Regular meet the Seven Stars
GU32 3PG**

**20th Sunday lunch meet. The Bat and Ball ,
Hambledon PO8 0UB**

March 1st Regular meet the Seven Stars GU32 3PG

**20th Sunday lunch , The Hen and chicken,
Upper Froyle GU34 4JH**

**As from April the roaming meets on the
3rd Thursday will resume.**

As I won't be at the Christmas Dinner this year (This is due to an imminent house move) I would like to wish all our members a very Merry Christmas and a Happy New Year. Take care

Mark

EARLY DEADLINE

For Jan Area News

**Copy in By 6th December Please
Due to Christmas Break!**



North Staffs Suffolk - Surrey

North Staffs

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Merry Christmas everyone

Here we are another year flown by, and it's been another strange year with many disruptions to the classic car events, let's hope next year is a better one.

The last show of the season, the cheese show, was a little disappointing at Stafford showground, with far fewer cars than normal and no Triumph's to be seen.

There were lots of MG's, Morgans & Jaguars. It was the first time at this venue and was much later in the year than normal so this could have had an influence on the numbers.

What will 2022 bring for the classic car scene, E10 fuel, more problems getting the right fuel for our cars, green protestors blocking the roads at events trying to stop them being used.

The market though is certainly buoyant, I noticed a couple of Triumph sales recently, a 1974 GT6 with 20920 miles sold for what must be a record at £27,200 also an Amphicar sold for £57k, it had a rebuild at a cost of £83,245 spent on it, so a bargain for who ever bought the car.

A number of us have various jobs to do on our cars over the winter, so once the Christmas pudding & cake are finished it's back to the cold garage with maybe a hot toddy to help.

At the moment I've still to find a suitable venue for our Christmas meal as we felt unsure of the catering situation at the normal meeting place. suppose we could have a fish and chip supper if all else fails.

Wishing all staff and members a very merry Christmas and a happy New Year.

Dave

Suffolk

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Was a fairly quiet night again, dark evenings and cold / damp weather probably doesn't help. Russell could not make it, so again I have jumped into the breach to write the area news. I was going to send him some notes to write them, but I forgot as usual.

That said there was a couple of new faces, Mathew and his wife dropped down from near Downham Market. A month or so previously I managed to assist in the sale of a Mk3 GT6 to Mathew, to complement his 2 Spitfires and 2.5S estate. His next project once

a Spitfire is finished. And it is certainly a project, though not beyond redemption. He has also been helping Pete with the suspension alignment on his TR4A, though he ended up in hospital shortly afterwards. Totally unconnected I am assured.

Since the meet I have helped Chris collect another Stag, not one of the ones being chased last month, but a Mk1 that had a really good engine in it. It had had a vast amount of money thrown at it over the years, but a poor restoration (lots of filler over rusty metal) meant living outside had been bad news for the bodywork. Look out for a project Stag to come on the market in a month or so.

I also helped Lindsay source a gearbox for his TR6, Which is now being cleaned and polished to within an inch of its life apparently. He fitted the TR6 gearbox to his TR4A, which I have been told told has had the engine running for the first time in many years.

I am deep in trying to get the engine back in my Mk1 PI, so not much has been done to any of the other cars.

Hopefully see you at the December meet, On the 7th.

Cheers

Colin

Surrey

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Greetings all and an early Christmas cheer note. Missed out on words in recent months as seem to be somewhere in the ether but hopefully, these should work.

So back to a good summer, camping at Malvern was a great success, we all got there in one piece and back again, the views were spectacular, loads of photos in the mag I notice.

We have kept up our monthly meets and are now back inside for the winter evenings, a few new faces and the old ones with more hair but at least we have been covid free.

At time of writing Jeremy, Bob, Paul and I, along with vast swathes of southern England went to Spaplefield to watch the London to Brighton go by.

Fantastic show of old stuff, steam-driven and dodgy fuel but all moving, great fun and a nice drive out in the sunshine.

I am still trying to get my roof fixed on the Vitesse but that should be done by now. Paul finished his engine rebuild on the 5 and hurrah, it works. Thanks to the boys from Moss who keep us in parts, although this time of year is not really one for fettling. I did resolve my running problems with a new distributor on



Surrey West Sussex - North Wales

Surrey Continues

the Spit and so far all good.

Michael is happy working again after a long weekend off and the Caravan club all seem well. I will try and organise a Christmas beer somewhere on a train route so we have a jolly night out as we will miss the usual meet date at Chipstead.

Le Mans is shaping up for the long-suffering cancel folk and hopefully, Isle of Wight will be the first away, don't forget Laon.

Right, that's about it, will see you at the end of the month, cheers

Cliff

ture of Nigel's car standing alone at the Selsey. The stalwarts joining Nigel in October were Dominic, George and Bryan.

If you're wondering when we had a lower attendance, that'll be August of last year (when areas were briefly allowed to meet again) - Nigel and I were the only attendees that night.

With Covid still very much at large, it's unclear how successful indoor meetings will be this winter, so if you're thinking of coming along to our Area meeting, do check with AO Nigel before you travel.

Stay safe

John



West Sussex

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I know a few of us made it to the terrific GRRC Members Meeting at Goodwood in October, because Glen was there too and let me know. Neither of us travelled by Triumph though, so no pictures of our cars "on parade".

By way of compensation, here's one of Glen's Vitesse, with a recently fitted steering wheel, that I failed to report last month and another of a row of Dolomite Sprints that were taking part in the Gerry Marshall Trophy races at Members.



As this report will be appearing in the December Courier, I'm going to wish you a Merry Christmas and report on the treats a few of us are giving our cars.

Paula is treating hers to new lubes and fluids all round, new universal joints on the back axle, new fuel lines and rocker cover gasket, as well as a polish and the winter roof back on.

Jess will be treating her Herald to new front shock absorber and steering column bushes, to replace failing ones.

By the time you read this, I should have fitted a new coil to my Spitfire (hoping to address a misfire), shifted the steering column and fitted a replacement horn (to stop random parping).

Finally, I have to report what sounds like the area's second lowest attended meeting, evidenced by a pic-



North Wales

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Hello, everyone. Our first meeting back at the Trevor Arms took place on Tuesday 5th October, and Julia had volunteered to take the meeting on behalf of the M.G.s, with Helena doing the Triumph side as normal. All the usual business was gone through, and Neil Wallace announced that the Candles Charity Run that took place on Sunday 26th September, organised by the West Cheshire MGOC, raised a large amount of money in spite of the fact that less cars took place this year. At the time of writing this we have learned that £3400.00 has been donated to the Hospice of the Good Shepherd in Backford near Chester.

Everything was going o.k., then it all "kicked off". It was unbelievable:- certain members of the MGOC started verbally abusing people, and this included one of their own. They stomped around like pantomime villains, and if this had not been so serious it would have been laughable:- the only thing missing was the rotten tomatoes! One MGOC member was holding aloft a copy of a group chat, which is a private conversation between people, and should always remain so. The meeting then went from bad to worse, with another MGOC member shouting from the corner of the room, and no-one else could get a word in. They were like a pack of wolves baying for blood! It all began with one comment being put on social media, but someone took offence, and then it started to get personal:- this is how things get out of hand. The behaviour of some of the MGOC members was disgraceful. Therefore, the decision has since been made to take the Triumphs out of this group and walk away with quiet dignity.



South Wales

We have informed TSSC Head Office, as we thought it important that they knew of the situation. By the time you read this a new group will be formed, and we will be welcoming any marque.

Watch this space, we will now move forward with a very positive attitude!

So, that's it for now, but don't forget that you can always contact us by telephone or e-mail.

Regards,

Helena & Roger.

South Wales

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A much better month for TSSC South Wales having increased our membership by 3 new members. Just prior to our club meeting at the Lighthouse I got a text from new member Meg that she would be bringing her beloved Herald 13/60 along to the meeting which is a challenge indeed if you look at the state of the car park which resembles the surface of a long forgotten planet. Nothing to do with our kind hosts at the Lighthouse Inn but more in line with a local council decision to install a pay per hour parking meter rather than resurface the public access car park. Herals are built of strong stuff so Meg made it to the door of the Lighthouse having grounded on the cavernous potholes only a few times.

After our meeting we inspected Meg's red 13/60 convertible and concluded that it was a very fine example indeed.

Thumper Watson has recently acquired a new toy to play with having purchased the blue and white Vitesse advertised in the Courier last month. Having seen the car up close when Bern gave it a post-delivery inspection and service at his unit Paul has bought himself a really nice car at a real bargain price. This may have been tied in with the fact that the owner had tried to sell Paul the car a year earlier for a grand more and Paul had caught him out. In recompense he should consider selling it now for a grand less to compensate for trying to rip him off the previous year. With a saving of 2 grand and the keys in pocket Thumper was a happy man and may he have many happy miles with the club in the future in his very eye catching Vitesse which I know he will or the AO will get thumped.

We managed one run on Sunday 14th October which was well attended. Last year the club lost one of our dearest members Gwyn Evans and his close

family including Tim and Babs had arranged a memorial run around the roads and mountains of Wales which Gwyn had covered by bicycle, Spitfire and Dolomite over the years. We met

up at Nantgarw two arches café. Bern in his TR4a, Mikey J in his GT6, Andrew in his Spitfire MkIV and



John in his matching Spit MkIV and Jared in his Herald 13/60 saloon. Eddy and Mike the Cake were out in Eddy's Dolomite Auto and myself in my Spitfire

1500. Tim and Babs were in Gwyn's favourite Spitfire 1500 along with other close members of the family in various moderns. Paul and Barbara were in their Mazda Vitesse substitute and Howard in his Volvo. We set off and headed north towards Brecon and turned off towards Llandovery over the B and C roads made famous by many episodes of Top Gear. We parked up in Llandovery and headed for a hearty breakfast in the West End Café. The next leg of the run was to tackle the infamous Black Mountain Pass which takes you up over the West end of the Brecon Beacons. This was Gwyn's Spitfire gearbox and drivetrain test route and believe me it really does test your driving ability and the state of your cars mechanics. No pics of the cars on this bit as you have to keep your hands on the wheel and your wits about you, great fun though if you get the chance to drive it. We all met up at the small car park near the summit and had a few chats and remembrances of Gwyn with Tim and Babs before making our way towards Glynneath. I tailed Bern's TR4a for most of the way back to Cardiff and then lost him in the Sunday traffic.

A great day out remembering a friend and a real gentleman.

Merry Christmas in advance to all our members' friends and families as you will be reading this around the beginning of December.

Al

EARLY DEADLINE

For Jan Area News

**Copy in By 6th December Please
Due to Christmas Break!**



Wessex West Midlands

Wessex

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Will we, won't we, that was the question we were all asking, right up till an hour before when we decided to go on our last run of the season. I am unable to say that it was our last TRIUMPH run, as only one turned up in a Triumph TR, the rest of us wimped out and came in more suitable cars for the conditions, though we did have a brave soul in a 1966 Saab, and a Scimitar that did not do the run, but came along for the meal (the owner that is, not the car!). What a change from the gales and torrential rain of the night, the sun came out, the temperature was warm, a really nice day; that doesn't mean that the storms from the previous night did not effect us! The route included two fords, both of which looked too risky to attempt, so an about turn, and an alternative route which allowed us to re-join the other side, so that we could continue as planned. Fortunately we had all decided it best to stay together, so nobody got lost or left behind. Further on in the forest we came across more damage caused by the storm; from blown down trees which fortunately we could just about get past, to flooded roads where driving in the middle was the only way through, fortunately not deep enough to make us do another detour. Thanks to Trevor for organising a very interesting and eventful run, finishing at the Fish Inn for a well deserved Sunday lunch. As a footnote to the day, getting out of Ringwood was a problem as the roadworks that are going to be about for the next ten months has already started to impact, even though they are not officially starting until the last week of January. Certain restrictions have been put in place, which is impacting on the traffic flow; this being the main artery to the south west, be warned, best avoided for the next ten months, though this will be easier said than done!

The Christmas Dinner; this will be at the same venue as last year, and as the recently completed run, namely the Fish Inn, Saturday 11 December, 7.30 for 8.00 p.m. As always the final arrangements will/have been sent via the Triumph Wessex email.

The last meeting of the year will be on Thursday 30th December at the Tyrrells Ford, which will be handy to discuss what plans if any, that might be taking place on New Years Day; Classic Cars on the Proms is back on Bournemouth sea front, between 11.00 am & 2.00 pm, with other dates going into 2022. Talking of Bournemouth sea front, there is talk of staging an e-

Grand Prix in 2023 (similar to Monaco) and making it a regular event like the air show; already there has been some descent over how eco-friendly it really is, also the disruption of closing some of Bournemouth's major roads including the Wessex Way. Ten out of ten for trying, but whether it will be more show than glow, who knows. The Isle of Wight is also debating an Isle of Man style TT road-race, with similar concerns being voiced, along with the safety aspects and who is really going to benefit.

That just leaves me to wish all, a happy Christmas & New Year; I won't tempt fate and say more than that as things still look a bit precarious and unsure!

Keep smiling

Martin

West Midlands

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Merry Christmas everyone, After a group discussion it was decided to continue with a January get together as things get nutty over the Christmas period, having a slight problem confirming a location as yet, I can find one for 28 people, but still working on it we will however set a date of **Saturday 15th January 2022**. Tickets available soon!

Pete, Darren, Wendy, Shawn and myself attended The National Restoration and parts show at Stoneleigh although we did manage to totally avoid each other!

I joined Darren and Wendy at the Members meeting at Goodwood, I had never been before and it was quite an eye opener, our regular contributor Ashley Mills is one of the organisers of the event, he is always on the lookout for people to assist with a charity collection there, we all did it and did quite well enjoying some banter with the crowd as they passed by.

West Mids are involved with the National Classic car show Stephen Clapcott, Luke Richards, Steve & Liz Hudson, Phil Tabberer, myself, Darren and Wendy, all taking it turn to run the stand.

I suppose the long nights with slow down the use and restoration of our cars, however 19 people attend the West Midlands monthly meeting at the Drake Drum, the Sharmans Cross meeting has been suspended for now, if you are interested in taking it on in the spring make contact with me to discuss.

My convertible project is progressing, she has arrived at the body shop for preparation and spraying, it looks like the original engine (severely corroded after 45 years standing) is beyond reasonable and economic repair, so after looking for quite a while I went to Chepstow and bought a secondhand unit, it looks good with obvious signs of overhaul, also found and purchased an overdrive gearbox.



North Wiltshire Worcestershire - North Yorkshire

Shawn has had some corrosion rectified on his 13/60 and it looks great.

That's about it, see you next year, first Tuesday of the month, Zoom meets continue weekly by popular demand, you're more than welcome to join in.

Chris

North Wiltshire

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Sarah and I would like to thank everyone who has come to our meetings at The Foxham Inn this year. We are still a new Area and really appreciate the support of members coming out to join us. We would like to wish everyone a Merry Christmas and all the best for the year ahead.

This month's meeting will be on Tuesday 14th December from 7:30pm at The Foxham Inn. It would be great if you could join us. Cheers

Craig & Sarah

Worcestershire

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Well a very exclusive meet this month with only 9 members venturing out and only 1 club car (well done Nick!). As a result there was not much news - only a repeat of the dates for the NEC Classic Show.

However, Vicky did mention the calendar again and asked for pictures if you want one because at the moment it might be just pictures of her car and Roger's - so start digging and photographing guys!

She also suggested that it might be worth checking calendars for events or possible outings!

There was a general discussion about renovations and repairs and place or sources for parts of people to do things for us. Luckily I've already got someone to sort my Spitty's gearbox as well as some ne, seat foams which haven't turned to sawdust, although I've still got to fit them.

So I suppose a lot of classics will be getting wrapped up or SORNed for the winter months, I shall have to remember to put the hood up to prevent it shrinking as it did one year. Managed to get it sorted though thankfully.

Anyway, that's all folks, so enjoy your Triumphs if you do venture out in them, otherwise keep safe and well and see you at the next meet (December 6th) currently at the Pear Tree, Smite.

Stef

North Yorkshire

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Hi All Triumph fans, just a short one this month now winter is fast approaching with the dark evenings our Tuesday evening meetings have been cancelled until March but our Fourth Tuesday meeting at the Hare and Hounds will continue throughout the winter. Depending on the weather we have planned on meeting up at the Motorist on the second Sunday of the month around 11am during winter months, not sure how this will go but would be good to see members with or without the Triumph.

Both our October meetings went well, not so many cars but plenty of members from our joint meetings with the TR Register, main talk on the evenings was what we planned on doing over the winter months, Jeff is planning on getting his Spitfire electrics sorted after fitting a new loom, Keith with his GT6 has work planned on both engine and body work and I have plans on fitting a new fuel tank and cylinder head tweak. So please let me know what you have planned along with photos would be good?

Grace is building up on numbers for the Christmas bash held in January so contact her for more details, because of Christmas our December meeting will be cancelled and we hope to meet up as usual for the January one. So to all our members I hope you and your families have a good Christmas along with a happy new year.

Keith

EARLY DEADLINE

For Jan Area News

**Copy in By 6th December Please
Due to Christmas Break!**

Triumph Sports Six Club
Derwent Valley and Notts Areas

New Year Run 2022

Sunday 9th January 2022

This year's fancy dress theme is

'Doctors and Nurses'

so dig out those outfits for our annual winter drive in our classic cars. Alternatively you could wear green in support of our cause.

Meet at Sainsburys, Ripley [Postcode DE5 3QP]
from 10am to leave at 10:20am.

There will be a mid-point stop and Sunday lunch
maybe purchased at our final destination.

Entry fee is £5 per car with all funds
raised donated to charity

There will be prizes for the best fancy dress
and best decorated car.

All makes of classic car welcome.
Modern cars can come along too.

For more information contact:

Colin Wright - 01773 531 580 - colin.tssc@btinternet.com

Nigel Hill - 07976 163 006 - nigel.hill@hotmail.co.uk

Roger Buck - 07970 619 149



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