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THE COURIER NUMBER 503 MAY 2022 TRIUMPH SPORTS SIX CLUB

THE COURIER

No. 503 MAY 2022



THE May 2022

COURIER

Price £3.50 Free to Club Members.

THIS ISSUE - 503

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PIC BY **Jade Gallienne**

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

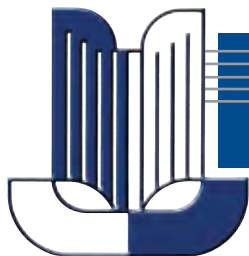
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THE GET OUT

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 2022

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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

Tel: 01455 639 000

CLUB SHOP - Mail Order or Local Pick Up

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

TSSC ACCOUNTS

Trudi Prettyjohns, TSSC HQ, Sunderland Court,
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 **2022 meetings:**

TSSC AGM **24 September**

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

Return to Stafford

We are already into May and things are beginning to look brighter for us after Covid, we all need to stay alert and good house keeping practices and keeping ourselves safe.

We were given an award for our joint event with TR Register and MG Car Club, winning Club of the year 2022 at NEC Practical Classics show in March.

Our Triumph and MG Weekend is now organised and planned for this year, which is our year to host at the ever popular Stafford Showground. Plenty of meetings with the other club's organisers to see what is where and what is to be done. So here we are so far, we have full use of the grounds where camping and caravan is happening so get yourselves booked in asap. Electric is limited but generators are welcomed. Plenty of showers and toilets available we also have an on-site shop which is catering for your everyday essentials. There is a regular bus to and from to Stafford town centre also to Uttoxeter. On site we have use of a cafe, who are providing breakfast, lunch and tea. Inside Bingley hall is the Bingley hall inn pub, also the Ingestre suite where the evening entertainment will happen, there is a disco on the Friday night and a live band with a disco on the Saturday night. Large set up inside Bingley Hall with trade stands and the autojumble outside, Autosolo is also outside.

The young members are organising Rocker cover racing in Bingley so get making



and race it. The dog show is happening, miniature railway is running for us and in the main arena we have Wayne and Sam commentators on show cars and anniversary cars which this year is four for the TSSC. 1600 Vitesse, The Courier van, the Dolomite 1800 and Spitfire 4 MK1 anniversaries. Other clubs are joining us, namely the Stag Owners Club, Club Triumph, Standard Triumph and many more. To guarantee your entry, please purchase your tickets as soon as you can (www.tssc.org.uk - go to Club Shop and then click on Events box) or pay on the gate.

Near the ground there are a few changes as more eating and drinking facilities are now available within minutes of the site. Local Co-Op with speed bank machine.

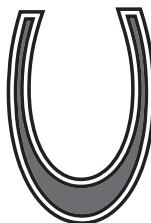
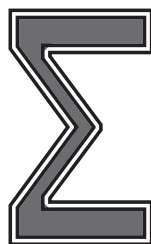
All this is happening from **Friday 19th of August to 21st of August 2022.**

Looking forward to seeing you there with your Triumphs.



NIGEL HILL

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

May 2022

FRI/SAT/SUN 6/7/8 MAY 2022 - TBC
THAMES' SOUTH OF ENGLAND MEET
LEATHERHEAD

CONTACT MICKEY HAZELL 07773 623807

June 2022

FRI/SAT/SUN 10/11/12 JUNE 2022
WEST YORK'S DALES RUN

CONTACT ALAN HEATON 07944 909823

THURS/FRI/SAT/SUN 16/17/18/19 JUNE 2022
DERWENT VALLEY'S PEAK RUN WEEKEND
ASHBOURNE, DERBYSHIRE

TEL: 01773 531 580 E: colin.tssc@btinternet.com
W: www.peakrun.weebly.com

SAT 18 JUNE 2022 PEAK RUN EVENT INCLUDES
TRIUMPH SPORTS SIX CLUB DAY
GREAT BRITISH CAR JOURNEY MUSEUM
CONTACT COLIN. 01773 531 580
E: colin.tssc@btinternet.com

July 2022

FRI/SAT/SUN 1/2/3 JULY 2022
TSSC TRIP TO LE MANS CLASSIC 2022

Spaces available: 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

September 2022

FRI SAT SUN 2 3 4 SEPTEMBER 2022
BOND EQUIPE WEEKEND
ROYAL AGRICULTURAL UNIVERSITY
AT CIRENCESTER
CONTACT. GUY SINGLETON 01672 514241
email. guy@bondequipe.org

SUN 4 SEPTEMBER 2022

TSSC HERTS & BEDS
DUXFORD ALL TRIUMPH & CLASSICS DAY
IWM DUXFORD - CB22 4QR
CONTACT PETER LEWIS. 01582 750943
EMAIL . peter.h.lewis@ntlworld.com

CLASSIC CAR SHOWS (CLUB INVITED)

June 2022

SAT/SUN 11/12 JUNE 2022
MG LIVE! AT SILVERSTONE
DISCOUNT CODE - TSSC MEMBERSHIP NO.
BOOKINGS AT: www.mglive.show

August 2022

FRI/SAT/SUN 26/27/28 AUGUST 2022
CLASSIC SILVERSTONE
www.silverstone.co.uk/classic-car-clubs
Discount Code 005CCDP22

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.

£20 Payment By BACS Transfer only please as This is much more Secure than Card details.

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

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



Triumph Sports Six Club VALUATION CERTIFICATE

TSSC INSURANCE PANEL	Footprint James 01858 434424 info@tssc.org.uk	Peter James 01858 434424 peter.james@tssc.org.uk
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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 Valuation data to validate certificate

VEHICLE DETAILS - MUST BE COMPLETED									
Model & Mk	Reg Number	Body Type	Engine Size CC	Year of Manufacture	Year of Registration	Number of Seats	Number of Doors	Date of purchase (Year)	Previous Price

Overall Conditions - CONCOURS, A1+, A1/S - Serviceable, P - Project									
Body	Paintwork	Chassis & Tyres	Engine & Gearbox	Interior	Exterior	Transmission & Suspension	Electrical equipment	Wheels	Figures of Vehicle Item

CONCOURS: The vehicle used in conjunction with a certificate of original specification, free from alterations, faults and wear. The vehicle's components should be free from any but trivial faults and should work efficiently.

A1/S - SERVICEABLE: The vehicle must be in a condition to be driven on public roads and should be roadworthy.

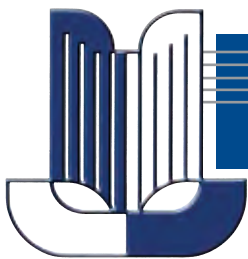
P - PROJECT: The vehicle is usually in need of a full restoration of all its components.

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

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

Provided the details and member's valuation are in order, or the will be agreed. If the Club Car has been used or under valued for the purpose, a more realistic value will be set and any loss will be reduced accordingly.

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



NEWS REVIEW

Monthly News of a Triumph Nature

Le Mans Classic

1/2/3 July 2022

We still have some spare camping pitches and also entry only tickets for this years Le Mans Classic. Limited availability so ring Angie on **01858 434424** to Guarantee your Pitch now!

Or email info@tssc.org.uk to more information.

MGLive!

MG Car Club invite all Triumph owners to MGLive! at Silverstone 11th & 12th June 2022

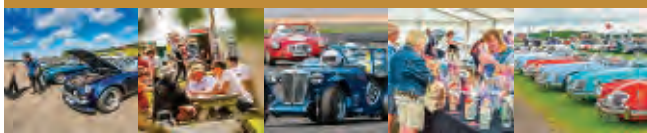
The MG Car Club has not only thrown open the doors to MGLive! at Silverstone for all Triumph owners as the collaboration between the two marques grows, but have also added a class specifically for us in their annual AutoSOLO.

All TSSC members will also qualify for members' discount entry by simply inputting their membership numbers into the online portal for ticket sales via www.mglive.show. To enter the AutoSOLO, taking place on Sunday 12th June, simply fill out the entry forms for the AutoSOLO Taster session found at www.mglive.show/motorsport. The event offers an expansive lifestyle marquee for everything from crafts to fashion, live music throughout, live arena and a packed schedule of motor-



THE WORLD'S LARGEST CELEBRATION OF ALL THINGS MG

MGB at 60 celebrations // The latest cars from MG Motor UK // MG racing action all day with MGs from many eras // Other invited classic car marques // California Cup Autotest and Autosolos // Concours & Pride of Ownership // Lifestyle marquee with crafts, fashion and more // Autojumble // MG specialist traders // Cars for sale // Club displays including our Registers and Centres // Live music // Live arena and interviews hosted by Wayne Scott and guests // Variety of food and drink stalls // Kids activities // Circuit Parade Laps for anniversary models // MGs as far as the eyes can see!



BOOK TICKETS NOW VIA [WWW.MGLIVE.CO.UK](http://www.mglive.co.uk)

sport, including Triumphs on track using the full circuit at Silverstone. Book now via www.mglive.show.

Standard International Rally

All owners of Standards and Triumphs are welcome to attend the **Standard International Rally on June 24th - 26th at Cranfield Management Development Centre**. Three days of events, including a visit to the Bletchley Codebreakers Centre, Red Bull Racing at Milton Keynes and the Shuttleworth Aircraft and Car Collection.

Entry from just £10 for the Static Rally on Sunday 26th. Optional 4 star hotel Accommodation with meals is available

All the details and to book, please book online by going here: <https://www.standardmotorclub.org.uk/2022internationalrally>
ALL STANDARDS AND TRIUMPHS ARE WELCOMED

**Phil Homer Vice Chairman
Standard Motor Club**



Steering the Right Course

Hi folks, I am typing this month's article on a very sunny and warm day in late March. What a difference from the gloomy winter days we have been having over the last few months. Hopefully as you are reading this in May the weather continues to improve, and Spring will be well and truly with us.

Moving on to this month's article in which I will attempt to cover how to replace or refurbish the bushes in the steering column, [Picture 1](#). From my experience there were two types of bushes used. As far as I can remember the Nylastic type was the earlier version, [Picture 2](#). Also, this may have been another case of using alternative suppliers to keep the pro-



Pic.1.



Pic.3.



Pic.4.



Pic.2.



Pic.5.

duction lines going. [Pictures 3 and 4](#) shows the two types with the Nylastic type on the right. This is much smaller therefore it won't provide the same level of support as the lefthand one. Both types are made up in three layers. There is an outer bush made of rubber which comes in contact with the outer fixed column.

Next there is a metal middle section which holds the third bush. The third bush supports the steering shaft/column and is made of nylon.

[Picture 5](#) shows the two types of OE nylon liners. Generally, this is the part that wears and therefore resulting in some lateral movement in the steering wheel and in severe cases, this has resulted in an MOT failure. Don't get confused with play in the steering due to wear in the associated components, as an example the wear in the coupler between the steering rack and the steering shaft/column.

The next step is how do we deal with this problem of the latter. There have been several ways used over the years, so let's start with the factory method as we should. This states we should drift out each bush with a suitable rod.

The rod must be small enough to fit through the first bush to get to the second bush. You then must inch out the whole bush by drifting it on left and right sides, [Picture 6](#). Be careful because the rod cannot

Though I am not too sure what happens when the outer fixed column is full of worn bushes!

The third method I have seen is concerning

the inner nylon bush. As this is the area that normally wears out a pair of duck nose pliers can be used to extract the offending bush and replace it with a serviceable item in the same manner, [Picture 8](#). As this can be done with the original



Pic.6.



Pic.7.

be used square on to push the bush out this could result in damage to the soft aluminium outer fixed column. For the same reason don't be tempted to clamp the outer fixed column in a vice. If you are having difficulties removing the bushes, then clamp the rod in the vice.

Once the first bush is out then the remaining one can be removed using a suitably larger diameter rod and drifted out square on, which is much easier. The two different diameter rods used to drift out the bushes are shown in [Picture 7](#) which I have used for many years.

The second method has come about where people have had difficulty removing the first bush and to prevent damage to the outer column both of the defective bushes are drifted squarely further into the column and replacements drifted on top into the correct position. There is an argument for this method that it will give extra support for the inner shaft.



Pic.8.

bush still in the outer fixed column you don't have the drifting out problems. There are a couple of concerns with this method, the first being the existing rubber bush should be in good condition and the second is you must purchase the whole three-layer bush assembly just to get the inner nylon bush. It should be noted that this method can only be achieved with the larger, OE, bush as the smaller type is no longer available.

Whilst we are on the subject of availability,



some of the reproduction bushes now on sale don't have a removable inner bush. [Picture 9](#) shows the OE type on the left and the repro-

duction type on the right. One supplier who only specialises in TR2-TR6 parts is offering the larger bushes made to the OE specification. I would guess as the same bush is used in TR4 to TR6 they are meeting a demand from our TR friends for an original component and at £11.94 each I thought they were good value. The problem with removing the whole bush assembly out or drifting can be further compounded by the outer rubber bush becoming hard over many years of use. There are two ways of overcoming this.

The first being to soak the bush in oil or better still use Hellerine M Lubricant which is kinder to the rubber. Leave this for a few days before attempting to drift out the bush.

But remember to remove any oil before fitting the new bushes.

The second, which unless you are very careful can be dangerous, is to heat the bush using a heat gun. Also you should cut off the side locating lugs as every little helps. But remember the bushes have been in the column for fifty plus years, they have become well and truly ac-

customed to their surroundings and will take more than just removing the locating lugs, [Picture 10](#), to make it move. So, you should use a lubricate or heat to move the bush.

The upper bush is the one that normally wears first

and in some cases the surface of the steering shaft will also be worn and replacing the bush won't fully overcome the problem. If you can't find a good replacement shaft, then the next option is to fit the replacement bush further down onto an unworn part of the existing shaft.

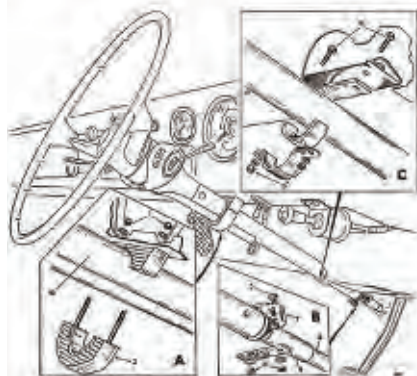
As this will offer less support due to greater leverage, an additional bush should be fitted in the original position.

I have also seen another method to overcome this problem where the worn shaft is smoothed down and the inner nylon bush is backed with plastic in-



STEERING COLUMN

In the interests of safety, the steering column is designed to telescope on impact, thereby lessening the danger of injury to the driver. This safety feature has the additional advantage of providing the driver with a limited amount of steering column adjustment which may be carried out as follows —



- A. Nuts securing top bracket
- B. Top bracket
- C. Nuts securing lower bracket
- D. Bolts securing lower bracket
- E. Impact clamp bolts
- F. Impact clamp nuts
- G. Lower rotating column
- H. Upper rotating column
- I. Outer steering column

Fig. 105. Steering Column Supports and Impact Clamp.

- Adjustment (Fig. 105)**
1. Slacken the clamp nuts (1) securing the outer column to the fascia. See inset "A".
 2. Slacken the clamp nuts (3) and the bolts (4) which secure the inner column to the bulkhead. See inset "C".
 3. Release the clamp plate from the clamp (7) by slackening the nuts (6) and the bolts (5). This will then permit the inner column (8) to be moved within the inner upper rotating member (9).
 4. If it is desirable to increase the length of the steering column, this may be achieved by gripping the outer column (10) below the switch assembly and moving the column upwards to the required position. If the steering column is being shortened, this is achieved by simply pushing the steering wheel down to the desired position.
- Important.**—Do not pull the steering wheel to lengthen the column, such action may damage the ballastor self-cancelling mechanism.
5. Re-tighten all clamp nuts and bolts previously slackened.

Later Type Impact Clamp—(Fig. 106).

The later type impact clamp incorporates an Allen screw and locknut to provide a more accurate setting of the load required to telescope the steering column.

To adjust the steering column length, proceed as follows —

1. Slacken the lock nut (7) and using a 1" A.F. Unbrako hexagon wrench, unscrew the Allen screw (8) one turn.
2. Carry out operations 2, 3, 4 and 5 above.
3. To obtain the correct impact clamp setting, use a 3" A.F. Unbrako hexagon wrench to tighten the Allen screw as much as possible without bending the wrench, then tighten the locknut (8). This is equivalent to 4 lb. ft. torque.

- 1. Outer column
- 2. Bolt
- 3. Spring washer
- 4. Impact clamp
- 5. Upper column
- 6. Lower column
- 7. Lock nut
- 8. Allen screw
- 9. Plate

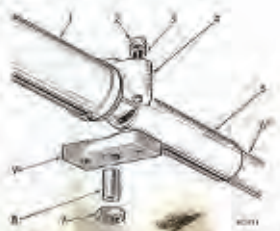


Fig. 106. Later Type Impact clamp.

Pic.12.



which can be used if the existing ones do fail.

For completeness I have included the original, 1960, Standard Triumph instructions on adjusting the steering column, [Picture 12](#), which should help with the re-assembly.

Back to show time and on to this year's Inter-Club where we will be celebrating the 60th anniversary of both the Spitfire and the Vitesse. So, this is a good time to bring your Vitesse and Spit to the event. There is a difference from the 50th where we filled the hall with all models of Vitesse. This time there will be a display featuring just the Vitesse 6 (1600) in the hall and not the 2 Litre models. As a result, we are looking for as many 1600's as members can provide to put into the hall. So please bring your Vitesse 6 to the Inter-Club this year.

Keep Running On All Six

Dave

sulation tape to take up the difference. Please don't shoot the messenger as this has happened in the past, I am just telling you what I have seen over the years.

When it comes to fitting the new bushes drift them in squarely with the larger diameter rod, again use a lubricant (Red rubber grease or Hellaerine M Lubricant) and ease the locating lugs into the outer fixed shaft with a screwdriver or knife. Don't forget to remove the horn contact ring before attempting any of the above. Remove this by prising up the upper and lower tags, be careful as they can break off. [Picture 11](#). There are additional unused tags at either side





INTERNATIONAL LIAISON

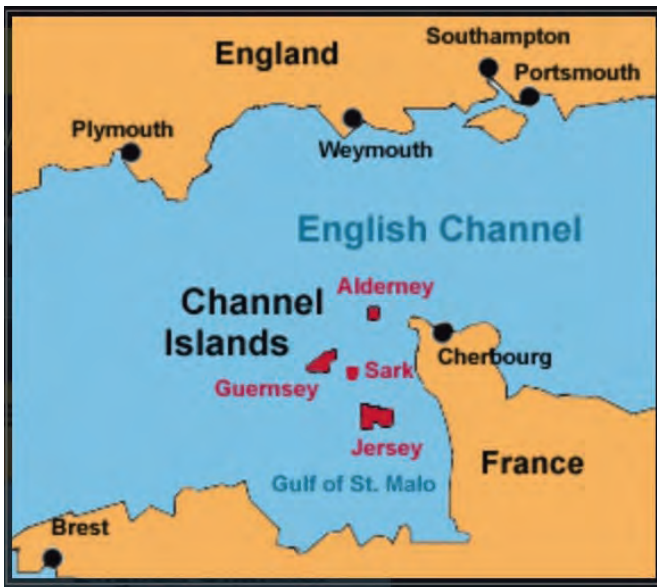
JOHN LAY & JESS SMALE
international-liaison@tssc.org.uk

Virtual visit to the Channel Islands

A few months ago, we were browsing through the updated TSSC membership list, to see whether there'd been any changes in the TSSC International community. To make that a bit easier, we always start by doing a country by country sort. This time, we realised that there were quite a few members who were not in the UK, but who hadn't been picked up as International either.

Hoping to improve inclusivity, to involve them more with the Club and to raise the profile of their parts of the world, we decided to begin by writing to our Channel Islands members. With Sark having a population in the hundreds and Herm having no cars, it's no surprise that we don't have members on either island. But we do have members on the other three islands, so we reached out to them, to ask them to take us on an introductory tour of the classic car scene - and Triumphs in particular - in the islands. Luckily, several replied, so we are delighted to be able to begin that process this month by taking a look at the Channel Islands - not only on these pages, but also on this month's cover (thank you, Bern!).

Before we look at the classics, let's begin with a few words of general introduction - and an explanation of the Islands sta-



tus - lifted straight from the Crown Dependencies website:

The Channel Islands is comprised of two Crown Dependencies the Bailiwicks of Jersey and Guernsey. The Bailiwick of Guernsey is comprised of the Islands of Guernsey, Alderney, Sark and Herm.

Situated 10 to 30 miles off the north-west coast of France, the Channel Islands are not part of the United Kingdom. They are dependent territories of the British Crown, as successor to the Dukes of Normandy.

The Channel Islands were part of the Duchy of Normandy when Duke William, following his conquest of England in 1066, became William I.

In 1106, William's youngest son Henry I seized the Duchy of Normandy from his brother Robert; since that time, the English and subsequently British Sovereign has held the title Duke of Normandy. <https://www.royal.uk/crown-dependencies>

Jersey

We begin our tour on Jersey, which has a population a little over 100,000, of whom 11 are currently members of the TSSC. **Pam Laurens** wrote to tell us of the Jersey Classic Vehicle Club.

She sits on its Committee, alongside her husband **Frank**, who is the recently elected Vice Chairman.

"Our Club is open to members with all Classic Vehicles. If they don't own one, but have the interest, they are also welcome."

In normal times we meet on the last Sunday of the month for a chat and coffee in one of the Parish Halls in Jersey, namely St Clement's. However, at the time of writing, we are still meeting but - due to Covid - only in the carpark of the Parish Hall, before going for a short Vehicle Run.

We also organise Runs in the Summer that finish with a picnic and organise special Runs, including the Valentine, Easter and Christmas ones. We are involved with the Jersey International Motoring Festival held in June, with a static display and also organise static displays at a number of different events held on the island."

Very helpfully, Pam and Frank also persuaded the Chair of the JCVC - **Tim Pallot** - to write to us. Tim - a TR7 owner - kindly told us a little more about the Club and the classic vehicle scene in Jersey:

With Jersey being a small Island the idea of having a club for each marque is not really practical so the Jersey Classic Vehicle Club was formed in 1992, catering for all types of ve-

runs & other social events during the year.

Many of our members, like myself, are members of UK based clubs & I was interested to note that you have 15 members in the Channel Islands. I appreciate that due to data protection you are unable to disclose names, but I will ask our Triumph owners if they are members of the TSSC. I note that, as with most clubs, you have reports



hicles from tractors and motorcycles to cars and commercial vehicles.

The club currently has over 150 members with some members having more than 1 vehicle. Our main meeting is held on the last Sunday of each month & we also hold coffee mornings & road

from various parts of the world, so I will twist Pam's arm to send you updates when we hold events.

More information about the JCVC can be found on our website:

jerseyclassicvehicleclub.je .

The photos show my TR7, our UK member's 2500 which visits the Island every year and an amphibious vehicle, which I believe runs on Triumph mechanicals, and which was seen on a club trip to France & is

in full working order - I experienced a trip out on the river myself.

Tim also sent the Jersey Classic Vehicle Club diary of events for this year - covering the Club's own activities and others in the Channel Islands - and also extended this lovely invitation:

"If any of your members are thinking of visiting our lovely island please get in touch so that we are able to meet up"

Amongst the events listed, we spotted:

2-5 June Jersey

International Motoring Festival

19 June Guernsey Classic Vehicle Show

17 July JCVC's 30th Anniversary display & run

14 August JCVC Car and Commercial Run

17-18 August Guernsey West Show

The Jersey International Motoring Festival is the largest motoring event on the Islands and certainly looks like a super reason to visit.

We're certainly going and will report back in a future Courier. If any other members - Channel Island resident or not - are going to be there, please let us know on **international-liaison@tssc.org.uk** and please send us a brief report and pictures to include.

Richard de Gruchy - a Vitesse owner - wrote to recommend **Le Riche Automobile Restorers** <http://www.leriche.com> and the owner **Ian Le Riche**, who he has dealt with for many many years (and who restored his Vitesse, as well as selling him a 356A and a few motorbikes, etc). Richard also offered to contribute to anything that Ian produced, so we hope we may see them in June and also hear from them in future!

Guernsey

Next we hop across to Guernsey, where we have 3 members amongst the population of just over 60,000. **Phil Roussel**, who currently owns two Triumphs - a Vitesse and a GT6 -

along with an early Defender, a classic Mini and a Corrado - tells us a little bit about himself and the classic vehicle scene on Guernsey:

I first joined the TSSC in 1987 with my first Vitesse and have had many club cars since in various shapes and guises.

I am a member of the Guernsey Classic Vehicle Club (GCVC) where there are a number of Triumphs in attendance on regular events, including my Vitesse and a Spitfire from the Chairman, shown on a run earlier this year.

The GCVC runs an annual show with a turnout



of several hundred classic cars of all types with some 4000 visitors, many Triumphs in attendance, not bad for an island of 26 square miles.



It's free to attend (£5 for the car park) and free to exhibit. It is a great family day out in mid-June (always Father's day) with a community feel and great to see what comes out of the wood-



of TR7s tucked away somewhere but not seen. Despite its size and small population classic vehicles and motorcycles abound, with Morgans, MGs, Aston Martin, Jaguar, Isetta, Hillman, Sunbeam, Austin 7, Morris Minors, Minis and Mini Mokes occasionally seeing the light of day.

work. This picture shows 3 of my cars at last year's show.

One thing that is different about island cars is the mileage, my GT6 sits at 85,000 genuine miles and my Vitesse at 78,000 both genuine from new. As it is a small community, if it is a local vehicle it is usually easy to get the provenance and so prove the mileage.

Phil - whose Vitesse features on this month's cover - very generously offered to be a contact in Guernsey, so if you're thinking of heading that way, or just fancied a long weekend away in a lovely relaxed island, do get in touch with us and we'll pass on his contact details.

Most of the Guernsey pictures - along with the cover picture - are from the Guernsey Classic Vehicle Club's Facebook page and were all taken by **Jade Gallienne**.

Alderney

We finish our brief tour on Alderney, which has a population of around 2,000 and which can boast of being the only island to deliver a 100% reply rate to our missive! Mind you, this was a case of "all or nothing", as we only have one member on the island!

Nigel Clarke wrote to tell us a little about Alderney: the 3rd largest Channel Island, and indeed the only one actually in the English Channel.

It's 3.5 miles long and 1.5 miles wide - if I drive around the island I can just about clock 8 miles, which makes the limited mileage clause on classic policies redundant, and even the lowest of 1500 miles a target to reach.

To my knowledge there are 5 spitfires on the island, all MkIV, a mix of 1300/1500, a couple of Heralds and a Vitesse. Rumour suggests a couple

spitfire by the harbour here in Alderney (for sale in The Courier and elsewhere as we go to press) which we have had here for 7 years. We also



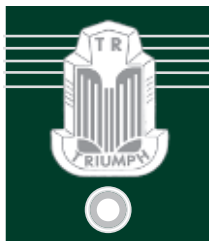
have a TR6 and Tr3A, the latter hopefully to come here when the Spitfire is sold.

Thank you

Thank you to everyone who replied to us, and especially to Pam and Frank Laurens, Tim Pallot, Phil Roussel and Nigel Clarke, for that quick trip around the Channel Islands. We hope you've enjoyed it and maybe been tempted to visit. If you are tempted, do contact Phil Roussel in Guernsey via us, or contact the Jersey Classic Vehicle Club directly, as they will clearly be pleased to hear from you. And do write and tell us as well - it would be good to do a follow up report later in the year.

As ever, a monthly Courier report remains a hungry beast to feed, so - wherever you may be in the world - please do contact us with any reports or snippets about you and your Triumphs outside the UK (whether resident or just passing through) at international-liaison@tssc.org.uk and we'll be delighted to include you in the pages

Jess & John



TR 4/4A/5/250/6

BERNARD LITTLEWOOD tr4-tr6@tssc.org.uk

Fuel Hose Change - R9

Over the past few months, any classics that I have worked on that has involved the fuel system, I have offered to change the existing hoses for the R9 ethanol resistant type.

I have found that quite a few hoses and plastic filters had shown signs of degrading, whether that was because of their age or the effects of E5 fuel I don't know as I thought that plastic was ethanol resistant, but with E10 fuel now in most fuel stations and some horror stories circulating an extra £10 - £20 (the cost of less than 3 gallons of fuel) spent on potentially protecting your car (and yourself) is a price well worth paying.

Also, a couple of other marque classic car clubs in my area have hired my unit and car lift for the day to make it easier to get under their cars to maintain them and change the fuel hoses on their cars, so I thought it time that I did the same on my car.

With the battery disconnected and my TR on the lift, I used a hose clamp on the rear fuel hose that connects the tank outlet pipe to the main fuel pipe. I cut a piece of 5/16" bore R9 hose to the required length and used a clevis pin to block the one end. The hose clips securing the existing hose were



New R9 hose fitted to Tank line



New Hose in Place



Old Hose Clamped

then slackened off. I pulled the existing hose off the tank outlet pipe and fitted the new R9 hose which was blocked at the other end with the clevis pin, relying on my cat like reflexes meant that only the slightest drop of fuel was lost while the hoses were switched (not really I received a face full of fuel, my fault as I was too lazy to drain the tank and the fuel outlet pipe comes from the bottom of the tank on my 4A unlike Spitfires which have a pick up pipe exiting from the top, so I couldn't use a pump to blow the fuel back into the tank to stop the

syphon action). The new hose was then



clamped with a hose clamp, the clevis pin removed and the other end of the old hose was pulled off the main fuel line and the new R9 hose was quickly pushed onto it and the hose clips were tightened on both ends of the new hose.



The lift was lowered and the hose (with a fuel filter) from the main fuel line to the pump was removed. I always use re-usable fuel filters and when I took it apart to clean it, I was surprised at the amount of debris that the filter had pre-



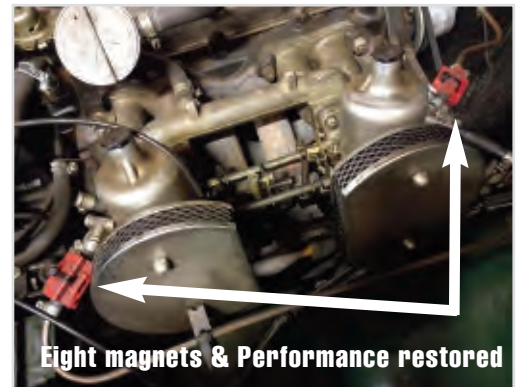
vented from entering my fuel pump and carbs!

New 5/16" bore R9 hoses were fitted to the fuel filter using the same lengths as removed and the assembly was fitted in place and the hose clips



tightened.

New 1/4" bore R9 hoses were then cut to the same length as the fuel pump to engine bay fuel line, engine bay fuel line to front carb and the two hoses that connect the front carb to the rear carb via the linking fuel line. The old hoses were re-



moved (along with the fuel magnets) and the new R9 hoses were fitted.

The lift was raised and I removed the hose clamp from the rear hose to allow the fuel to flow. The only hose that I had found showing any signs of degrading was the hose from the outlet of the filter to the fuel pump, but, up until this point I had only had E5 fuel in the tank.

There was enough fuel still in the float bowls and with the battery re-connected the car started first time. I let the engine warm up and checked for fuel leaks, but all looked good so it was time for a test drive. I drove towards my house and the car was running well, but when I turned onto the private road near my house and accelerated to the ton, I noticed that after 90mph there was a bit of

a “lag” in the acceleration. When I arrived home, I raised the bonnet to see if there was a fuel leak or anything else obviously wrong. It took me a few minutes before I realised that I had not re fitted the fuel magnets to the carburettor in feed hoses and that they had attached themselves to the inner wing! So, 2 minutes and 2 tie wraps later they were fitted and another run on the private road showed the TR accelerating with no “lag” and the performance restored. My TR fuel lines protected until E15!

From R6 to R9, I changed them in time! (JUST)

THREE SPITFIRES & MY TR

It was great to hear, that new members to the club **Amorous Andrew and twins Jerad & Kalib** had organised a road run to Symonds Yat and had sent details to AO AI for distribution. The not so good news was that Andrew had borrowed AO AI's SAT NAV to guide us!

Andrew led the way and using AI's SAT NAV we soon covered the 749 mile journey which was punctuated with stops for fuel and refreshments



Fern Green car in Fern bush

and more messages from Glenn who had to leave Symonds Yat at midnight, so would not be able to wait for us! On one of the “roads” that AI's SAT NAV sent us along we were able to give lifts to a dozen lithe mountain goats who were unable to negotiate the terrain, another road had been destroyed shortly after the Romans had left Great Britain and there was a large housing estate built over it!

Anyway, we finally reached our destination using a widely forgotten, but skill still possessed by Kalib, it involved looking at placards that were

placed at junctions (I think he called them road signs) and following their directions.

We stopped in a wooded car park and were immediately accosted by highway robbers (I think they were called parking ticket machines) who left us with just enough money for drinks and a snack from the café near the rock.

Andrew then led us home along some great roads



508 Miles from Cardiff

and was even kind enough to go out of his way to "escort" me to one of those placard things that had the word CARDIFF painted on it.

It was a FANTASTIC day out in great company with all soft tops down from the time we left our houses to the time we got home, a big thank you to Andrew & Kalib for organising this run.

FOUR CARS ON A RUN, BUT GREAT FUN IN THE SUN!

John Williams is a gift that keeps on giving, a major contributor to these pages he has answered my appeal once again with this article (and a few more yet to be published), thanks John and over to you....

KEEPING IN TRIM DURING LOCKDOWN!

As a winter lockdown exercise, I decided to tidy up the doors on my TR4. What I didn't realise



Clips Fitted to Both trim panels

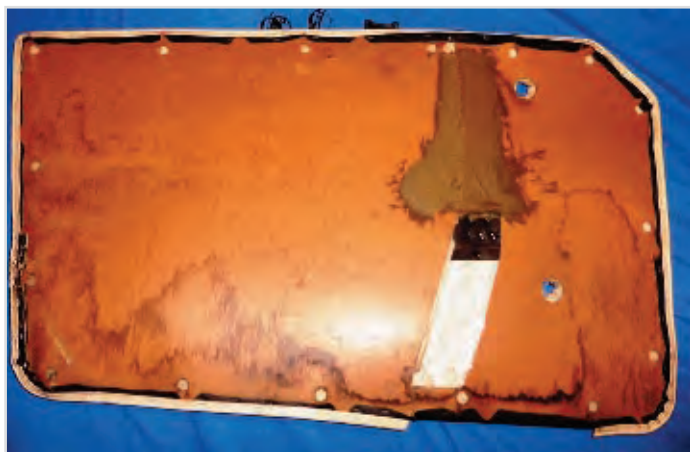
broken in two, only held together by the vinyl.

I located a parts supplier who sells just the door trims only. Now for the not-so-good news! Some holes come "uncut" with the installer left to make the handle holes to the correct diameter. There are 2 of them per door. Not that straightforward as you have to cut the backing board but not damage the vinyl! I had the old trims to use as

templates so I was able to measure the diameter required and also determine which of several small holes present were the right ones to enlarge. I purchased a 29mm hole cutter for the task. Hole cutters utilise a centred drill bit to cut a pilot hole. As this exercise only requires cutting out of the fibre board, it is essential to set the bit to protrude by a minimal amount to engage in the pilot hole.

Once a surface cut has been made to hold the cutter in position as it spins on the drill, the drill bit must be recessed below the teeth.

Next required fitting of the special clips which press into the door frame. I determined as a starter to press them in at a right angle to the side of the panel being worked on.



Severe OS damage to board

was that the driver's door trim wasn't just beginning to lose the white piping, the backboard was



OS Door trim



Driver's Door complete

Close enough as it turned out, with final positioning adjustments in situ. Before final fitting, I waterproofed the hardboard panels by brushing generously with Waxoyl, as I don't have any water membranes fitted.

At the same time, as a devotee of stainless bolts where possible, with the trims removed I took the opportunity replace all the setscrews with stainless items to inhibit the invisible menace from working behind the trim panels.

Fitting the trim panels required some selective enlarging of clip holes to align with the holes in the doors. I also removed a few mis-aligned clips as being overkill. Finally, even with the assistance of my son Gregg, it was a struggle to compress the escutcheon springs for the remote and window winder handles to get the pins into the shaft



Escutcheon springs cut down

holes. Solution – cut down the springs. There is still spring tension, just manageable!

If your doors need upgrading, this makes good reading!

Bern



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Herald/Vitesse door skins 901338/9	£150.00
Door Skin repair panels	£36.00
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Front Footwell	£120.00
Front floor mounting bracket fr 607548	£12.00
Front floor mounting bracket rear 607549/50	£12.00
Rear floor mounting bracket 607655	£15.00
B post mounting bracket 703625/6	£30.00
Stainless steel tread plate finisher	£48.00 pair
Herald 948/Vitesse rear centre valance	£120.00
Herald 1200/13.60 rear centre valance	£132.00
Inner front wheel arch 903075/6	£96.00
Rear outer wheel arch 802845/6	£96.00
Front/Rear wing arch repair panel	£36.00
Rear wing front repair panel	£24.00
All chassis outriggers/side rails/boot extrn.	£30.00 each
Herald/Vitesse Body Mounting Kit	£36.00
Rear overriders 703708/9	£75.00
Bonnet corner mouldings 706161/2	£36.00 pair
Wheel arch/bulkhead seal 704033	£4.00
Chrome bonnet catch 607663	£60.00
Boot hinges	£36.00 pair
Door to glass outer weather strip	£12.00
Front suspension shim 122022	£1.80
Caliper repair kit inc pistons type 12	£30.00
Caliper repair kit inc pistons type 14	£30.00
Caliper repair kit inc pistons type 16P/16PB	£36.00
Recon exchange caliper type 12	£60.00
Recon exchange caliper type 14	£48.00
Recon exchange caliper type 16P/PB	£72.00
Brake pads type 12	£19.50 set
Brake pads type 14	£12.00 set
Brake pads type 16P/16PB	£15.00 set
Her/Vit Recon steering racks RHD (exchange)	£96.00
Track rod ends	£9.60 each
Rear shock absorber GSA385	£18.00
Front shock absorber	£24.00
Herald 3 Synro (exchange gearbox)	£480.00
Vitesse (exchange gearbox)	£480.00
Fibreglass Gearbox Tunnel Cover	£72.00
Recon Exchange Diff	£480.00
Recon Exchange Diff (NCW&P)	£600.00
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Boot catch 611225	£24.50

TR7

Early type bonnet (single bulge) WKC170	£150.00
Doors FHC WKC5286 LH	£420.00
Door skins YKC74 LH	£150.00
LH rear wing Coupe, original	£420.00
Late type boot lid XKC3854	£180.00
Rear deck assembly convertible WKC4255	£96.00
Window regulators XKC325 LH only	£36.00
Door/glass outer weather strip R/H YKC101	£6.00
Radiator grille R/H convertible WKC3674	£60.00
Petrol tank retaining strap TKC131	£12.00
Petrol tank	£360.00
Petrol tank sender TKC3408	£42.00
Rear lamp assembly R/H TKC232	£150.00
Recon TR7 (exchange) distributor	£150.00
TR7 distributor cap	£12.00
Gearbox 4 speed (exchange)	£600.00
Recon steering rack (exchange)	£96.00
Front strut assembly recon	£120.00
Front lower ball joint GSJ154	£12.00
Front suspension strut gaiter UKC4981	£12.00
Rear shock absorbers	£20.00
Upper steering joint UKC2449	£60.00
Lower steering shaft TKC1084	£60.00
Track rod ends GSJ185	£18.00 pair
Steering wheel (early) RKC509	£30.00
Brake pads GBP233	£18.00 set
Brake discs TKC780	£18.00 each
TR7 brake master cylinder recon (exchange)	£85.00
Recon exchange brake caliper	£48.00
Brake shoes 4 speed GSP794 OE Unipart	£17.50 set
Brake shoes 5 speed GBS813	£18.00 set
Wheel cylinders 4-5 speed	£15.00
4 speed differential TKC2619 (exchange)	£420.00
Jackshaft 215207	£240.00
Recon starter motor (exchange)	£120.00
Fan idler pulley bearing	£12.00
Clutch kit TR8 Q/H	£150.00

STAG

Front suspension leg insert	£36.00
Track rod end GSJ157	£12.00
Gearbox (exchange) Reconditioned	£600.00
Recon exchange J Type overdrive	£600.00
Rear shock absorbers	£20.00
Service exchange drive shaft 311914	£250.00
Recon rear hub assy (exchange)	£150.00
Recon Brake Calipers (exchange)	£72.00
Caliper seal kit inc pistons	£36.00
Set brake pads	£15.00 set
Recon brake master-cylinder (exchange)	£120.00
Recon Servo (exchange)	£180.00
Rear wheel cylinder GWC1211	£15.50
Viscous fan coupling TKC101	£90.00
Stag Mk II Rostyle wheel trim	£120.00 set

TR6

Recon steering rack (exchange)	£96.00
Front trunnion 142377/8	£48.00
Top ball joint GSJ131	£12.00
New Brake servo	£120.00
Brake disc 209327	£18.50
Recon (exchange) caliper type 16P/16PB	£72.00
Brake pads early/late type	£15.00
Gearbox (exchange)	£600.00
Recon drive shaft assy (exchange)	£250.00
Recon rear hub assy (exchange)	£150.00
HT lead set	£18.00

SPIRITFIRE MK I & II & III

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Front outer wheel arch 903137/8	£90.00
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Bonnet hinge tubes 811679/811680	£82.00 each
Hinge tube pivot bracket	£18.00
Side light mounting panel 907157/8	£96.00
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Rear valance lamp panel 569900	£150.00
Boot lid 575787	£420.00
Dash top cover 714482	£60.00
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Recon Exchange Diff	£480.00
Recon exchange brake caliper type 12	£60.00
Recon exchange brake caliper type 14	£48.00
Distributor cap	£6.00
Front valance support bracket 712567/8	£8.40

SPITFIRE MK IV & 1500

Front wings 909663/4 PAT	£96.00
Front wheel arch outer 909351/2	£90.00
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Headlamp support panel assembly 818871/2	£80.00
Front quarter valance 815391/2	£135.00
Door skins	£96.00
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Inner sill 806638/9	£36.00
Front sill end plate 706422/3	£9.00
Half floor (deep pressing) 908900	£220.00
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Rear wing front repair panel	£42.00
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Rear lamp panel 716182	£300.00
Rear valance 908970	£144.00
Boot floor	£230.00
Boot lid 911327	£675.00
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Rear outer wheel arch 909661/2	£150.00
Windscreen aperture drip channels	£24.00 pair
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Exterior door handle (black) YKC2837 LH only	£85.00
Front outriggers 209398/9	£60.00
S/steel tread plate finishers	£36.00 pair
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Oil filter GFE119/150	£560.00
Heater valve 724021	£24.00
Front wheel bearing kit GHK1021	£15.00
Front shock absorber GSA364	£24.00
Front suspension vertical link	£150.00
Front suspension top ball joint GSJ155	£9.60
Stub axle UKC697	£30.00
Rear steering rack exchange	£96.00
Track rod end GSJ158	£9.60
Steering joint 142140/FAM1718	£42.00
Fibreglass Gearbox Tunnel Cover	£72.00
Gearbox exchange	£480.00
Recon exchange D Type O/D Mk IV	£600.00
Recon exchange J Type O/D Mk IV	£600.00
Recon exchange J Type O/D 1500	£600.00
Recon Exchange Diff	£480.00
Recon Exchange Diff (NCW&P)	£600.00
Rear wheel bearing kit GHK1029	£15.00
Early/late rear drive shaft	£90.00
Recon exchange drive shaft assembly	£240.00
Rear shock absorber GSA385	£18.00
Rear leaf spring 159640	£120.00
Recon exchange brake caliper type 14	£48.00
Brake disc 208715	£15.00
Brake disc 208715 Drilled/Grooved	£48.00 pair

Caliper repair kit inc pistons type 14	£30.0
Handbrake cable end fork 104749	£3.60
Rear brake lever 123135	£8.00
Brake shoe set GBS749	£12.00
Clutch slave cylinder GSY103	£36.00
New distributor 1500 (exchange)	£72.00
Recon distributor 1500 (exchange)	£60.00
Distributor cap Mk IV	£6.00
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GT6

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Front wings Mk I 907154/5	£120.00
R/H front overrider Mk I 710717	£72.00
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Main carpet early Mk III new tan 819813	£36.00
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Fibreglass Gearbox Tunnel Cover	£72.00
Gearbox (exchange)	£480.00
Recon exchange D Type O/D	£600.00
Clutch kit	£96.00
Front suspension vertical link	£150.00
Front shock absorbers	£24.00
Track rod ends	£9.60
Rotoflex coupling 152273	£42.00
Rotoflex bush kit inc tubes per side	£37.50
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Mk II bonnet 910507	£190.00
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Triumph Hescort (Final)

Sadly we have come to the end of Robin Moore's story, so here goes.....

Triumph Hescort (Part 7)

This is my last instalment on the Hescort build, thanks for reading and I hope it was interesting for you.

The Herald was now ready to roll, I had decided to get an MOT especially to check brake performance and balance. The fateful day came and I drove it down to the station, I was there for ages as they wanted me to show them everything and they had loads of questions, I didn't wait around and left the car there. Later that day I got a phone call to collect the car, it had passed, I had a smile that nothing could remove all day.

The very first event I went to with the car was a local meet which happened to be on father's day in 2019, the wife came along as it was a glorious spring day so we had the roof down. A number of cars were already assembled along the Hyth in Colchester and as we drove past them my wife said that car we just passed looked like a Zodiac, but I hadn't seen it, it was only after we had parked up and I was walking back along the cars I noticed it. It wasn't any old Zodiac, it was my late fathers own Zodiac here on Father's day, on the first drive out in my Herald how poignant because it was very sad that my dad never got to

see the car finished as he had passed away 3 years earlier. He was always asking me about it and telling his friends about it, (Pic



1.

1) this is a picture of my dad getting his beloved Zody back on Car SOS first series and another picture (Pic 2) showing me with the new owner. It's had a further 2 owner since then and I'm in touch with the current owner.

So what was it like to drive you may ask. It drove very well, pick up was good

even though I hadn't got around to connecting the kick down cable when it was first on the road, it handles well and will keep up with traffic along a winding B road. There's little roll on the front helped by the GT6 7/8" anti-roll bar and the trailing arms,



2.



3.

Sierra rear suspension keeps it under control. I've not had it flat out but I can say it will exceed the legal motorway speed limit but I didn't want to



4.

build a super-fast sports car that wasn't the aim, the aim was to have a classic car with modern run-



5.

ning gear which I can just jump in and drive anywhere, some would say you could do that anyway, but we are talking about 1960's reliability. (Pic 3-9)

What's it like to live with. Glad I went with auto transmission as it makes it very easy to drive around town and on the open road, I probably get 30-35mpg, steering is heavy due to the smaller steering wheel and wider profile tyres, brakes are good

and not too much effort with the servo.

Issues I have had. A bolt coming loose on the front brake calliper, we were in the middle of nowhere on a small country lane and I didn't have a socket set in the car as I'd used it in the garage earlier. Then an MGB turned up, he didn't have a spanner either, then a TR6 and a Spitfire also stopped and we had the beginnings of an impromptu car show, but still not a right size spanner between us but I managed to use a spanner that was too big with a house key making up the difference.... lol. On a trip to Norwich I notice a burnt oil smell, a quick stop off and the leak was

coming from the back of the engine, turned out the rear oil seal was leaking which I had replaced so annoyingly the engine had to come out. The gear linkage broke on a trip which I had to repair by the road side, but thankfully it's not been on the back of a low loader yet.

I did lift the seats up as they were too low and I have fitted rear seat belts and a high mounted brake light, this was affixed using strong magnets so I can remove it when I get to shows. On its second MOT the rear brakes failed and on inspection the brand new rear wheel cylinder's had failed allowing brake fluid onto the shoes, replaced them and the shoes and it passed, sadly spare parts are not the quality they used to be.



6.

to some more news in the near future.

To finish the usual excuse for no Herald news of my own, this time because of an almost complete re-spray of a MK3 Spitfire (Pic 10), I say almost as I didn't I didn't have to do the bonnet as this was done



7.

Future plans, maybe a super charger or I might go electric power not decided yet but that's a few years off, would like to fit electric power steering to make low speed manoeuvring easier.

I do hope you've found this write up interesting and informative, if you'd like more details or even just a chat please do message me at robin moore26e@gmail.com .Thanks

Robin

Thank you Robin from taking the time to put everything you've done into words. As someone with a modified Herald I have thoroughly enjoyed reading each instalment, I hope you all have too even if you're more in favour of originality. I suspect this isn't the last we've heard from Robin given the penultimate paragraph.....we'll all look forward



9.

last year. This was another job from fellow



10.

Devon area member Dan Chudleigh.

See you next month.

Darren



8.



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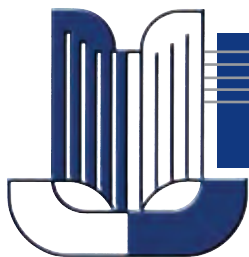
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Derek Giles 1943 -2022

Obituary - by Rob Newton-Allen

Friday 12th March and I have just left hospital in Bristol after visiting and saying goodbye to my dear friend Derek.

It was not the Derek that I knew, it was not the man that I had travelled across the Sahara desert with. Derek had been poorly for a few weeks and we had a call from a mutual friend to say that he probably wasn't going to make the weekend. Sunday evening and that call came, the call that none of us wants to receive.

My dear friend had gone and a million memories started rushing through my head.

The long nights we spent rebuilding my herald 948 convertible, many evenings we would work until the early hours, only sustained by tea, coffee and biscuits.

The 2002 Club Triumph Round Britain Run which we did in a 59' 948 coupe. Totally impractical car for the trip but hey, we completed it.

Then our maddest of mad cap adventures, the Plymouth to Dakar Rally in 2003/04. I talked him into this trip after seeing a short clip on the local news. Even then Derek was in his early 60's but as usual he took it all in his stride.

Derek took everything in his stride, he was always the first to offer help if anyone had car trouble, the first to put his hand up when our local Somerset area



needed volunteers to man a show stand for a weekend and always there with a friendly shoulder to cry on if things weren't going your way.

A perfect example of this and many of you will have heard this from Derek himself and it was always his 'go to' story.

We were crossing the Sahara in our herald, travelling with a Triumph 2000, Ford Cortina mk4, a Lada Riva and a Mitsubishi minibus. The minibus was four wheel drive and to be honest we all abused this in getting us out of predicaments in the sand. We had paid a 'guide' to get us across the desert and to be fair he was useless and went AWOL leaving us for 4 days lost in the desert. Finally the Mitsubishi clutch gave out, we had spent 12 hours traversing very dry sand dunes and it had taken its toll on its clutch and all of us were tired and not thinking straight. Plans were made to uplift the minibus contents and share them across the four other cars. Derek turned to all of us and announced 'let's give it a look' we had nothing to lose. Leave it there or give it a go, so first thing the following morning, we dropped the gearbox and the transfer box out of the minibus.

The clutch plate was the same size as the a spare one for the 2000 we were carrying. Derek managed to get the remains of the





burnt out clutch lining off of the Mitsubishi clutch plate. He then hand drilled the rivets out that held the lining on the 2000 plate. An hour later that lining had been pop riveted and araldited into place, we reassembled the minibus, turned the key, engaged first gear and away it went.

This was Derek, the never give up man, the first to help man and always the first to roll his sleeves up and get stuck in.

For 18 years he was the TSSC 13/60 register secretary, his articles were always informative and helpful. During my tenure as early herald secretary Derek and I would spend hours on the phone running ideas past each other, and if I am being truthful, I did pinch a few of his ideas and rehash them into an early herald article, a couple of days after publication I would get a call and receive a ribbing from him about stealing his ideas.

Sadly those days are all behind us now and Derek will always be the man who stood beside me at the finish line of the Dakar Rally and also stood by my wife and I during the nearly 30 years of our Triumph ownership.

On the 7th April I had the greatest honour of



driving his 13/60 convertible at the head of the funeral cortège, my wife beside me and a very special passenger with us.

Some good friends turned up and a small convoy of Triumphs followed Derek on his very last road trip.



When we started the Dakar rally we were given a lucky mascot by a group of school children and **Lambsie** was strapped to the roof of our Herald. There she stayed for the whole trip and she def-



initely brought us lots of luck. I had kept Lambsie for 18 years and on Dereks final road trip, Lambsie travelled with him.

As the final curtain fell on the service and as the sound of Carol Kings "It might as well rain until September" played, Lambsie went with Derek on his final journey.

Goodbye and good luck my friend and thank you for all that you have done for the whole Triumph community.

Rob Newton-Allen



Keeping it

By Derek Giles

Remember I asked about fitting inertia reel seat belts to our cars a couple of months ago?

Well, I had some good response to this and here are the findings so far:

First off it seems as if quite a few of you had encountered some problems when trying to fit these belts and I must say, also with the static ones.

Two things worried me and you; firstly the position of the reel on the rear wheelarch and somewhat 'SILLY' extension piece that bolted to the lap strap! (unless of course your belt was an earlier type), which could under certain

waist/hip. Not comfortable and may be damaging in an accident, dependant on how the seat was adjusted.

Mounting the reel with the bracket on the existing bolt was a bit hit and miss by most accounts and the webbing leaves the reel at a strange angle so that it does not exit the side panel correctly, thus the belt comes round the side of the seat as opposed to over the back near the shoulder. Again not good for some people.

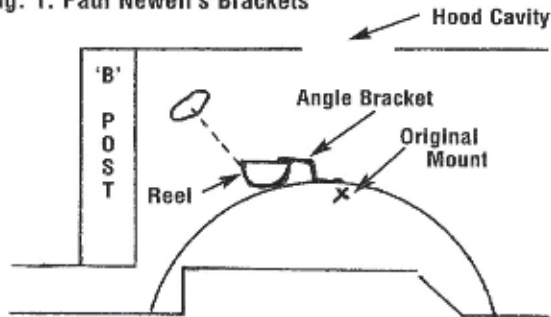
You /I came up with four solutions to this problem, the most drastic being to revert back to static belts.

Bob Waddington from Halifax says basically it was the worst thing he ever did! But, after talking to Stuart Newbould, it was decided to install some new mounting points (hardened) on the inner wings. These were at a point forward and, therefore, lower down than the existing ones.

This allowed the hood down when folded to clear the reels. Bob made a point of the dirty great bolt for the extension piece being less than desirable.

Paul Newell of Norwich tells of his solution as being provided by the purchase of some purpose-made brackets sold as seat belt mounting accessories, although not, I suspect just for our cars. These consisted of a reinforcing plate on the outside and an angle bracket on the inside of the wheelarches (see sketch

Fig. 1. Paul Newell's Brackets



1). This allows the reel to be mounted as shown.

Again the extension was mentioned as a source of concern, especially on the passenger side with the seat pushed forward.

Paul also mentioned that he has an early

conditions impinge on the MKI Vitesse 2 litre soft top where there is no inner wheelarch

TRIUMPH Herald 13/60 Register

up the Inertia

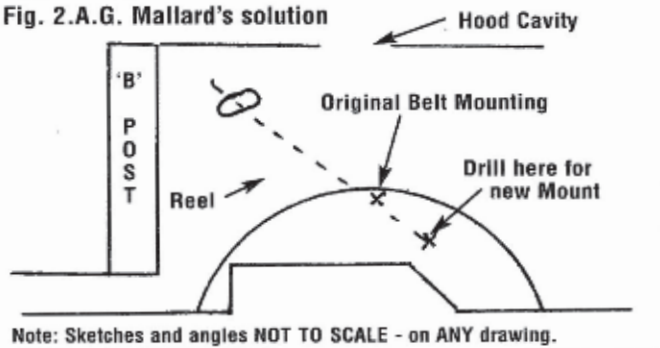
mounting point but a triangular plate at the top of the 'B' post which would presumably allow the reel to be mounted at the bottom of the 'B' post where the lap strap is fitted on our cars - much in the same way as with modern cars. Providing the belt used had the top runner that could be bolted to the top mount. I guess that's one for Dick Plumridge to answer (when was this done away with Dick?).

A G Mallard of Cirencester found a third way by working out the angles at which the belt should work at and then drilled the hole at the correct point on the side of the wheelarch on the upright surface between the arch and the trim panel (**second sketch**), using a large plate on the outside to spread the load.

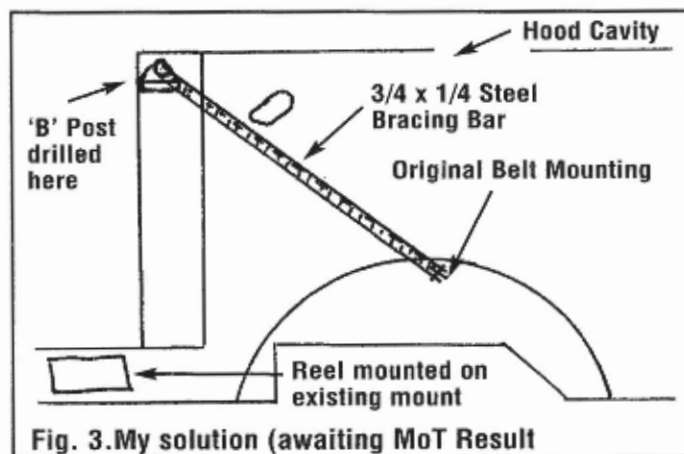
My own solution was the 'B' post direction but with some extra bracing. I was lucky enough to have another inertia belt as a spare from a modern car (it was new) to play with as well as the Club item. A Metro rear one I think, but any belt will do so long as it has a top mounting that allows the belt to slide through it.

All that needs to be done is to drill a hole at the top of the 'B' post where the reinforcing 'U' channel is (just below the trim strip). The

Fig. 2.A.G. Mallard's solution



channel is spot-welded to the 'B' post from new and is quite strong. The top belt mounting fits here with a bolt, nut and washer (all new and made for the job) that comes with the belt. Then from the top corner of the 'B' post I used a .75x.25" steel bar cut and drilled to brace this area directly down to the **EXISTING SEAT BELT MOUNTING POINT** and bolted it up using the correct bolts (i.e. hardened); these also come with new belts (**Sketch 3**).



NOTE:

I Have Been requested to reprint some of Derek's more popular articles so here as part of an occasional series is the first of his best Bern ed.

The Peak Run 2019

by Bob Meller - Derwent Valley

As the Peak Run committee member that lives the furthest away (250 miles), and therefore cannot attend the numerous planning meetings, it is my duty (aka penance) to do the annual write up of this fantastic (I would say that, though wouldn't I?) long weekend event.

Due to one of our dogs having an operation the week of the Peak Run, this year I didn't make Thursday but decided to travel Friday morning. Never again!! It took 6½ hours.

Anyway, upon arrival we were welcomed by most of the DV Team (Colin, Angie, Roger, Julie and Richard) who already had set up camp and were on the juice, and I was surprised how many Peak Runners were there too. Maybe the brilliant weather forecast had helped. The marquee was already in place, flags and banners were up meaning there was little for me to do - so maybe arriving a day later is a better plan? As the afternoon wore on, more and more people arrived and started to fill our allotted camping spaces.

For a change, this year we decided not to use the function room on Friday night, but to



Yes it is!

make it more relaxed in the marquee. A gamble on the weather paid off and we were blessed with a sunny evening. As usual, games were played and we introduced Molki – a form of skittles and Sing along Bingo. The merriment went on until lights out at 11pm.

A sunny Saturday arrived and we prepared the day's events.

Whilst some were happy to lounge in the afternoon sun,

As the afternoon wore on, more and more people arrived



A Day on the beach

others took up the challenges we had prepared. These included more Molkki, and a treasure hunt that involved a walk in the nearby woods.

This year's theme was "The Sea" and as usual, whilst the Peak Runners were occupied during the afternoon, the DV Crew were busy getting the function room ready for the party night, and we had our first (and only) rehearsal of the finale. It must be said that due to work pressures, we had not organised any posters for the walls, but a surprise delivery from TSSC HQ arrived with the goods.

Well done Bernie and the team, your efforts were really appreciated. A really very warm evening arrived.

Beers were consumed and the party commenced. By popular demand, we started with Heads & Tails and stand-up, sit-down bingo run by Julie, Angie and Kim in what has become their unique style! Colin then took the stage (Capt. Codpiece) and the room was divided into 3 teams, Clac-

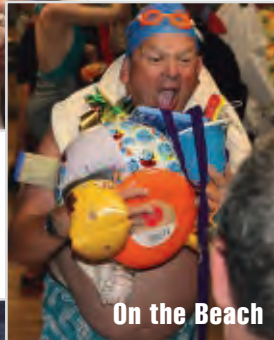
Seaside", "Polka Dot Bikini" and "Yellow Submarine" respectively and the silly team games began. Everyone was warned to watch out for seagull attacks which could occur at any time.

Muscle Beach, Titanic (which involved eating Magnum bars that had been deep frozen), Jellied Eels (another eating game), Picnic on the Beach (more food!), A day on the Beach (carrying lots of items to the beach) and a run-around game - Trawling - with Roger

We introduced a finale this year, and thought we'd throw



everyone by coming on stage to "Leave your hat on" but quickly went into our



the Cabin Boy.

Of course, all these were interrupted by Seagulls and some annoying bloke with a metal detector!

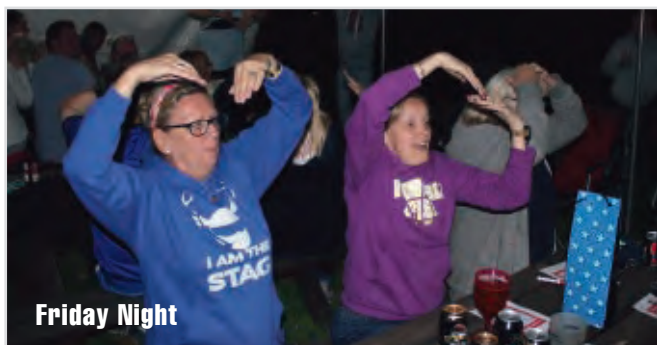


ton, Rhyl and Bognor. Team songs allocated, "Beside the

"Agadoo" routine dressed in inflatable bathing costumes.

The Run

A glorious Sunday morning arrived and cars started to assemble outside the function room where the now familiar annual consumption of many bacon cobs and cups of tea / took place prior to the driver's briefing.



At 10.00, the cars were sent off on their way for the 31st Peak Run, a drive of 90 or so miles through the





Trawling



Back on the beach



Car of Show

stunning Derbyshire Peak District itself.

Few hours after setting off, cars started arriving at the **Heage Windmill**.

Again, the good weather certainly helped make this a very interesting venue.



Peoples Choice - 1st Triumph



**Phil Jones
Car of Show Winner**

The only six sail windmill in working order.

Cars were lined up and admired by all the visitors enjoying a day out.

Cars were judged, Peoples Choice votes were counted.

The 2019 winners
Car of the show – Triumph Renown
 owned by Phil Jones
People's choice 1st Triumph – Triumph TR4
 owned by Chris Carter



Runner Up

People's choice runner up Triumph –
Triumph Herald owned by Paul Girling



Non Triumph

People's choice non-Triumph –
John Salsbury's Austin A55
Brian Watkins memorial trophy –
Dan Wibbly's
Toyota Celica GT4

Post Run

This year, again I believe the weather helped, quite a few campers stayed over until Monday. After the weekend events, this involved gathering around the "One and Only" Keith Lister's tent, having a beer, a chat and playing "in the Land of Nod" – about which I will not reveal the solution. Was this the inaugural meet of the

TSSCCC? (Triumph Sports Six Camping and Caravan Club)... We'll see.



What's happening in 2022?

The Peak Run returns on 16th to 20th June with the actual Peak Run on Sunday 19th June 2022, in a similar format to previous years. However, as we have missed the last two years, we are pushing the boat out a little. Plus, and in conjunction with the Peak Run, Derwent Valley are holding the first **TSSC Club Day at the Great British Car Journey** near Belper, Derbyshire on Saturday 18th June 2022. All TSSC members are invited to the Club Day. It is not exclusive to those enjoying the Peak Run.

Photographs by Pete Davies and Colin Wright
Derwent Valley Team



Show Winners 2019



AREA SHOWTIME

e-mail: courier@tssc.org.uk

TRIUMPH SPORTS SIX CLUB

You are all invited to come and join us at the South of England Meeting, after a two year break due to the covid restrictions on events.

We have Camping available from **Friday 6th of May** afternoon, when we arrive to start setting up the show ground, although it is quite basic. There are Three chemical loos around area as those in the sports pavilion are no longer in use, we also have use of the showers and toilets in the Leisure centre (entry with the program). Leatherhead town centre is a short walk by the river, with lots of places to eat and gather to socialise.

Saturday is a free day to explore to beautiful country side and local places of interest, like the Surrey Hills & Brooklands Museum for example (we have some road runs if interested or ask about places to go).

We will be marking up the field and putting up the marquee and would love a helping hand. In the evening (when it's getting dark) we hold quizzes in the marquee.

Sunday is very manic for us parking up your Triumphs as you arrive and guiding auto jumbler to pitches.

South of England Meet 2022/19

by Mickey Hazell - Thames Area Organiser

Julie will be selling raffle tickets through out the day; Adam and Will can check over your Triumphs trunnions and oil them; The TSSC club shop will have some goodies for sale and hold on to your pre ordered items until your ready to collect, they will also be very busy doing valuations for agreed insurance scheme.

Around the edge of the field will hopefully be auto jumbler selling their wares, Engine tuning, Refreshment Van for hot food and drinks. All this with the wonderful field full of Triumphs and Triumph based cars with a splash of visiting classic as well.

During the day your Triumphs will be judged for an informal con-course (judges are always needed, if you can spare some time please see me at the event control). So, you may find a ticket on your car saying your car has been short listed for an award, if so, please bring it forward when called for prize giving.

So, grab a friend or family, jump in your Triumph and bless us with your company.

In 2019 we had a wonderful turn out great fun with those brave enough to camp. The turn out of Triumph's for the Sunday was stunning and the weather was kind too boot

The Concours results for 2019 were



Best Herald
FMM 714 J John Hill



Best Vitesse
OCV 627 G Richard Gash

Runner up Herald
RBM 579 Freda Anderson

Runner up Vitesse
XOW 64 J Jeff Gould



Best Spitfire

UPD 746 F Gary Yardley

Runner up Spitfire

TKX 900 J John Penfold



Best Special

SMY 142 F Barrie Flemming

Runner up Special

EJK 111 F David Hitchings



Best TR

LJG 450 Roy Aylett

Runner up TR

SAC 776 W Grant



Best GT6

GTJ 102 K Ian Gordon

Runner up GT6

UYA 5 G Dick Twitchen



Best Saloon

YUD 200 M David Palmer

Runner up Saloon

CUR 91 F Peter Davis



T.S.S.C. Choice 2019

Gary Yardley UPD 746 F

A big thank you, to all those that helped out over the weekends and months before with the quizzes, labour and ideas.

The entrance fee is an amazing £7 per person for the weekend (re-entry with program also to use the showers/toilets in the leisure centre).

Under 16's free with paying adults. Camping from Friday evening also £7 per unit per night.

Quiz on Saturday evening in the campers Marquee.

So, grab a friend and come along in your Triumph or not, to enjoy yourselves at the South of England Meet, oh don't forget to bring the sunshine please.

Mickey, Julie & Team



Best Bond

EKY 226 D John Kempshall

Runner up Bond

GMT 723 B Guy Singleton



Best Stag

NGM 52 R Reg Newman

Runner up Stag

UNJ 397 Derek Brockwell

Coventry Area AO's Farwell

by Paul and Joan Cheshire

A FITTING 'PAUSE' TO THE COVENTRY AREA of the TSSC.

Phil and Lyn Smith, so long leading the Coventry Area, did not know that Steve and Sharron Long had planned a final goodbye to Phil and Lyn, as the TSSC Coventry Area leaders.



Unbeknown, Steve & Sharron, secretly contacted as many club members as possible to a final meal at our centre. i.e. The Bull and Butcher. They had only told Phil that it was just the four of them that were going. Steve had



tion of Steve & Sharron there was not only bunches of flowers, cards and a 'Thank You Balloon' but an asking for donations had produced nearly £100 to give to Phil and Lyn for their hard work over the years.

Needless to say Phil and Lyn were not only surprised at all that were there, as they had not known, but in fact were also very delighted. I managed to put a



few words together (in some kind of rhyme) which seemed to please Phil and Lyn, thankfully and all others.

Phil and Lyn intend to go, in their Motorhome around the UK and when the occasion arises will tow the Spitfire to a show etc. and of course will meet up with some of us when we are there.

I know everyone that was there and indeed the rest of the Area owe a lot to Phil and Lyn and as I said in the last two lines of my effort... I.E.

SEEING THE SIGHTS, TOURING THE
COUNTRY, THE UK IS THEIRS TO
RELAX AND HAVE FUN
THEY HAVE THE RIGHT TO FINISH,
TO GO THEIR WAY AND I AM SURE
THEY'LL FIND THE SUN



told the pub to plan for about 20. Sure enough that's what there were. 21 with Phil and Lyn. Thus with the organisa-





- // TRADE SHOW & AUTOJUMBLE
- // AUTO TEST ACTION
- // LIVE ARENA & MUSIC
- // SEMINARS
- // CAMPING
- // BAR & HOT FOOD
- // CONCOURS D'ELEGANCE
- // 60 YEARS OF SPITFIRE & VITESSE
- // 60 YEARS OF MGB
- // 50 YEARS OF DOLOMITE



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19 - 21 August 2022

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Aftermarket modifications - II

Continuing on from last month, the second instalment of an article on the more common aftermarket modifications.

These are easy bolt on mods that don't take too much engineering expertise to achieve and are readily available. Listed in Alphabetical Order and split into monthly instalments, this month covers G to R. Final instalment covering the remainder will appear in a future courier article.

Gas Ram Bonnet Struts

Available from the TSSC shop, a modern alternative to the folding bonnet stay using 2 gas

to start making them which is planned in the future..

I note that the Club shop have started doing a similar kit for the boot stays of other models. A pity that it's not an easy modification to replace the boot stay spring on GT6s as these are prone to failure! This has got me thinking if I could make one, the hardest part of the design is how to mount it.

Halogen or LED Headlights

Halogen Headlamp conversions have been around for many years and are a really effective upgrade both due to the superior light output and also because the original sealed beam units

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Bonnet stay kit from the Club Shop

rams as fitted to the rear hatches of modern cars and the bonnets of some modern premium brands. Unfortunately only available for GT6 MK1 and MK3 at the moment, so if you have a MK2 you'll need to work out a way of doing a DIY modification or wait for the club



Halogen conversion kit from the club

are not so available now and cost a lot more to replace than a halogen bulb when they blow. I did write an article in the December 2021 Courier describing replacement or upgrading to Halogen. A Halogen conversion kit is available from the TSSC shop

A more modern but more expensive option is to replace with LED headlamps for a really excellent light output. Here is an example.



There are also **LED conversion unit.** LED bulbs available to replace Halogen bulbs in Halogen units,

On Spitfire 1500s Triumph added a heat shield between the manifold and carburettors to resolve an issue with a misfire caused by fuel vaporisation in hot weather particularly in traffic.

On Spitfire 1500s Triumph added a heat shield between the manifold and carburettors to resolve an issue with a misfire caused by fuel vaporisation in hot weather particularly in traffic.



Although a standard GT6 doesn't suffer from the same issues, a similar problem can occur if the car is fitted with an extractor manifold as the steel seems to emit more heat than the standard cast iron manifold plus the pipes run closer to the carbs. To resolve this a pair of aluminium heat-shields is available from some suppliers including the club shop.

I did have a pair fitted to my GT6 for a while but as it has a standard cast iron manifold they were not really needed and although they looked "nice" they made removing and replacing the carburetors pretty fiddley so I've now removed them..

The standard Starter Motor on a GT6 is a Lucas M35 which was fitted to all the small chassis Triumph range and many other cars of the era.



It is pretty underpowered though which means it doesn't spin over the heavy 2L engine very quickly

This is a particular issue for cars that are not used regularly. The solution is to fit a modern Hi Torque type starter motor and many suppliers including the Club Shop sell a kit.



Particularly useful nowadays with the ethanol in petrol which breaks down the inside of fuel hoses. Even ethanol proof hose will start to break down eventually with the ethanol in fuel and when it does particles of rubber sediment



end up in the fuel system and tend to make the carbs leak as the particles can stop the float valves from sealing.

Also rust particles from the inside of the tank can produce a similar issue.

An inline fuel filter or two in the system will help catch the sediment particles. On my car I have one fitted just before the fuel pump and one fitted just before the carbs.

K&N Filters are more free flowing than the standard air filters and along with an extractor manifold and richer needles can produce a power increase. Even without the other mods the K&Ns are reusable



and just need cleaning a re-oiling with K&N filter oil every now and then so do save having to fit the disposable original type filters.

LED Bulbs

LED Bulbs can be fitted to replace the old original tungsten type bulbs for a better light output.

If fitted as indicator bulbs an electronic flasher unit is also required as they draw less current and the original mechanical flasher unit won't work without the



LED Stop/tail light bulb

current draw.

LED bulbs as a replacement for headlamp bulbs are no longer legal, but are fine for stop/tail light bulbs, indicator bulbs, side light and interior warning lights.

However the alternator circuit requires a tungsten bulb to operate correctly and fitting an LED bulb as a charge warning light will damage the alternator.

Locking Wheel Nuts

Locking wheel nuts are a good idea if you have an expensive set of aftermarket wheels



Locking wheel nut set

fitted as an anti-theft device. The locking wheel nuts use a specific adaptor to allow them to be undone with a wheel brace/socket.

Oil Cooler

An Oil cooler was a Triumph dealer fit option



Oil Cooler & Installation Kit + Spin on Adaptor, Braided Hoses & Thermostat

for GT6s. Although not necessary for moderate road use an oil cooler is useful if the car is used on the track, in a hot environment or for prolonged high speed cruising.

Nowadays aftermarket kits are also available, the most popular from Mocol. It is always sensible to get a kit with a built in thermostat as an oil cooler without a thermostat can cool the engine oil and prevent it getting up to temperature which will damage the engine.

Kits are available with rubber hoses or Aeroquip braided hoses, obviously a braided hose option is superior as you don't want a rubber hose to get severed which would wreck the engine.

It's also useful to get a kit that incorporates a spin on oil filter adaptor. A Filter with a non-return valve can then be used to ensure oil drain back from the filter doesn't occur which prevents the "death rattle" on start up with the standard filter which over a long term can damage the engine.

Overmats

A good way to protect the footwell carpets from wear is to fit overmats. They are available in car-



Carpet Overmats

pet either plain or with logos or alternatively in rubber if you tend to drive your car with wet dirty boots!



Rubber Overmats

Poly Bushes

The quality of Rubber suspension bushes tends to be very poor nowadays and they don't last very long. A solution is to fit polyurethane bushes. These tend to last for years and also they are available in normal hardness (Blue) or stiffer hardness (Red) for a sportier better handling but less comfortable ride. They are more expensive than the rubbish rubber bushes but if you are keeping the car a while they work out more economical and

save having to replace the bushes regularly.

The bushes are available individually or as a full car kit.



**Polybush Full Car kit, in blue
(standard hardness)**

Rear Shock Mounting Conversion

On GT6 MK2s and early (Rotoflex) MK3s the upper rear suspension mount is on a bracket welded to the wheelarch. This puts the wheelarch



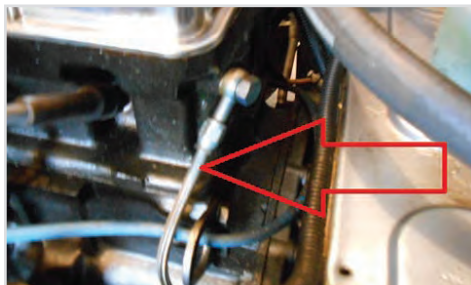
**Rear shock mounting bracket kit with
Gaz Shocks**

under stress and it's not uncommon for stress fractures around the inner arch to occur at high mileages. A good solution to prevent this is to fit a kit that includes brackets to mount the shocks on the chassis. This requires slightly shorter shock absorbers, often available as part of the kit.

Rocker Gear Oil feed Pipe

The rocker gear oil feed pipe is one aftermarket accessory that should be avoided at all costs! Marketed as improving the oil feed to the rocker gear it robs oil pressure from the bottom end and can result in premature wear and failure of main and big end bearings. If your car doesn't have enough lubricant at the rocker shaft it will be due to blocked oilways or a missing blanking screw at the end of the rocker shaft. In this case the fitting the oil feed kit not only risks damaging the bottom end but also is just masking a problem which

If you have one of these pipes fitted to your



car, remove it as soon as possible before it damages the main and big end bearings!

From the Archives

Now we are in the month of May the outdoor Triumph event season start in earnest! Two of my favourite TSSC events take place this month, the Isle of Wight Camping Weekend and the South of England Meet (SEM).

Here are pictures taken a few years ago at each of the events.



**There are 4 GT6s in this convoy line up
at Isle of Wight Weekend in the early 90s**

Andy



GT6 Rears at SEM in 2011



Adaptations & Oddities

I'm still beavering away in the garage on my **Heralds** and day by day they get closer to the road, so now I'm entering into the long-forgotten world of replacement carpets and rubber seals.

Easily removed and truth be told although the old carpets usually hit the skip very quickly

which didn't have any. Here, the radiator was bolted directly to the chassis with supporting stays to the front turrets, which gave amazing access to the engine. Unfortunately it also gave access to a lot of road dirt and water, which



Pic.2.

the boffins at Triumph tried to prevent by the use of huge rubber curtains which clipped to the front wheel arches (pic 1 & 2). As with most things I suspect it was to keep costs down, especially when metal was still hard to come by, but this must have been a

Pic 1.



the rubber seals often go into the spares pile from where they occasionally resurface, sometimes for a purpose other than that originally intended.

This month's Blue-Peter-style equivalent of cardboard tubes and sticky-backed plastic revolves around the engine side valences. You should have two per car, unless you're lucky to own a very early Herald indeed,

complete non-starter as, almost from the beginning, they were replaced with valences similar to those we all know today. Similar, but not exact (pic 3) - this pair came



Pic.3.

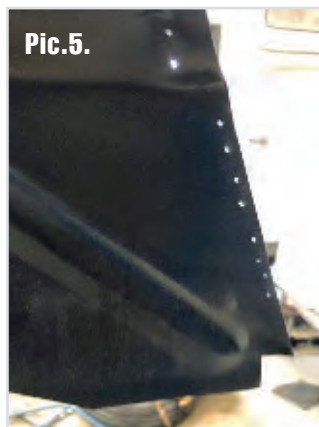
up for sale online a year or two ago and you can see how they differ from the later versions with which we're more familiar. Within a few years they had evolved yet again and retained the same pressed shape that graces



Pic.4.

90% of our cars (pic 4), and by this time the wheel arch curtains were reduced to a small strip to seal the arch against the bulkhead.

One thing which does amaze me was the continued use of



Pic.5.

the small rubber strip which runs vertically down the rear edge of the side valence. Again presumably to keep road debris out of the engine and bulkhead area, it was merely a strip of rubber stapled onto the valence. Quite simple, brutal, and often these days, deteriorated.

I've had a few members asking me what the solution is, once

the remnants of the old one have been laboriously unpicked and you end up with a set of perforations that Tetley would be proud of (pic 5). It's only rubber, so a strip from an old inner tube would suffice but do you really want to thread wire staples in and out of those holes?

Glue is also a non-starter. My first solution, a few years back, was to use an override seal strip and to be honest this was merely to stop the metal scratching freshly-painted bulkheads. In most cases it still left a gap, which varies from car to car. Next solution was to press on a flap-type rubber seal,



Pic.6.

one of the aforementioned spares from a long-dismantled Herald - in fact it was the strip that runs across the top of the bulkhead under the bonnet - and this fitted very well, with the flap allowing a good seal but soft enough to contour to the bulkhead. On recent Herald restorations, I just used a strip of bubble-type boot lid seal from the spares pile that was too good to throw out. It does need to have the bubble on the end of the U-shaped grip (pic 6), rather than the side, as door seals may, but it grips well and



Pic.7.

gives me an almost total seal against the paintwork. (pic 7) It only requires a short length, maybe 11 inches or so, but it finishes the area off very nicely, and will no doubt re-

tain the seal no matter how the body flexes about. A simple fix, not concours, but works for me.

Another interesting Herald variation I want to share this month: we know that Heralds were supplied with the heater as an optional extra, and in that case I assume the rectangular aperture on the bulkhead was sealed off with a screw-on panel and seal, being the only point where air actually enters the interior of the car above the gearbox tunnel, but I've never actually seen one. I also wondered what happened if an



Pic.10.



Pic.8.

owner decided he was too cold and wanted to retrofit one. Part of that question was answered earlier in the year when I stripped down a Herald bulkhead and found that the heater panel - and intake grille - were add-on panels (pic 8). It was easy to see they weren't just panels cut from a later car, there were properly pressed flanges where the screws went through and into square screw clips on the bulkhead wall, the matching square holes for those were clearly factory-cut, plus there are regularly



Pic.9.

pressed indentations along the top edge for spire clips (pic 9). The air grille itself screws across the top of the bulkhead rather than being welded in place. Interestingly too the drain section at the base of the panel is an early Herald pipe, not the later slit and rubber flap. The bulkhead looks very strange with no heater panel; I've removed heaters before but never the entire panel. (pic 10) I changed the colour

of this one from black to white and it was a doddle spraying the disassembled parts (pic 11); there was access to areas of the bulkhead



Pic.11.

that a heater panel makes difficult and I know all of the corners and hard to reach areas have been re-sprayed. Once re-fitted, you can see the extra screws across the scuttle panel where it attaches from underneath, but there are almost totally hidden by the top seal. (Pic

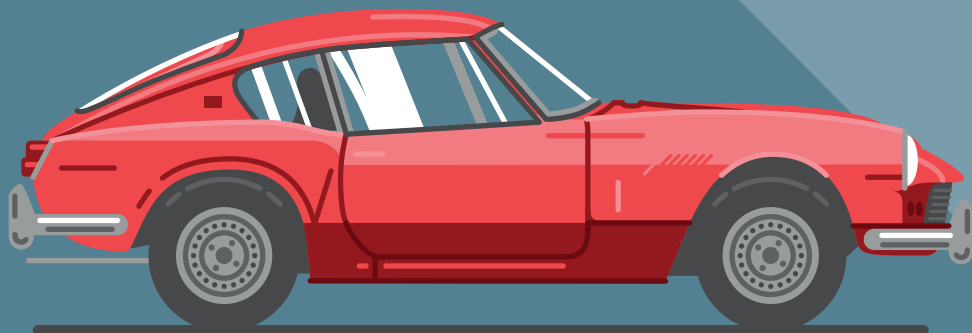


Pic.12.

12) Something I've never seen before so a real novelty. Incidentally if you have any info on how the heater intake above the gearbox was closed over, I'd love to know too - I'm sure there was a panel for it, but have never seen one. Something to look forward to!

See you next month

Colin



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Simply Gleaming!

Last December I told you about a great website that Chris Longhurst had alerted me to, as he writes various columns for it.

It consists of regular columns by different authors about all manner of model vehicles, current and vintage.

<https://www.maronline.org.uk/laurie-and-petrel-triumph-spitfires/>, which is on two Hong Kong based brand models of Triumph Spitfire cars, Laurie and Petrel, both replicating the Spitfire4 Mk2.

I know I don't have any of those models, so I might have to keep a lookout for them, to see if I can add to our own small collection of Triumph models.

Looking through some of the other articles on the site something else caught my eye, another of Chris' pieces, a Clockwork Herald. Definitely a fun item to have in your collection. <https://www.maronline.org.uk/clockwork-triumph-herald-police-car/>



Another recent email came from Josef Gluyas with the latest chapter of the restoration work on his Mk3 Spitfire. You would have to go back to these pages in 2018 and 2019 for previous updates on his car. The last we heard in 2019 was that it was about ready for paint, so it

Laurie Triumph Spitfire

I have only seen the Laurie Triumph Spitfire in pale blue (Figure 5a); the underside of the car (Figure 11b) has the inscription "NO. 506" and "MADE IN HONG KONG".



The Laurie Triumph Spitfire with box (internet seller)



appears that Covid separated the car from its new paint for quite some time, so good to see it got there eventually.

He's now told me of his most recent column:

"After having waited since well before Christmas for my Spitfire to be painted (hopefully for the final time) the e-mail to say it was



long, unless you spend a great deal more time that Guy or I would on washing and polishing!

It's lovely to see the car coming together and I look forward to the next chapter.

This year is the 60th anniversary of the Spitfire so let's get them out and celebrate this Diamond Anniversary, starting with SEM this month, the start of the show season for many.

done caught me by surprise when it came a few weeks back! Anyway, it's safely delivered back home now and I've been working on putting everything back together. The doors and electrics are fitted up now allowing me to move it around. My next major job will be to switch out the gearbox. I've got a second one, well, all the parts of a second one which I'll be assembling and swapping.

The existing one leaks heavily, and has some blobs of red silicone hanging off it so I'm not inclined to just trust it. After that, on to the interior."

The car is really gleaming, shame they don't keep that 'just painted' bloom for

There are likely to be various events on everyone's calendars, particularly with the

scarcity of them over the last couple of years. So when you're getting your car out to get ready for one or other of these events, how about taking a few photos for inclusion in these pages, whether shining beautifully like Josef's Spitfire, or still covered in last year's dust like most of our cars!

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STAG

Ben Carney stag@tssc.org.uk

2 Members Fantastic Stags

And My Old Triumphs

Hello, I hope you are all enjoying the new classic car season, I'm writing this article just a few weeks before Easter, and the weather has been very cold following the lovely warm spell in early March. So, I've been out with the top down and a silly hat on to keep warm.

In the last couple of issues of the Courier, I introduced my Stags, and mentioned my earlier Triumphs. In this issue I like to introduce my later Triumphs just before I indulged in my three Stags. During the 90s I had sold my last Herald Convertible to Chris at Totally Triumph in Cheshire, and for several years had played about with an old 1974 yellow Beetle, the Jeans model, (it had demin cloth seats), due to family pressure I swapped the Beetle for a Caravan, that provided shelter at many Classic Car events, and other festivals I attended. During this time, I had several Herald projects just sitting around on some enclosed land at the back of a friend's uncles petrol station, waiting for work, but the overzealous landlord decided to call in the scrap man. But these were the days when Heralds were still available for pennies, so I bit the bullet. If only I had tried to move them sooner.

Despite enjoying visiting many Classic Car events, by 2001 I was missing my direct involvement with Triumphs. A chance conversation with a colleague provided me with an abandoned Spitfire Mk IV pro-



ject, (picture 1). As you can see it was a major rebuild, but certainly similar to what I had undertaken in the early 80s. However, within six months of starting the rebuild I changed my role at work and found I had no time. After some soul searching the project was again abandoned and to maintain my Triumph links, I bought a concourse quality Spitfire Mk IV. (picture 2).



This acquisition provided many enjoyable trips out into the local countryside and visits to Classic Car shows. However, during 2007 everything was put on hold due to bereavement and a major heart condition causing my very very early retirement. After a period of self-imposed isolation due to my wife's death, I rediscovered the TSSC via the Manchester Area, the members welcomed me and rallied around and got me back into the Triumph scene with plenty of support and enthusiasm. To my delight (but then 'horror', I soon found myself owning a large



3.

I always wanted a Triumph Stag and finally bought mine in 2016 from a dealer in Kettering Northamptonshire. (picture 4) (picture 5) I wanted the best I could afford due to my limited technical knowledge and reluctantly

collection of Triumphs. Picture 3 displays just half of my collection. The Blue Spitfire is hiding behind the 2500 saloon. (picture 3). Perhaps, I should have checked into one of those clinics there and then.

Anyway, that's enough of my Triumph story, I am ever so very grateful to two members of the Club who have written to me with the stories of their acquisition of Stags and the enjoyment they have with these special cars.

Here is what they have to say:



6.

part exchanged a mint Mk 3 GT6 to get the Stag. I would have loved to have kept that GT6, but needs must, and I purchased an early Mk 2 Birmosa automatic Stag with a hardtop and original engine. (picture 6) I would have preferred a manual with overdrive example but this particular one had a good history with evidence

Paul Griffies

Hi Ben, I've been a member of the TSSC since 2008 and I read your article in Issue 500 of The Courier with interest. I'm very pleased you agreed to take up the role of Stag Register Secretary again. (Thank you Paul, that's very nice to know – Ben)



4.



7.



5.

of regular servicing by each of the previous three owners and that sealed the deal for me.

During the past few years, I've replaced the hood (picture 7) and carpets using an excellent trimming firm in Birkenhead and I'm lucky enough to have a Stag specialist who also operates from Birkenhead. I've used the Stag to tour North

Wales and I used to enjoy taking it to the Woodvale Rally and Andrew Greenwood's classic car shows at Cholmondeley.

The only time it let me down was on a return trip from Cholmondeley and the fault was due to corroded electrodes on the fuel pump. Other than that, it has been very reliable although I always knew a Stag would be high maintenance and I therefore keep mine regularly serviced and change the antifreeze every year after thoroughly flushing the cooling system.

Despite having a Tony Hart 'supergrill radiator'



(picture 8) fitted it is still not happy in heavy traffic on a hot day although I've never had any overheating problems up to now. I've not yet considered an electric fan because I want to keep the car as original as possible. For that reason, as well, I've ruled out both a manual gearbox conversion or a 4 speed automatic upgrade. Each enhancement would make the car more comfortable at motorway speeds but then I prefer to use



the B roads wherever possible.

Having said that I was amazed at the number of HGVs I encountered on B roads on the trip to Malvern last year for the International Triumph & MG Weekend.

I love driving the Stag and I really do think the car has finally come of age. If only in the 70s it had received greater development time and quality control, its reputation would have been so different. The car looks perfect parking against the background of the Royal Liverpool

Golf Club, this picture would have been the perfect setting for the publicity brochures of the early 1970s. (picture 9 and picture 10)

Very best wishes,

Paul Griffies

Again, my sincere thanks to Paul for his contribution, I look forward to seeing Paul and his Stag out on the country lanes and B roads.

My next contributor is **Dave Mabbott**, here is what Dave

had to say:

Dave Mabbott

Hi Ben. I am ashamed to say that I do not use my Stag nearly often enough and so I am hoping you are able to feature a brief mention in a future edition then it may spur me on to get it out of the garage more often!

I've owned KFE712N for nearly 6 years as it was



11.

a 50th birthday present to myself. Too late really for a mid-life crisis but I'm sure that age had a lot to do with my decision. I've always liked older cars having had many a mk1 Ford Granada in my youth which probably explains my liking for big engines and therefore petrol stations. The Stag has rekindled this feeling. My wife had a couple of Dolomites in the past too - one 1850 and a Sprint model.

On deciding to renew my acquaintance with classics the size of my garage at home was a major factor being roughly 14'x7' so the Stag is a perfect fit. I bought it from a guy in Lincoln who had looked after it really well, but it's had a full respray and partial retrim since. The problem is I've travelled less than 1000 miles in the last 6 years which is a waste. Most trips have been to my local old car friendly garage for MOTs which it has always passed. We did however take part in the London to Brighton last year which was great fun despite wrecking the diff on the way home. I have made the effort to book this year's run already so that's at least one day out in 2022.

I've attached two photos taken parked up on

the front at Brighton (picture 11 and picture 12) obviously before the diff spoiled things. We did however make it home.

This year however things will be different, and I do intend to do more miles in the car. But I did say that last year. And the year before that. Hopefully this will include some TSSC events and so may well catch up with you and other fellow members at some stage.



12.

Keep up the good work and all the best.

Dave Mabbott

Thanks again Dave, I hope you are able to enjoy your Stag and get the miles in this year.

I hope you can be inspired by the accounts of Paul and Dave, by getting your Stags out on the roads this year. Next month I have a road trip report from John Cartwright, John took his car to Ireland in 2015 for the Gordon Bennett run and also a tour of the Wild Atlantic Way on the west coast, plus a visit to Dublin.

But for now, that's all.

Keep those V8's purring!

Ben

SPECIALS

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A Veritable Potpourri

This month's theme is a simple one, I'm going to show you five Herald-connected cars that you could have bought at or around the time I write this piece.

This play serves three purposes:

shows you the variety of cars that have been built, mostly by very keen amateurs, using Herald-derived parts; shows that there is still a churn of ownership of these cars, and, of course, it gives me Register content.

As you can guess, my starting point to discover interesting cars is Google

seen any of our kit cars or specials advertised on Gumtree.

Unfortunately I cannot bring you any text description of the first car, **SLV397G**, as the Gumtree entry has ended and Gumtree does not seem to make available any archive details, unlike Ebay. I can only bring you a couple of pictures thanks to Google's archive. We can see that it is a somewhat forlorn, Morgan mimicking, Burlington SS; looking up **SLV397G** on the government websites



Burlington SS

shows it is still listed as 1969 Triumph Herald, with 1296cc engine that was last taxed in 1981.

If it is indeed the case that this car has not been on the road since 1981 it is almost certain it has never been on the road as a Burlington. If this car did find a buyer said buyer must be quite brave, a rather lot of work needed to achieve a road legal car.

By coincidence there is another Burlington SS for sale, on Ebay, and it too is currently very far from roadworthy. We don't get to see the registration number of this car, I



(other search engines are available... apparently), which usually redirects to Ebay or one of a few on-line auction companies that deal in classic cars, but here two of the cars were for sale on Gumtree. I don't think I've ever



Burlington SS - HELP!



Burlington SS - HELP!



don't think it is **HELP**. The seller's description is brief, but honest: *"This auction is for a 1968 Triumph Herald-based kit car. The kit is a rare Burlington SS, which is designed to look like a Morgan. I bought it in 2002 as a running and rolling project as it can be seen in the first picture. It was then fully stripped for restoration, but unfortunately circumstances changed and it was put into storage. In that time it saddens me to say it has deteriorated somewhat. Most of the wood and chassis is rotten, meaning this would be a full project, so please do not be expecting to be able to just spend a few weekends bolting it back together. Comes with full log book, which is in my name, chassis plates and numbers and a folder full of drawings and instructions."*

The bidding has recently ended and it appears the collection of parts made the seller £1,376. I categorise that as a "seller's price", by which I

mean I imagine the seller would have been quite pleased. Again, the buyer must be a very brave person, good luck to him, or her.

The other car on Gumtree is yet another "brave project", and here is the seller's description: *"Triumph Herald Midge, 1.3 engine, in British Racing Green. Unique and collectable. Brilliant project. Been in my family for the last 30 years."*

Lots of memories and fun. Selling due to ill health."

A very unhelpful description, especially as we can see from the single photo that the car in the accompanying photos is not a Midge,



Burlington Arrow

it's a Burlington Arrow. As for "unique"? The asking price is £995, which I'd say is fair, assuming the chassis is fairly solid and it comes with all the parts.

Back to Ebay now, for the blue and silver Spartan, **EWX707H**. Here we have a car (over page) that you can buy and drive straightway on the UK public highway network, allegedly. The seller's blurb: *"TAX/MOT/ULEZ exempt classic 1970 Triumph Spartan Vitesse Roadster 2.0 6-cylinder. Triumph Vitesse based Spartan Roadster. Garaged, very good condition, great patina, alloy wheels, excellent tyres, battery, clutch, etcetera. Nice hood with no leaks and the tops of the doors lift off. High compression 2-litre straight six Vitesse engine with twin Strombergs (sweet as a nut and much more desirable than the usual Herald four pot), full stainless steel exhaust system, Facet fuel pump, alloy radiator and Kenlowe fan. Stunning chassis that was refurbished (body off) by the previous owner (older enthusiast)."*



Fully serviced and starts on the button. For sale due to lack of use. It owes me about £6k. Asking £4,495 ovno."



Sounds like a good car, assuming the styling of the Spartan is to your taste. I need to explain my use of "allegedly" just now – at the time I write I can see that this Spartan is taxed but has no MOT. The car does quite likely qualify for MOT exemption, but, as for all 40-plus year old cars, it does still have to meet all appropriate roadworthiness standards.

When the current owner applied for road tax he/she made a declaration that the car was roadworthy, so, in the absence of a MOT certificate, any new owner only has the current owner's word.

If I was buying any 40-plus year old car that I wanted to drive straight away, I would insist it came with a valid MOT certificate. I do not understand why any seller would sell a 40-plus year old without first putting through an MOT; it's not as if it's a huge expense.

My fifth and final car this week is quite enigmatic. The white car, **HYC257D**, has just been sold by **Anglia Car Auctions**, and here is the catalogue text: *"You're unlikely to come across another car like this. It's a JBSS 1200 Spyder, a fascinating track day special based on a Triumph Herald, but now much more potent. Initially started as a conversion to a Sammio (Herald-based kit car) by a previous owner, it was left unfinished and instead received a one-off aluminium racing body on top of the Sammio tubular structure."*

The Triumph Herald engine has been replaced by a Suzuki GSXF 1100 unit and gearbox, with the aim being to create a sprint / hillclimb / trackday special.

The car was previously sold by ACA in 2016, when it was noted that the fuel, brake, suspension and steering components were either new or refurbished. The JBSS seems to have been little used since then.

The 1147cc Herald on which the car was based was registered in May 1966, and four former registered keepers are recorded. The odometer currently shows 65,960 miles, with the last MoT expiring in May 2017.

The paperwork file includes the V5C and a large stack of invoices and other literature relating to the build and running of the JBSS, testifying to a lot of money spent over the years. The folder also includes a parts

manual for the Suzuki engine, along with printed photos of the special aluminium body under construction."

To my mind this car certainly has a look, I wouldn't kick it out of my garage. There are, though, some issues. Is the car to be used just on the track? Or is it supposed to be road legal as well? If it is intended to be driven on the public roads why is it not being sold with an MOT? The ACA entry gives the chassis number, which tells us the car was originally a Herald 12/50.

It is currently described on the DVLA and DVSA websites as a JBS 1200 SPYDER (though the DVLA has it as blue and the DVSA as white), and has not been taxed since 2016. Its MOT history shows just a single test, in May 2016. The auction description tells us the car now sports a Suzuki engine, which, according to my research, has a capacity of 1127cc, the DVLA has the engine capacity at 1147cc, a number we all recognise as the capacity of the Herald 1200 and 12/50.

As I understand the MOT exemption rules, as detailed in the government document Vehicles of Historic Interest, the recent swap to a Suzuki engine means the car loses its eligibility for MOT exemption.

The winning bid is stated as £6,696



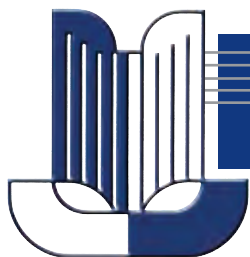
JBSS 1200 Spyder



(my research discovered it made £4,830 when it sold in 2016). Again, this seems to me a seller's price; I assume the buyer knows exactly what he/she has bought, and has had an explanation of the apparent paperwork discrepancies... or perhaps he/she didn't ask.

Trevor

<https://www.instagram.com/heraldspecial/>
<https://www.facebook.com/trevor.collett.7140/>



Readers Write

e-mail: courier@tssc.org.uk

What a Surprise!

Hi Bernard

What a Surprise! --- When I saw the cover photo of last May's COURIER. I have seen that car before! Now, where was that? I think the year was early 2000,s when we had a gite holiday in a small village near Laon.

I have seen few Triumphs in a number of holidays in France but driving 'home' late one afternoon I was surprised to see a Coupe with a Vitesse bonnet at a roadside garage. A rapid stop was made to have a look.

Someone has made a good job of converting a convertible I thought. It looks like a barn find but in good condition – look at the panel gaps and alignment. There was no one about to give me any further information so I took a picture and continued 'home'. I have since found the said photo and yes it appears to be the same car – still has the

windscreen stickers.

This may not add much to the car's history but the moral of the story is always note the where and when of your photos. You never know what interest may arise in future

Regards

Malcolm Hill,
90/33340

Driveways wanted!



Looking for driveways around the UK

On Sunday 6th June, Paul and Christina Girling (Norfolk AO's) are exhibiting their Herald and matching caravan at the Sandringham Pageant of Motoring. From there, they will begin a 6-week adventure, taking the combo around the coast of the UK, fulfilling a long-term ambition whilst also raising money for the Air Ambulance. In order to offset some of the increase in the cost of fuel, they are asking if there are any members who live within a few miles of the coast who might have space for them to park overnight.

They would be fully self-sufficient but just in need of somewhere to spend a night. Also, they are asking if any of our members in Scotland could contact them with advice about where to leave the caravan safely whilst they take the Herald solo around the Highlands. Please see <https://www.paulstriumphherald.co.uk/four-cs> for more details or email :

paul.norfolktriumph@gmail.com if you are able to help in any way.
Thank you in advance!

Paul Girling
Norfolk AO.





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BOND EQUIPE

GUY SINGLETON guy@bondequipe.org

Up for a Challenge?

Time goes so quickly, it's already May, the real start of the show season. I hope to see a good display of Equipes at the South of England meet this year.

Great to be able to attend it again after two years of absence. I think this year, given it is the 60th Anniversary of the Spitfire, we will be taking Sybil our Mk 1 Spitfire to the event so sadly no Equipe, but don't forget 2023 will be the 60th Anniversary of the Equipe so crack on and get your Equipes ready for this!

Paul Hutchings. Paul had got the car back on the road, and it had done the 5 point Rally in 2016 - much to many peoples' surprise! Mike



has now prepared the car and had it re-sprayed – it is looking good. I look forward to seeing it again in its full glory sometime this year.

Now to move on to some Equipes which need to be saved, and hopefully restored fully, and I hope someone will be up to the challenge. I have heard of 3 Equipes - a 2 + 2 and two 4Ss that are currently resting in a garden. The owner,

Someone who has done just this is Mike Carter, who a few years ago purchased YRE 747H from





whose husband had had the cars, would like them to go to a good home, and is prepared to give the cars to someone for restoration, subject to all three



cars being collected and removed. I have not seen the cars myself but I gather they are complete but in a poor condition – who's up for the challenge? If you are please contact me and I can put you in touch with the owner. I will be well impressed if someone can get one of these cars ready for next year's celebrations.

I saw an interesting snippet on Facebook – **Robert Dalton Morris** put up a picture of his Grandfather in his new Mk 1 2 Litre Coupe. Julian Crinnell, then found an article about the car in the July/August Edition of the Bond News, the car is fairly recognisable from its single spotlight. Unfortunately we don't know what Sir David, Robert's grandfather, was told as that part of the cutting isn't present in the image on Facebook!

NATO CHIEF

You can expect the same sort of audience reac-



tion from Brussels now that **Air Chief Marshall Sir David Lee, K.B.E., C.B.E., C.B.** has arrived there to take up a high ranking post with NATO.

Sir David bought a new 2 litre Equipe from his local Bond Dealers **Felbridge Garage, East Grinstead, Sussex**, because of his impending departure for NATO headquarters. The Equipe was purchased under the personal export scheme.

Felbridge sales manager, George Pollard, arranged for the transfer of Sir David's favourite spotlight and the fitting of a dashboard battery charge indicator.

Then in a small forecourt ceremony he handed over the keys to Sir David. Said George: "We sell quite a few 2 litres around here, it's a very popular car. We arranged the servicing of Sir David's car with the main Standard-Triumph dealer in Brussels."



Sir David Lee peers into his new Bond watched by George Pollard. See NATO chief.

Finally a reminder about the **Bond Equipe Weekend on 2nd to 4th September, based at the Royal Agricultural University at Cirencester**, the same venue as last year.

I will need provisional bookings by the 10th May, although with luck we will be able to add some latecomers if you decide later to join us.

Guy



Mercy Trip to Ukraine

By Neil Spencer

Refugee & Aid assistance

When the UK government announced the scheme to host Ukrainian refugees, the subject was discussed between our group of friends in the Coalville area of Leicestershire.

The only ones that had room were Marcus and Clair, and me. I had just put my house on the market and I was moving to a much smaller place so I couldn't help but Marcus and Clair put themselves forward. They found 2 sisters, each with one child so the process of helping them began. As Marcus has a 3.5 ton van it was soon decided that between us we would deliver aid in the van and try to obtain a minibus to bring the 4 refugees over and possibly others if it could be arranged. One of the sisters had to drop out as her son wasn't eligible due to being 18. The lady, Elena, applied for her visa on the first day that the scheme opened, and we started to organise collections from local people and businesses. One of the local businesses gave us £6000 to find a minibus on the proviso that once finished with we would sell it and return whatever money we managed to get for it. The plan was to set off as soon as the visas were obtained.

A just giving page was set up for £2000 and we quickly realised that it would cost a lot more than this so that was changed to £10000 thinking that maybe if the sum was

raised, we could do the journey again.

We loaded the van and minibus with approximately 4 tons of aid all the time hoping that Elena would tell us that her visa had arrived.

Elena was staying in the southern Ukraine border town of Moynliv-Podilskyi with her sister-in-law where there is a border crossing to the Moldova town of Otaci. Many thousands of Ukraine people have

crossed the border at this and other crossing points with Moldova since the war began. Elena asked if we could meet her at this border crossing in Moldova and arranged for a truck to be there to take the aid we would bring in to the south of Ukraine where it was needed desperately. She was getting more and more desperate so on Monday 28 March four of us set off at 4.45 to Dover to catch the 11.15 ferry to Calais, stopping on the way to do a facetime interview with GMTV at 6.30 but unfortunately, we were canned as there was the earth shattering news of Will Smith smacking someone that totally dominated the news that morning. I was driving the 3.5 ton Sprinter with my co-driver Sam, and Marcus and Clair were driving the minibus. Both vans were so full of aid that we forgot to leave room for our own bags!

Our route took us through France, Belgium, Germany, Austria, Hungary, Romania and Moldova. We drove for 15-18 hours per day wishing that we could stop and enjoy some of the places we were visiting but we just had to press on. It was tiring but with several quick pit stops for short breaks and fuel and driver changes we managed to cover a good distance each day. The vans were both doing just over 20 mpg and buying fuel on main motorways was proving very expensive. Always well over \$300 euros to fill up.

As we approached Moldova from Romania, we had to cross the mountains that were still covered in snow in places. It was incred-



ibly beautiful scenery but the further we drove the worse the roads became. For the last 50km or so the word road didn't really apply.

Up until we reached the Moldova border the drive had been quite relaxed apart from the tiredness but once we reached Moldova everything changed. The reception we got at the border can only be described as hostile. We soon realised that going that way was a mistake. At the border point itself the Romanian guards were friendly enough to chat with us as best as possible given the language barrier but the tension between some of the Romanian and Moldovan guards (but not all) became easy to see. What we didn't appreciate at the time was the precarious position of Moldova itself. Geographically Moldova could be in a serious predicament if things do not go well for Ukraine.

They feel very vulnerable.

Apart from a cursory glance they were not interested in the cargo we were carrying, but as some form of compromise they put seals on all the loading bay doors with many official stamps on them. For some time, they had mostly disappeared into the central office and argued amongst themselves, quite vociferously at times though we of course didn't understand a word. The general impression we got was the older guards wanted to let us through, but the younger ones didn't. Eventually they all seemed to come to an agreement. Several guards disappeared from our view and the eldest of the guards, possibly the senior ranking officer, came across

smiling and with some English asked us what our route was. We showed him our sat-nav route, and he advised us to take a detour and planned another route for us. He said that they were better quality roads. As it turned out I would have been amazed if there had been roads actually worse than the ones we took but it was explained to us in Ukraine that very few roads in Moldova would actually be called a road in the UK. Definitely not small chassis Triumph roads.

We left the border point after dark, somewhere around 23.00. We drove approx. 1km only to come across another border point totally deserted. We approached cautiously, passing through unmanned x ray machines and drew to a halt at the office that was all in total darkness. Just as we had decided that maybe this was an old border check point and we could pull out (there were no barriers) a very short young female border guard appeared out of nowhere and started to display absolute outrage towards us, shouting very loudly and waving her arms about. Sam was driving at the time, so I wound down my window to try to explain that we were English and didn't understand her. She decided to make herself clearer to us by screaming at me and waving her arms so wildly I thought she was going to take off.

By this time I was tired, very stressed about the last border post delays and was not impressed by the attitude of this female Napoleon standing in front of me and I lost my cool. I started shouting back. This actually quietened her down a bit but Sam immediately started to try to calm me down and then cleverly decided to activate her Google translate app on her phone to try to communicate with the guard. I left them too it and got out of the van. Slowly several other guards appeared in cars and eventually what appeared to be a senior guard arrived and his presence seemed to make things a little more civil. Miss Napoleon didn't utter a word to us after that but her attitude without speaking was very intimidating. After another hour or so they sent us on our way with the few remaining guards wishing us good luck (again the elder ones) and we set off again for what should have been 2 hours to the Ukraine border. It took 4 hours to reach Odesa. We stopped in the town square looking for a border post sign. It turns out we were less than 1km from the border post. Then the Moldovan police showed up! We were driving right hand drive vehicles after dark so he was going to fine us, and also detain us and we could go no further. We had received many texts from Elena who was waiting for us in Ukraine at the border along with 3 guys with a 4 ton truck waiting to take our aid into the worst hit Southern towns. They had been waiting for us for around 8 hours and were getting worried. Elena speaks good English, so we phoned her to explain that we were very close by but were stuck again. We handed the phone over to the policeman who had a civil but long conversation. The policeman hung up and said as best he could that "she is coming". One minute later Elena and her sister in law appeared in a Volkswagen with Elena's 10 year old son asleep in the back and began pleading with the policeman to let us through. Marcus's phone rang

and it was the truck driver who was waiting at the border. Again we gave the phone to the policeman whilst we all quickly introduced ourselves to Elena. A very long conversation between the policeman and the truck driver ensued whilst Elena gave us the basic drift of the conversation. Eventually he hung up and gave Marcus his phone back and just said "go". We didn't need telling twice so with the Volkswagen leading we drove the short distance to the border post with the police car following us. The border point was manned mainly by Ukrainian soldiers, mostly very young and at least 3 of them very young ladies. They were friendly enough considering their predicament, but they had orders and they were following them to the letter. We were directed to a holding area past the checkpoint itself and the truck taking our aid was pulled up behind us. The 3 truck drivers and two young lady soldiers then proceeded to check the contents of every single box. This was a little frustrating, but we fully understood. It gave the drivers chance to see what we had bought and organise it properly into the back of their truck. We had brought a lot of what is generally termed medical supplies including first aid kits, toiletries of all description and a large box of paracetamol. There were many boxes of disposable nappies, underwear for all ages, blankets, hats and gloves etc. They seemed overwhelmed by the time they saw the painkillers. They explained that painkillers were nearly impossible to get hold of and very much needed as were ladies toiletries but also kit for the sol-

diers like toilet paper and deodorant. One of our local infant schools had sent dozens of large brown paper bags filled with little personal gifts for other young children and had drawn



colourful pictures on the outside. This produced a reaction from the drivers that I found almost overwhelming.

The soldiers bought us some fruit tea as we watched the sun rise over the Ukraine town of Mohyliv-Podilskiy, something I would never have guessed that I would see.

We had taken out EU insurance cover on the vans that did not include Ukraine or as it turns out Moldova. Silly oversight but we did not expect to actually pass-through Ukraine but thought we would be back-tracking through Moldova. This was definitely NOT an option. It was explained that we needed to get insurance for Ukraine driving but that was easy to sort out later in the morning when we went into town for breakfast. It literally cost £15 to insure both vehicles for a month (minimum period.)

The hospitality and friendship we were shown was absolutely overwhelming from everyone we met. We were fed with home cooked breads and savouries and put in their beds (or to be more precise on them) for just an hours rest. The truck drivers stayed with us for the hour as they also had a difficult drive ahead of them. They asked us to go with them to a town to look at the destruction so we could see for ourselves and help to tell everyone back home about it but although Sam and I wanted to go others felt it not a good idea and we had to stay together.

Navigating our way across Ukraine was difficult to say the least. First we had to drive NE to pick up the main roads, All sat-nav signals are blocked and every road sign has been removed for obvious reasons. We encountered many army check points but they very quickly knew why we were there and gave us no trouble. I even think that they were radioing ahead to say we were coming. We were smiled at and waved through. We pressed on to the Polish border. Once we crossed into Poland we soon realised that finding refugees who had visas for the UK was impossible. Apart from people actually unable to obtain visas in the first place, there was no UK representation at the border that we could find. Apart from that, stopping and asking people to get into your minibus would not have gone down well with the border security who have been criticised about people traffickers. We had to leave and stopped at a hotel just 30 minutes into Poland. We checked in to our rooms around 23.30 for our first decent nights sleep and agreed to have breakfast at around

10.00 instead of our usual set off time of 6.0. We then had to decide what to do next. Elena had still not received her visa at this point and speaking to the visa office in the UK was no help whatsoever. Our two choices were to drive to France, and for Marcus and Clair to wait in a hotel with Elena and Andrew. The other option was to head South to Bulgaria where Marcus and Claire have a holiday home. It was a big detour, but we headed for Bulgaria. Our route was through Slovakia, Hungary and Romania. None of the roads were too bad until we reached Bulgaria towards the end of the journey. Crossing the Danube was a bit of a problem. We were following the minibus who had an iPad for sat nav use and it showed where we had to cross the Danube. Problem was when we got there it was a ferry crossing, for HGVs only and was shut. Nearest bridge was 125 miles East! We reached the border to Bulgaria not long after midnight and finally made it to Varna on Bulgaria's Black Sea coast in the early hours of Saturday morning. We were all tired and stressed but our passengers more so.

Over the next two days Elena started to decompress a bit as she rested with her son. Both Sam and I had important things coming up at home that we knew that if we set off driving home on Tuesday (assuming Elena had visas by Monday) that we would not get home on time. We did not envisage the delays in Moldova and stupidly thought we could unload, collect our new cargo and turn around. We would have been home by Monday or Tuesday if we had. I'll be the first to admit that we were very naïve with our planning, and we just winged it all the way really. Good intentions overruled common sense.

Sam and I flew home from Varna on Monday. Also on Monday Elena was informed by the visa office that it should be sorted by Wednesday. On Thursday they were told that the visa application had been lost and she had to start all over again.

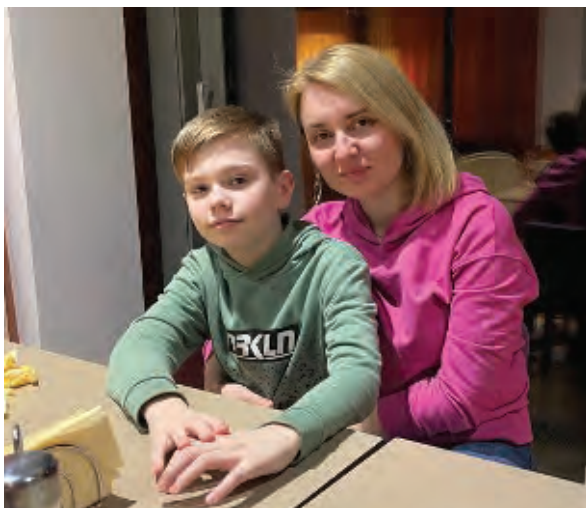
It is now Sunday night and of course there is still no visa. There are a few things that I would like to say about that but it would mean that Bernie wouldn't be able to publish this!!

As soon as the visas arrive, they will all fly back from Varna and I will collect them from Luton airport. We will of course then have to fly back some time soon to collect both vehicles from Bulgaria. Once we are back, we will start to plan our next aid delivery with just the 3.5 ton Sprinter, just not via Moldova this time. The truck drivers who took our aid have said that they can provide us with a specific shopping list of what they need. It will need some proper planning next time that's all.

I would like to thank everyone, particularly the Triumph community who contributed to the just giving page that was cre-

ated. We didn't quite achieve enough to cover the expenses of the trip but it was still great. Funding will be a big issue for our next trip but we will be working on local businesses once we have a plan and the just giving page will stay open too.

On a personal level, it has been an incredible experience for me. An emotional roller coaster of a journey that I will never forget, but the one single most memorable experience that is foremost in my mind is



the Ukrainian people themselves. So humble. So hospitable and showed us nothing but affection. And so so brave. I look forward to one day returning as a tourist. I know that I will be welcome.

Footnote.

On **Wednesday 13 April** Marcus, Claire, Elena and Andrew set off for the 3 day journey home in the minibus, hoping that the visas would arrive before they got to France. The next day the visas arrived, and at 04.30 Saturday morning they finally arrived back in Coalville.

TRIUMPH

BIG SALOONS

CARL SWANSON saloons@tssc.org.uk

May? Already ?

Hello, Welcome to the May edition of the Courier.

May? Already?!

Well, the weather has been all over the place here over the last few weeks, so much so, I took the opportunity to rest the 2000 and took the TR7 for a run to a local car club meet. This was also due to the limited space on my drive, and the 2000 was blocked in by two cars, and the TR7 was out!

My 2000 seems to be having a running issue. I believe its fuel related, so trying one of the octane boosters to see if it can assist. In my experience it now seems the fuel not only as the ethanol issues (I use the Esso Super unleaded as I understand this has the lowest amount of ethanol. However, it seems the fuel loses its combustible level. I am now recording when and how much fuel I have put in, to try and establish what is happening. Plus point of having 6 cylinders as with reduced power, at least enough to make it home!

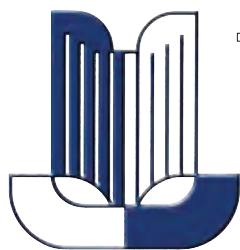
I'm wanting it to be sorted as May hopefully will see the welcome return of many events not seen for a couple of years. One of my favourites is the **South of England meet at Leatherhead Leisure centre**. Several hundred Triumphs have attended in the past, and I am quite confident they will again! You can camp from Friday 6th May onwards

(£7 per night but to be confirmed at time of writing) Saturday 7th is a free 'chill day' so an opportunity to sit and relax or use the leisure centre activities or shop around Leatherhead. Sunday 8th is All Triumph Car show & concours. £7 per person for entry. There will be autojumble and refreshments too. The TSSC will be there with the club shop and the insurance valuations for the Agreed valuation scheme. Remember your valuation lasts for two years, so worth having a check. If you haven't been before, head towards the Leisure Centre (KT22 9BL) and as you head towards the centre, look out on the left for the TSSC sign and turn into the field. We have our own parking line, so keep going up the field and look for the 'big saloon' sign and hopefully join the many that will be there! Any further details, please check with



Mickey H as shown on page 93 of The Courier last month.

A show we went to the first time last year is on at its more normal time of year this year. **Sunday May 22nd is the Standard Triumph Picnic and Hog roast** at the very impressive **Walton Hall hotel, Wellesbourne, Warwickshire(CV35 9HG)** It was matched by the quite fantastic examples of Triumph history which goes back to the 1920s. Its free to enter and no booking required. The coffee truck sold very impressive refreshments and the hog roast was de-



THE

COURIER

Classifieds

Vitesse

Herald

STAG

1970 MK2 CONVERTIBLE. Unfinished project, Vitesse 1970 Mk2 convertible for sale, 3/4 complete, everything to finish the job, most of it new. Offers over £7,000. **Glyn Thompson (Alfreton) 01773 520082.**



SALOON 1971. Complete car for spares or repair with V5. Offers. **Brian Chapman (Dorking Surrey) 01306 888382.**

1970 MKII CONVERTIBLE. Unfinished project, must be seen to appreciate work already done. £13000 of receipt for new parts, everything to finish job. Engine recon - ring if interested **Andrew Thompson (Alfreton) 01773 520082.**

RESTORATION PROJECT -CONVERTIBLE 2LTR MARK 1 1967. Currently in bits in the garage - needs a loving home to put it back together. Must be collected from Lincoln. All offers considered. Will also include body parts and engine from a Herald. **Jules Dobos (Lincoln) 07587 239700.**

2 LITRE MK1 CONVERTIBLE. Owned over 30 years, now on sorn and sadly not used much. Paintwork is fair but needs some refurbishment. £5,500 **Andrew Murray (North Buckinghamshire) 07495 711668**

ONE PREVIOUS OWNER 63' 1200 CONVERTIBLE. 60,000 miles, new carpet, many original features inc tool kit, solid car, a pleasure to drive, good hood and tonneau, discs & pads and refurbished calipers, tidy car. £7,500. **Caroline Bonfield (Bedfordshire) 07535 564935.**



13/60 CONVERTIBLE 1968. Genuine convertible, featured on BBC Celebrity Antiques Roadshow. Hood in good condition. Little regular use so opportunity for enthusiast to enjoy and improve. £4,500 **Alan Brooks (Haslemere) 01428 654113.**



1972 MK1 3ltr. Well Known TSSC Car as this was Phil Willson's last Stag (Stag Reg Sec). Sapphire Blue. A1+ Condition throughout as you might expect. With Many Upgrades fitted. Current TSSC Valuation £18,000, so sensible offers in this Region please. £18,000 ONO **Rob Willson (Kent) 07920 063400.**

TR3A

TR3A 1961. Nut & Bolt Restoration. Everything New or restored. Black/red leather. Left Hand drive. Steel Wheels. 72 miles. Sensible Offers **Patrick Scott (Bristol) 0117 9573191.**

GT6



1973 MKIII Stunning car in Emerald Green. 1000 miles since body-off restoration, all bills and photos. Overdrive, 3.27 Diff, leather seats, stainless sports exhaust, new chrome. New MOT with no advisories £13,600 **John Ewbank (Gloucestershire) 07875 964077.**

Triumphs Wanted

WANTED TRIUMPH VITESSE. Wanted by retired motor engineer any model of Vitesse saloon, prepared to pay premium for original specification with history. **Martin Day (Suffolk) 01473 652619.**

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Parts for Sale

MIKE PAPWORTH GEARBOX'S STD AND H/D - OVERDRIVES A - D - J TO ORDER, HALF SHAFT'S STD AND ROTOFLEX.VEHICLE MOVEMENTS, PROJECTS CARS REQD. (Trade) Mike Papworth (Coventry) 07768 775170 or 02476 644499.

WIRE WHEELS WITH HUBS AND SPINNERS. Set of 4 wire wheels with hubs and spinners to fit small chassis Triumphs (95.25mm PCD) 13" by 4.5". In good condition having been recently blasted, primed and painted. £250.00. John Ewbank (Cirencester) 07875 964077.

TR6 GEARBOX CD code, with A type overdrive ,with clutch thrust race. Good quiet running when removed from TR4.Does have some oil leaks. £90 Graham Charles (Leicester) 01162312531

TR4 PROP SHAFT & TR4 CLUTCH AND DRIVEN PLATE TR4 prop shaft, done about 1000 miles £60. TR4 clutch and driven plate. Very little use £100 Graham Charles (Leicester) 0116 2312531.

TRIUMPH BITS FOR SALE. 2 x 1500 engines to go, wheels, suspension parts,door parts, doors some other body panels , mk4 1500 spitfire bits , hood frames ect. Best offer. **SGS Engineering UK Ltd RMA 324651 (Downham Market) 07474 336158.**

FIVE SPOKE REVOLUTION WHEELS. 5 five spoke revolution

wheels taken off my TR6. One has a tyre fitted. good condition with brand new centre caps. £180. **Tony Mcalpine (Near Dartford tunnel) 07973 539081.**

TR7 KN JUPITER ALLOYS. 4x alloys In good condition with wheels nuts. Please note 2 nuts are missing. £150. **ALSO X4 DOLOMITE SPRINT WHEELS WITH TYRES.** In good condition. £120. **Leo Coelho (West Midlands) 07951 432302.**

HERALD PARTS . O/riders for 1200 £30. Pair vertical links £30. (Gearbox £80, flywheel £25, prop £25, fork/bearing £12) all good. Wish bone top/bottom £25. Sundries - enquire. **Rikk Harrison. (Nuneaton) 02476 348991.**

HERALD 13/60 PARTS. Enough parts to build a complete car, with spares. Any offer considered. **Tony Ancell (South London and/or Guildford) 07973 610102**

FREE VITESSE WINDSCREENS. Windscreen and rear window glass. 2 Front seats ETC. ALL FREE but MUST COLLECT ASAP as moving house. **John Turner (Sheffield) 01142 215653**

SPITFIRE REAR BUMPER. Spitfire 1500 rear Bumper to fit USA spec vehicle. Part No YKC1349. NOS still in wrapper. Collection only please. £150 **David Harding (Waterlooville) +447778 771354.**

SPITFIRE FUEL TANK. We have been offered what we believe is a Triumph Spitfire fuel tank in excellent condition. Would anybody like it? From Medway Volunteer Workshop. Donation Required **Trevor Cox (Chatham) 01634 670115.**

HARDTOP FOR SPITFIRE MARK IV. Dark blue. In good order outside. Interior needs re-trimming. £60. **Gerard Guerrini (Wimbledon) 0208 5424876.**

TRIUMPH PARTS. Electronic Distributor. Herald Radiator. Windscreen. 1200 Head. 1300 Head. Twin Carbs. Windscreen Rubber. Rockers. Dynamos. Starters. Make an Offer. Collection Only. **Barrie Jones (Surrey) 01483 720725**

VITESSE BONNET TOP PANEL. NOS Bonnet Top Panel Part No 575215 in primer with some minor surface rust. Collection only please. Please Text. £250. **David Harding (Worcester) +44 7778 771354.**

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Parts Wanted

SPITFIRE MKIII WINDSCREEN FRAME. I need a replacement windscreen frame for a MKIII Spitfire will collect **Jeff Unsworth (Reading) 07920 052973**

MK 1 VITESSE 2 LITRE DISTRIBUTOR. Standard Lucas Distributor with Points wanted. **Chris Stoddart (North Yorkshire) 01325 374760.**

Trade Services



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May 2022

AREA NEWS

AREA Directory • News • Events



PICNIC AND HOG ROAST 2022

SUNDAY 22ND MAY

THE WALTON HALL HOTEL

HOSTED BY THE

PRE-1940 TRIUMPH MOTOR CLUB



This, the fourth of our picnics, celebrates the 99th year of car production and everything that is wonderful about owning and running a classic Triumph, Standard or Standard Triumph car and all Clubs and individual owners are truly welcome. You are asked to do nothing more than arrive in your car between 10am and 4pm and spend a sociable day with us enjoying and marvelling at the range and variety of Triumph cars produced between the 1920s and 1970s.

This year's venue is the beautiful Mercure Walton Hall Hotel, Wellesbourne, Warwickshire CV35 9HG and, for those without a picnic, Martin's Hog Roast will be available, together with a range of other buffet items and hot and cold drinks.

For more information you can call Martin Johnson-Howe on 01455 554624





AREA DIRECTORY

AREA MEETINGS Check with AO!

SCOTTISH AREAS

SCOT CENTRAL	Dave Fray: 07557 659311 Harvester, Hillington Ind est. - 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 MES Training - Blackmoor Court - DURHAM. DH1 5ES	1ST SUN. 10.30AM.
LIVERPOOL	Mark & Tracey Lamb: 07975 591421 Vikings Landing. Stonebridge LIVERPOOL. L11 2BD.	1ST TUES. 8PM.
LANCASHIRE	Kevin Makin: 07946 045869. Dennis Petty: 07951 727747 New Hall Tavern, CUERDALE LN, PRESTON PR5 0XA.	LAST TUES. 8PM
WIRRAL	Richard Lloyd: 0151 625 3172 Dave Evennett: 07796 631336 The Red Fox, Liverpool Rd, Thornton Hough. WIRRAL. CH64 7TL	2ND TUES. EVES.
NORTH YORKS	Keith Warren: 07534 820155 Hare and Hounds 8 Silver Street. RICCALL. YO19 6PA. The Motorist Sherburn - ELMET. LS25 6JE.	4TH TUES. 7.30PM 2ND THURS. 6.30PM.
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	New AO/s Wanted Contact Nigel Hill 07976 163006	
DERWENT VALLEY	Colin Wright: 01773 531580 Smalley common ex-servicemens club, STANLEY COMMON DE7 6FY. Roaming Meets.	1ST MON. 7PM. 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 Contact AO for venue meet ups.	3RD TUES. 7.30PM.
PETERBOROUGH	Charlie Noble: 01780 666045 The Gordon Arms, PETERBOROUGH. PEW2 7DH	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 George & Dragon - MEAFORD Nr STONE ST I 5 0PX	LAST WED 8PM.
WEST MIDLANDS	Chris Allen: 07505 110922 Drakes Drum Great Barr - BIRMINGHAM. B44 8TR	1ST TUES. 7.30PM.
WORCESTER	Vicky Kitchen: 07745 299457 The Oak , Worcester Rd, UPTON SNODSBURY, WORCS. WR7 4NW	1ST MON. 7.30PM

EASTERN AREAS

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

SOUTH EASTERN AREAS

EAST BERKS	Doug Brown: 01189 321390 The Shire Horse - Nr MAIDENHEAD on A4 - SL6 3QA	2ND TUES. 8PM.
SOUTH BUCKS	Daniel James: 07818 052276 The Harte & Magpies - Coleshill, AMERSHAM BUCKS. HP7 0LU	3RD WED. 8PM.
CANTERBURY	Anne Mullender: 07845 916665 The Red Lion , Badlesmere, FAVERSHAM, ME13 0NX	1ST THURS. 7PM.
GATWICK	Tony Locker-Lampson: 07775 564427 The Red Lion , Lion Lane, Turners Hill, Nr CRAWLEY, RH10 4NU	2ND TUES. 8PM.
HANTS & BERKS	Alan Fulbrook: 07795 096394 The Twesledown , CHURCH CROOKHAM, FLEET, HAMPS, GU52 8DY.	1ST TUES. 8PM.
HERTS & BEDS	Peter Lewis: 01582 750943 The Raven PH , HEXTON, NR HITCHIN. SG5 3JB.	4TH MON. 8PM
ISLE OF WIGHT	Elaine Hawkins: 07842 249591 Tracy Cleaver: 07754 751672 Various - See report in Area News	CALL FOR DETAILS
WEST KENT	Colin Robertson: 07810 102525 The Woodman - Goathurst Common - IDE HILL - TN14 6BU The Castle Inn - Main Road - BODIAM -TN32 5UB	LAST TUES 7.30PM LAST WED AT 7.30.
NEWBURY	Dave Rumens: 01635 868640 See our Facebook page and your emails for details. The Craven Arms Skinner's Green Ln, ENBORNE. RG20 0HG.	2ND WED. 7.30PM 4th Wed. 7.30pm
SOUTHERN	Mike Goolding: 01252 722432 The Seven Stars - STROUD GU32 3PG	1ST TUES. 7.30 PM.
SURREY	Clifford Darby: 07853 793341 Wellhouse Inn - Chipstead Lane - MUGSWELL. CR5 3SQ.	LAST WEDS. 8PM.
EAST SUSSEX	Geoffrey Scarborough: 07833 944847 The Halfway House - Rose Hill, ISFIELD SUSSEX. TN22 5UG.	1ST WEDS. 8PM.
WEST SUSSEX	Nigel Ayre: 07799 660212. Selsey Arms - Coolham, - HORSHAM. RH13 8QJ	3RD WEDS 7PM.
THAMES	Mickey Hazell: 07773 623807 The Prince of Wales Inn , 48 West End Lane, Esher KT10 8LA. George Inn - 29 Windsor Road, - WRAYSbury. TW19 5DE	1ST THURS. 8PM 3RD THURS. 8PM

SOUTH WESTERN AREAS

ANDOVER	Guy & Suzie Singleton: 01672 514241 <i>The Clatford Arms</i> , GOODWORTH CLATFORD, SP11 7RN	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>Fromebridge Mill</i> - GLOUCESTER GL2 7PD..	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: 07852 455242 <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. 7.30PM.
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. 7.30PM.
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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	Hans-Georg Stumpf	stefan.vandendijk@telenet.be
DENMARK	Morten & Lillian Hildebrand	hildebrandrandi@gmail.com
FRANCE (Poitou Charentes)	Victor Thompson	vcandvh@gmail.com
FRANCE (Central)	Ray Lomax	lomaxcreuse@gmail.com
GERMANY	Hans-Georg Stumpf	hgs-systems@onlinehome.de
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SPAIN	Dulcie Crabbe	dulcie@tonycrabbe.com
SWEDEN	Odd Hedberg	odd@triumphclub.se
SWITZERLAND	Robin La Barre	robin.Labarre@Bluewin.ch
SWITZERLAND	Philip Bellamy	0041 79 347 1221
UNITED STATES	Ben Blaney	benblaney@gmail.com



Area Liaison Officers Report Andover - South Bucks

Triumph Sports Six Area Liaison Officers

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

Thank you for everything our area organisers do above and beyond duties you do. We have a personal invitation for the club to the **MG Live show at Silverstone 11th-12th of June** you can purchase tickets on the MG Car Club site www.mglive.show where you put in your TSSC membership number to get Discounted Tickets for this event. Myself and Di are going with the club marquee and would like you to join us at Silverstone - lots happening it would be great if we can take a good gathering to this event.

This year is a busy year as we have been locked down for two years so it would be nice to see you all out and about. The Triumph and MG show is now ready for Stafford Showground. As from the Comment I put in the courier this month, you will see we have lots to do over the three day event. If any of your members have queries (or yourself) and are not sure on Stafford please contact me in the usual way.

Also some great news the TSSC along with TR Register and MG Car Club have won an award for club of the year for our joint event. Certificate and award is at HQ. We are still wanting anyone who can help out on the weekend of Stafford just for a hour or so, to either relieve lunch breaks and marshalling and do Valuations, it would be a great help to us all on the weekend.

Looking forward to this years events.



Nigel & Di.

Andover

e-mail: guy@bondequipe.org

e-mail: spitfires@cadley.org

Tel. 01672 514241

Sorry for putting the wrong date in last month's news, hope no-one turned up at the pub a day early.

Not really much car news from this end. Guy had a few days at the NEC for the Restoration Show, then took the opportunity to go to Switzerland for a few days skiing with his brothers, even one who was here from Australia, and they all had a good trip. The only downside to it was that he contracted Covid on the way back, presumably from the flight as he was the only one from the ski trip to arrive home with this unwelcome guest. Suzie did her best to keep her distance but, unfortunately, also tested positive a few days later. A bit of a kick in the guts after having taken so much care for so long to stay isolated and away from any Covid risks, the only good aspect being that we were both fully jabbed and it was presumably the less virulent Omicron variant as it manifested as a very heavy cold/flu, which we both eventually got over.

Ed has told us his "TR7 failed the MOT in spectacular fashion needing a vast amount of welding, track control arms, and emissions and it even failed because the doors did not fully close, to the MOT man's satisfaction - a new one on me! Someone had fitted new sills (before I got it) and had made a mess of the lower sill edge/floor joint. Trying to fix a bodged but fitted sill is a nightmare, but I have done it from underneath - setting fire to the interior occasionally. So I will get there in the end, can't do without TR7!"

Hope to see some of you at SEM and at Popham.

STOP PRESS

We have changed our meeting pub to The Clatford

Arms, Goodworth Clatford, SP11 7RN so will meet there for lunch on Wednesday 11th May.

Guy & Suzie

Next Meetings/Events:

2nd May - Classic Car Show at Popham Airfield

8th May - SEM at Leatherhead Leisure Centre

11th May at 12.30 - The Clatford Arms,

Goodworth Clatford, SP11 7RN

14th - 15th May - Beaulieu Autojumble

South Bucks

e-mail: varsas20@yahoo.co.uk

www.tssc.org.uk

Tel. 07818 052276

Hello all, I hope you are doing well. We went to a couple of shows last month in the TR7, firstly it was the meet at the Fox and Pheasant which had a good number of cars turn up facilitated by the good weather we seemed to have in late March.

Then in April we had a breakfast meet in Iwer Heath at the Crooked Billet pub which also had surprisingly good weather which led to lots of people driving out in their classic cars even if they weren't actually turning up for the meet. Now in May there is a large amount of events to go to firstly there is the **South Of England meet in leatherhead on the 8th at KT22 9BL** at the leisure cen-



Cambridge - Cheshire



tre. On the 14th it's the Hyde Heath show on the Hyde Heath Common. 15th Chiltern Hills show at HP22 4NN. On the 18th it's the monthly meet at the Harte and Magpies HP7 0LU and the Hog Roast on the 22nd at CV35 9HG. So I don't think you will get bored over the weekends! Thanks for reading.

Harry

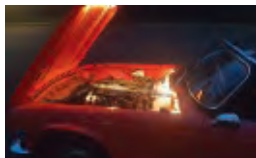
Cambridge

e-mail: cambridge@tssc.org.uk

Tel. 07795 436149

We met at the Plough on Monday the 4th, amid increasing reports of other halves and co-workers having Covid. The evening was still light at 8pm so I was mid valuation of a Spitfire for one of our members when Oliver turned up in his TR6. He's not a member yet, but we welcomed him along so he can see what he's missing out on, and I passed on a spare copy of the Courier

Oliver showed off his fantastic LED bonnet lights which just show the engine bay off to such great effect. We all wanted ours like that. He explained that he's a TR Register member but was finding the journey up to their meet near



Peterborough more and more of a bind and decided to give us a try as he lives in Cambridge. He went on to say that he had a hand in the 'landing jumbo over EE 5G' advert and had an enviable collection of cars and bigger besides his gleaming and beautifully lit TR6 so we were all rather jealous.

Toby suggested a Tulip Rally that he'd got details of and there was a warm reception although some commented that they struggled to find a co-driver/navigator. Another alternative was to join Cambridge Classic Car Club's curated drive around Bury St Edmunds for two or so hours. Many were thinking about joining the Norfolk area's Treasure Hunt or other car event on **National Drive It Day, Sunday April the 24th.**

We'll be at the **Plough on Green End in Fen Ditton** village just on the northern outskirts of Cambridge from 8pm on **Monday the 2nd of May** which is a bank holiday, and then **Monday the 6th of June**, just after the Queen's Jubilee weekend

Tom

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you

Cheshire

e-mail: cheshire@tssc.org.uk

www.tssc.org.uk

Tel. 07779 878125

Once again we've had a bit of unseasonal warmth, which provided a good period to re-value Hark the Herald. Hark has been hibernating in a garage on Chester Road since last November, a nice dry but unheated and unpowered garage. So I turned up with my 'booster' battery, recently charged up, as well as my SLR. Having checked that I got two lights on the speedo (of reasonable brightness) I clipped the booster battery to the main battery, waggled the thing on the fuel pump until it seemed that no more fuel was going to move anywhere, pulled the choke out and operated the starter for about 9 seconds. No apparent combustion. A 3 second pause, and on operating the starter again, instant running! Lots of photos for Bern to peruse, and we'll go and add some fuel once the valuation comes through - I'm not risking driving with 'market value'.

For various reasons, the addition of fuel didn't happen, but I was impressed by the speed of response to my valuation at HQ - a little over an hour. Once the weather had reverted to its other extreme, Adrian came round and between us we returned the (hopefully) fettled gearbox to Heap the Vitesse. Neither of us could remember a gearbox being so reluctant to line up and do the right thing with the clutch splines. In the end two long M8 bolts were employed to slowly pull the box into position, and as I type there is still a lot of reassembly to be done.

The type 9 gearbox at Cast Iron World HQ is 'in position' in the GT6, attached to a bare block, so that the modifications (bending bits of the chassis) can be assessed. Then there's the actual bending to do, cosmetic repairs after the bending, gearbox with and actual engine going back, measuring for the propshaft, installation of same, compensation for the new gear lever position, speedo calibration, and so on.

The cool weather continued for meeting night, the modern car indicating 4 degrees. I acted as courier for a Spitfire air filter box which is destined for the Herald Estate in Crewe, which has Spitfire mk4 (I think) carbs to go with the lumpier camshaft referred to earlier. Interestingly the air filter box has 'this side up' (or similar) in large friendly letters stamped into the front, just in case there was any doubt as to the required orientation. Our man from Crewe brought an older publication about car technology for our perusal, including sections on side valve engines and the like. Our man from Gee Cross brought along a wealth of Triumph manuals, as well as a free gift of Ethanol proof fuel hose for all present - a most welcome item! We also discussed Drive It Day. I thought we had planned a route and things back in 2020 before a nasty virus torpedoed the plans, but it seems that both the route and the destination had got no further than the early planning stage, so we will probably have a small contingency driving to Carsington Water (a familiar DID lunchtime destination) and then a bit of 'round the countryside', provided the weather is reasonable.



Cheshire Cornwall - Cumbria

Cheshire Continues

Our events list offers the **Classic Car Show at Gasworks Hall on May 2** (booking needed, I just need to pay for my entry ticket now), **Bodrhyddan Hall on the 15th** and **Capesthorpe Hall on the 29th**.

Our next meeting is on **Thursday 5th May at the Cock and Pheasant**. 8:30 start.

Henry

Cornwall

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

cornwalltriumphs@groups.io

Tel. 07979 464643

Hi Everyone. I hope you are all keeping well and have managed to get out and about in the few sunny days we have been having.

Last week I picked my Spitfire up from a good friend who made the car feel better again! I must say that I did enjoy driving his Vitesse which he kindly loaned to me whilst work was being done on mine. My car went really well on his way home, with new rubber fuel pipes, carb float chambers removed and cleaned, new clutch master cylinder, fluids changed, oil changed, filters changed, new coil fitted, timing adjusted and finally the new window lift channel replaced and now I have a window that will close, no 2" gap and no wobble. Thank you friend for all your hard work.

I have been in touch with another friend Lyn who is the secretary for Cornwall Vintage Vehicle Society. She has kindly helped me with some Rallies and Show dates for Cornwall 2022. The list can be found at the end of this report. Lyn has also kindly invited us to join them at there coffee mornings. Every 2nd & 4th Fridays of the month. At The Coach and Horse at Rosudgeon 10am to 12noon.

Lyn has also mentioned another Car and Motorbike group that meet up every 1st & 3rd Fridays of the month. At The Inn for all Seasons, 10am to 12noon. Unfortunately for me, I'm unable to attend due to work, but thought that some of you may like to go, when I'm on leave than perhaps I'll be able to go.

CORNWALL TRIUMPHS EVENTS 2022

April 15th-16th Wadebridge Classic and Vintage Rally

April 30th Trevithick Day

Contact Ralph Elcox 07814 989707

April 30th - May 1st Callington Vintage and Country Fair.

May 28th- 29th Treddinnick Vintage Rally 07966 972812

May 28th-30th. Launceston Steam and Vintage Rally.

Contact, 01566 779540

June 18th Cornwall Tractor Club Rally.

Contact. 07740603649

June 19th (Father's Day) Wendron Cricket Club

Motor Show. Contact, 07950 755213

June 27th-28th St Merryn Vintage Rally, Contact 0841 540484 or 07506 840304 CANCELLED

July 1st -3rd Padstow Vintage and Steam Rally, CANCELLED

July 9th-10th Powderham Castle Show

Contact. 01626 778960

July 9th-10th K.O.V.C. Rally.

July 16th-17th Sticker Rally. Contact Vanetta Geach

01726 850011 or mobile 0774882507

July 17th Wadebridge Wheels -

Royal Cornwall Showground

July 22nd-24th Boconnoc Rally.. Contact 01579 343238

July 28th - 31st Welland Steam and Country Fair

July 30th - 31st St Buryan Rally. Contact 01736 78677

August 5th-7th Gloucester Rally, at South Cerney

Airfield GL7 5QD Contact. 01453 890891

August 7th Grade Ruan Vintage Rally.

Contact 01326 290764

August 13th Carnell Green Vintage Rally

August 14th Tregony Heavy Horse Show

Contact.07717006935 This committee want to build up

their car entries, just contact them to enter

August 19th -21st West of England Vintage and Steam Rally

August 17th Fowey Classic Car Show.

www.foweyregatta.co.uk

August 25th-29th Dorset Steam Fair

August 27th - 29th Great Trethew Rally

Contact *www.trethew rally.co.uk* Forms can be downloaded from this site.

September 17th -18th St Mawgan Steam and Vintage Rally.

Entry forms and rules for these rallies can be downloaded from their websites.

That's all the news I have this month, club night on **May 12th at The Hawkins Arms**, I will not be attending, but please let one another know that you will be going by dropping a line on our email group. I'm hoping that one of you will come forward to take the meeting this month and let the pub know of numbers attending.

Happy and Safe Motoring

Carol

x

Cumbria

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For some time we have been discussing making a new area badge and at the last of our winter meetings on the 27th February at the Pennington Arms, Ravenglass. I put forward some images and the one above was chosen. Anne has had the image digitized and has been busy making the badges on her embroidery machine. The cost is £3.50 and these can be hand sewn onto any garment. Anne can also embroider the badge directly on a garment, polo shirt, fleece and jackets but will not embroider them onto expensive jackets as there is a very small chance that something could go wrong and she would have to pay for a new jacket. We took a number along to the Fell Run day

Derwent Valley - Devon



and they sold out so she is busy making another batch. The size of the badge is about 65mm square. They can very easily be posted if you wish at an additional cost of 68p second class. Obviously if you want it embroidered onto a garment then she would need the garment and the best way to give it to her would be to come along to one of our events and speak to her.

Sunday 27th March was the Fell Run Challenge. It has been a few years since I have held this event and we were not disappointed with the day. Glorious sunshine, good friends and very little traffic. With it also being Mothers Day most people were not on the road. The road over Hardknott Pass needs urgent repairs as it is full of big pot holes, which we diligently picked a path through, these are most probably caused by large 4 x 4's. Some of them we passed going over the Pass were the size of trucks which didn't know what side of the road to drive on!

Tony has the details for the **Kielder vintage & classic vehicle show held at Kielder Castle on 8th May.**

One has to register if you are going, which can be done by going onto the Kielder Castle site and clicking on Eventbrite and registering.

Forth coming events: I have booked a number of us into the **Vintage Metal show near Kendal** which is to be held on 21/22 May. We are going on the **Sunday 22nd**. We have been to this show before but with Covid it has not been held for the past two years. The show ground is on the A591 between Levens and Kendal. North of the Farm Food Shop if travelling from Levens. If anyone else wishes to go and has not told me then let me know and I will send you the link to the organiser so that you can get a pass.

Last year we joined up with the Dolomite club for a visit to Muncaster Castle. This year they are holding an event at the **Yorkshire Air Museum near York. Saturday 23rd July**, and we have been invited to join them. Coincidentally the very next day is our annual pilgrimage to the **Ripon Car gathering at the race course, 24th July**. We are therefore going to make a weekend of it and stay overnight somewhere near Ripon and do the two events. Cost of entry onto our club stand at Ripon is the usual £3 per car (2 people) and the Air Museum cost is £10 per adult. I have the forms for the Dolomite event and if anyone wishes to go please get in contact with me asap. I already have a number of people going to both events. Entry for the Dolomite event closes 1st July.

Safe motoring

Roy

Derwent Valley

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Tel. 01773 531580

Hi All, The month of March has whizzed by and we are fast approaching Easter - frightening. It's good to note that more and more classic car events are being published on Facebook every day. These events are both local and further afield. Very soon, there will be a local meeting every

day of the week (I don't think I will be allowed out to go to all of them).

In May we will see the return of the **TSSC's IOW camping weekend and the SEM**, which I feel, is a sign that things are returning to some sort of normality.

In June our **Peak Run** is being held between the 16th and 20th (we had better start organising a few bits for it), plus we have a new event - **TSSC Club Day at the Great British Car Journey on 18th**.

At our April meeting we discussed the options for the monthly meetings during the summer months. It was agreed that we return to a Tuesday night for the months of May, June, July and August as this seems to suit more DV members. Please note that the meeting will not always be held on the first Tuesday of the month.

To try to reduce confusion here is a list of our future meeting dates:

- **Tuesday 10th May - Fish and Chip Run. Meet at Sainsbury's, Ripley, DE5 3QP at 7pm for a 7:15pm start.**
- **Tuesday 7th June - Due to other commitments I will not be able to host the meeting in June.**

Would anyone like to volunteer?

You will get to decide where you will meet etc.

- **Tuesday 5th July - Treasure Hunt. Details to be confirmed nearer the time.**
- **Tuesday 2nd August - Country Pub meet. Details to be confirmed nearer the time.**

Back to our April meeting. We had an Easter Egg raffle. Easter Eggs were won by some and not others. Some won more than one. We also had a chocolate bar quiz. Mark was told he had to play on his own and could not be part of Niamh and Jordan's team. He had the last laugh though as he won the quiz and was presented with his own personal chocolate prize.

Roger also just managed to blow out the candle on his chocolate birthday cake.

Whilst Nigel Hill was out of the room Di filled us in on all the gossip about him and Nigel was suitably embarrassed on his return with the rest of us armed with this information. He certainly knew that we knew!!

That's all for now, stay safe.

Colin

Devon

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Tel. 01548 821348

WHAT WE ARE DOING NEXT

End April - 2 May. Devon will once again be invading the **Isle of Wight** - many of us have done this for many years, and it is always great fun. At a new venue this year, the Waverley Park Holiday Centre in East Cowes.

Sunday 8 May. Jon Chartres is organising a run around the **West Devon Area**. Aiming to leave the Rock at Yelverton - NOT the pub of the same name - at 10am for a scenic drive to the Blacksmiths Arms at Lamerton for around



Devon - Essex

Devon Continues

1pm. If you are not sure of the location of the Rock - if you use What3Words, the code to input for your phone is [///amends.interests.professed](https://www.what3words.com/). As usual, please register with the AOs beforehand so we know numbers.

Wednesday 18 May. Devon Club Night at the Claycutters Arms, Chudleigh Knighton. Longer lighter evenings so hopefully a lot of cars in the car park. Would you like to have a TSSC Agreed Value inspection of your Triumph? Both Nigel and I are able to do these for you. Cost is £20 for a certificate which last two years, and is sent to your insurer by the Club if you are insured with one of those on the Club panel, Classiclinc, Peter James, Footman James or Lancaster. It is worth every penny for peace of mind in the event of the unexpected. Valuation Forms can be downloaded from www.tssc.org.uk, you can partially complete and bring along for us to do at Club Night.

It would be useful for us to know if you would like a valuation, cos we'd like to have time to eat too!

Sunday 22 May. Darren Groves has again organised a **Triumph Day at the Lynton & Lynmouth Railway**. All Triumphs will have special parking at the top of the Railway. So that the Cliff Railway can promote the event, and for H&S regulations, all cars must be there between 11am and 3pm. A great day out at this spectacular venue. Book via Darren Groves (Jt N Devon Area Organiser).

WHAT WE'VE DONE

Back at the Claycutters again 16 March and we were rewarded with another good attendance. It really feels that people are happier to come out again now. We were delighted to welcome new member Peter C from the East, who has a veritable stable of Triumphs and whom we have known for some time. Peter is very knowledgeable having been steeped in Triumphs for many years. His latest acquisition is a Mk2 Vitesse from Scotland, to be known as Angus, and accompanying photo is Peter's Devon Bear now to be known as Angus Bear. Are you aware that the ashray in the Mk2 Vitesse is larger than the Mk1, I'm guessing that the Mk1 is the same as the Herald range? Probably a more affluent owner way back then would have a Vitesse - so larger space for his cigars to rest? Peter lives very close to Graeme and Barbara, so we hope to see a lot of all of them. Also with us were the Monmouth Mafia, of John, Mike and Heather, and we are always happy to see these regular visitors to Devon. We were missing a few regulars, and have asked the Claycutters to reserve the front bit by the fire for our meetings, so it would be a real help to know who is planning to come.

A new venture for us on 2 April, was a Breakfast Meeting, at the Ring Feeder Café not far from the A38. With an ample car park, there was room for all. A crisp April morning, but thank-



fully dry, 20 of us for a delicious breakfast, with a good number of cars out to play. Edith, the subject of our 'name that doll, fundraiser for Alzheimers, at last found her new home with Jackie & Allan. We had a great breakfast, and we hope that this is something we can do again - watch for news in our emails and on the TSSC Devon Facebook page. Afterwards a few of us had a drive via Kingsbridge to Slapton and then home.

SHOW BOOKINGS

If you want to enter this year's **Powderham Show 9/10 July**, we **MUST** have your entries (using our internal entry form) returned to us before **18 May (May Club Night)** at the latest please to give us time to collate the entries and get them to the organisers. The passes will be sent out towards the end of June in plenty of time before the event.

We will be having a Club presence at the **Staverton Show on Sunday 26 June**. Enter via the Totnes Rotary website and put TSSC on your entry form so that we can park together. It was a lovely show last year with autojumble and stalls.

TRIUMPH TOUR OF DEVON Mk2

This is planned for **Sunday 4 September** this year. Jon Chartres is busy finalizing the routes so look out for an advert in the back pages of the Courier. As before, you do not have to do it all, but can pick and choose which parts you would like to do. Those who tackled the whole trip last year hugely enjoyed it, so why not think about it? To register your interest in the event, which is **FREE** and a non competitive social run, email the contact shown in the advert.

A warm welcome to all our new members.

We look forward to meeting you and your cars, now that the evenings are lighter and the weather improving, let's see them on the road.

QUICK DEVON DIARY

Thursday 5 May North Devon Club Night at the Crealock Arms, Littleham nr Bideford

Sunday 8 May West Devon Run from Yelverton

Wednesday 18 May Devon Club Night at the Claycutters Arms, Chudleigh Knighton

Sunday 22 May Visit to Lynton & Lynmouth Railway

Sue, John and Nigel

Essex

e-mail: miketitchen@aol.com

FB - Triumph Sports Six Club Essex Area

Mike. 07860 708356

Club day 13th March we had our tinkering day at Cathy and Mark's. Sue and I said that we would cook a hot meal. So early that morning came around, 6am the alarm went off we leaped out of bed (if you believe this you will believe anything!!!) We got ready and with a song in our hearts we ran down the stairs to the kitchen, to prepare the food. We set off at 9.30 to Cathy and Mark's with the GT6 and half pint in toe with the gazebo, tools, oil & trolley jack so that we could all muck in to do various things for

the members on their cars. Tea and coffee was on tap throughout the day.

Lots of us helped to set up and start on the cars. Stewart's Vitesse was first under the canopy, he had problems with his rear brakes so we both with Mick Smith's help started to take both back wheels off to investigate. We found one of the drum brake adjusters had ripped the thread from the casing therefore we were unable to adjust, so we made a temporary repair. Mick helped with the greasing and oiling of the trunnions on several cars. Brian checked my GT6 horn wiring so that he could match it to his when he got home. 1 o'clock and lunch was ready, a lovely tasty lunch of jacket potatoes, chilli, baked beans and cheese with Danish pastries and cake for afters. After lunch we had a look at Cathy's Spitfire.



Mick asked about removing ball joints on his Spitfire, so from my stock of tools I suggested he could loan the ball joint remover which would make this job a lot more easier. Generally this can be a difficult job to remove old ball joints by using the fork type remover but the tool I loaned to him made it easier

She said she had a slight leak on her nipples (sorry should have said car brake nipples!!!) I tightened them so that she could monitor. Mark was quite interested in learning what we were doing and was helpful in getting bits and pieces for us. We had a new 50/50 game that was on the theme of the day which Jean won.

Thank you to Cathy and Mark for the use of your stables and all who helped with the warming (we got there in the end didn't we Caroline and Tony) and dishing up the food, Marian and Cathy for serving the refreshments, thank you to Linda for making the lovely bread pudding and lastly thank you for the great company making the day go smoothly.

An update from Arnie - So here you have it, top speed at 5500 rpm is 125mph. Well, theoretically, as it is in the Garage, on axle stands, no rear wheels nor drive shafts.

Got everything off, one hub is seized, so this still needs to come off, but everything else is now ready to be painted and then re-fitted, with adjustable radius arms, so when done, down to the local for wheel alignment, and then I think I will not do anything until winter. Had lots of sized bolts. After causing myself some mischief with the angle grinder (disc shatter and hit me in the neck just where the jugular is, 6 stitches later, I luckily lived to tell the tale), I then used a hacksaw, much safer.



Mick & Marian's Spitfire - Mick has now done both joints, one of the old ones had a bad split in it and the other one was badly worn, both came out quite well using Mike's tool, of course one is always easier than the other. We went to Little Easton Manor on 3rd April and had a lovely time the weather was really dry, sunny and not a cloud in the sky all morning.

An update on Brian & Jean's Lightning

At last we have come to the end of the journey and Lightning is back on the road. As well as the upgrade from broken trunnions to trunnionless kits from Canleys, we put new



road springs and spacers to increase the ride height so she stands with an extra inch of ground clearance, should be more suitable for bumpy old show grounds. Also new discs and pads, brake shoes and wheel cylinders and the rubber boots for the steering rack and rubber boots on universal joints etc. In addition to the routine servicing for the start of the season we've fully stripped the fuel system to inspect all fuel pipes, strip and clean carburettors and fuel pump, to inspect for any damage from the new delightful E10 fuel we use. No damage found on fuel pipes, fuel pump diaphragm and carburettor components, however when we get to the air filters a very different story.

When washing the foam elements from the pancake filters that were fitted, they completely disintegrated in my hands so we've adapted some larger cartridge filter elements to fit over the original pancakes which has doubled the volume of the air filters and also easy to replace at a later date. The E10 track record to date, is 3 months running, 2500 - 3000 miles and 4 months of standing prior to the work, so I'm quite happy to carry on using it for the coming season, but will keep an eye on the fuel lines. Last job was a trip to the garage to have the wheel alignment checked and adjusted for both front and rear, all satisfactorily adjusted and ready for the season. Brian.

Up & Coming Events May 2022

Sunday 8th - Essex Club Day at South of England Meet at Leatherhead Leisure Centre field KT22 9BL - Entry £7.00 per person - pay on gate

Sunday 15th - Battlesbridge Breakfast Meet - Battlesbridge Antique Centre SS11 7RF - Between 9am - 12 noon
Saturday 14th & Sunday 15th - Faversham Festival of Transport - Must be booked email: favershamfestivaloftransport.org

Saturday 28th - Little Totham CM9 8LB - For more info-contact 01621 788688 or 07580071788 (before 9pm)

Saturday 28th & Sunday 29th - Transport Extravaganza - East Anglian Railway Museum, Wakes Colne, CO6 2DS

June 2022

Saturday 11th & Sunday 12th - Aldham Old Tyme Rally - Marks Tey Race Course CO5 9EZ - Entry Form download at www.alldhamrally.co.uk

Mike



Gatwick Gloucester

Gatwick

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Hi all, Hope everyone is well. The light evenings & the warmer weather is definitely here, so I'm hoping to see a few more Triumphs at the meetings. Phil & I ventured out in the Spitfire for the last Riverview Cafe in Forest Row on a bit of a damp morning.

But there was a good turnout and we ran into Chris T & his son who had come along in their Herald.

As we were admiring the cars we realised that a crowd had gathered round a chap saying that he hoped we'd come again and keep this meet going. So maybe it isn't the last!

At the March's meet George brought along some fellow Triumph fans, Glen & his lovely Vitesse.

And his son Joseph, with his Spitfire 1500.

Also Alan

with his pair of white Triumphs a Herald and a Spitfire.

Welcome to you all. Hopefully we can get all our cars together soon.

Another pub run? Or let's all go to Leatherhead's 'South of England

Meet' it is definitely back on 6/7/8 May, 22.

Next meet at The Red Lion is on the 10th May.

See you all soon. Keep well.



then guess what, yes, a fresh grey start, at least it was dry. Putting the "fresh" morning down to the clocks going forward at least as the day went on it got warmer and the sun did actually shine through. Eight cars gathered at the start, welcome to Meg and her passenger being in the Spitfire and of-course fitted in very well with the nice mix of cars. Can't remember your name Meg's passenger so sorry but was lovely to meet you! Jane led the run out towards the Dean Forrest railway where everyone stumbled upon a fantastic gathering of classic cars, hot rods and all manner of automotive fun. Refreshed with coffee and a comfort stop the run then headed off to Tintern old station for lunchtime refreshments, or so everyone thought, Jane's curse of picking venues that are closed struck again and the cafe was closed. Everyone being undeterred we headed back towards Coleford to another "possible" eatery only to find them "too busy" to accommodate us for lunch, blast it, never mind maybe a slap-up lunch next time. The run was really nice and much overdue as quite a number of people have still all been cooped up. That being said, it was a fantastic day and a cruise around in Triumph's with like-minded enthusiasts was just the job, bring on the summer. (Info credit and thanks to Andy B)

On the mechanical front, lots of work going on. Paul's Bond Equipe Convertible having a bit of an overhaul and spruce up. Lots of repairs and upgrades planned and so I



set out to assist, lots of mechanics gloves at the ready. I have managed to remove the old and tired studs from front and rear hubs, a stud had sheared and some studs just spinning round doing nothing and not even straight right on the cusp of shearing. All removed, I have upgraded them to the correct profile and style of Land

Rover Freelander studs. A word of warning, there are two types of Freelander stud, one of them being suitable and the other isn't. If anybody wants to ask me which ones are correct, should they decide to embark on this upgrade, please feel free to get in touch and I will point them in the right direction. Upon getting the correct ones, I had them machined at a local machine shop so the knurled head and slots were a perfect match for the Triumph hubs and also so that the length wasn't too long. What a difference, much beefier and stronger and at least we know the wheels won't fall off, although they nearly did on the old studs and "up-rated studs" of original spec. Avoid at all costs. Check your studs and don't be fooled by retailers selling standard Triumph spec studs which are uprated to be longer for wider/stickier tyres. Also completed was a pressurised and sealed cooling system with uprated mechanical fan, new hose clips, new 4 core wide-hi-flow radiator which I had left over from the initial Vitesse restoration (thanks to Steve @ Cheltenham Radiator Services). On the other side of the radiator an electric fan which I re-wired along with custom

Tony

Gloucester

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Hi everybody, hope you have all been well and enjoying some sunny weather. With the temperatures creeping up into the mid-teens now, there's no excuse not to get the Triumph out and absorb some well awaited Vitamin D!

Our Club Night continues to be held at The Fromebridge Mill, a nice venue with good food and drink and ample sized car park. Useful for the lovely weather and hot summer evenings hopefully ahead.

As Andy hadn't been able to take part in Jane's last run in the Cotswolds, the offer of a run into the Forest seemed like just the job to get his Herald out and blow a few cobwebs away.

Of course, the weather all week up to the day was perfect

Herts & Beds West Kent



bracket and thermostat amongst lots of other things in the engine bay which needed new connectors or soldering. New ethanol-proof fuel line and re-route away from heat sources and the belt as the old one was chaffing on the belt. Replacement bell-housing bolts as half of them were missing, brakes bled and vacuum servo changed, new spark plugs and engine belt, ignition timing done and carb tune up, rear brakes correctly setup as safety pins were missing and springs on the wrong way around...the list goes on. Paul has lots of other plans for the car and it's been a pleasure helping out. My gratitude to Clare for the endless and bottomless supply of Coke Zero and lunch snacks for keeping us going! Greg continues to work on my Vitesse with the interior re-fit, slightly hindered for some parts being on back-order but undeterred hopefully they will be arriving very soon to continue the fantastic work, effort and level of finish he has already put into the car. The centre console has now been all built in with the 3 gauges, Pioneer radio, hazard switch, wiper delay dial for intermittent settings etc.

I do sincerely hope that everyone has enjoyed Drive It Day with the TR Register along the lovely Elgar Route and of course the Isle Of Wight Bank Holiday Weekend. It is something I plan to attend next year as there was a family wedding on at the same weekend. Mind you, the wedding car was a 1938 Triumph Vitesse so it was Triumph related! Here's to a lovely May everybody, take care and see you all soon. Keep them running smooth on all 4, 6 or 8!

Costa

Herts & Beds

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Hello Folks, with a blast of serious sunshine March has been a pleasant month My Nan always said in like a lion and out like a lamb.

Well 2022 has reversed that with rumblings of snow in March's departing day, anyway we did manage our Annual Blow The Cobwebs Run, this was moved around to replace the fire damaged Paper Mill Trip and we ended up with a 13th March trip cross country to The Navigation PH at Stoke Bruerne and the Canal Museum, it all started really well with only one detour due to lack of map reading.

With a serious lack of staff the meals were whilst good value and satisfying, distribution to 5 tables of 4 turned into a shambles. This left little time to visit much of the museum and wander the site but 20 of us had a good day out and gave the cars a nice blast.

Meetings at the Raven continue to be busy with 20 members this month and the last of the unwanted raffle prizes has been dispatched, (not exactly press gang rules but you get the drift) Mick M needs UJ's after drive shaft and output shaft failures and whilst this has all improved some problems of noise and vibration the 3.63 diff is in serious trouble and needs a replacement - anybody has one and wants to sell a spare, let me know.

The trip to Bentley Priory has moved from drive it day to Saturday the 30th April, this is fully booked now and by the time you get this its all over.

So that's left me with what do we do for National Drive It day which will be some adhoc run to air the cars and end up with a coffee and bun fight somewhere, sorry its all history now.

Next outing will be to the refurbished **De Havilland Museum** to wander the praises of the Mosquito and its conception, this is **May 29th** no booking run and start point to be advised.

June 9th we aim at a trip to **Bressingham** for a trip round the gardens and the railways - more details later.

We will be changing our club bank account soon from HSBC who want to charge us £5 a month to Santander but setting that up is proving to be less than simple, the hsb account will continue until we finally close it. No worries the area funds are buoyant and safe

The very Generous support of the pub raffles is amazing and we do have plans to spend some ...no idea of on what, but a few buffet's seems popular, don't tell the committee !!!!

Duxford is on the rails for SEPTEMBER 4TH that's a Sunday we will be looking for volunteer's to help with parking, raffle and refreshment tent.

Let me know if you are free, volunteers get in free or adults are charged this year due to increased IWM prices £20 each - pay on the day, no pre booking available.

TSSC Club shop will be on site so that saves postage you can pre book parts for collection at Duxford.

Thats about it for now, keep them running, get the smile.

Pete and Team

West Kent

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Just caught the deadline again (I hope). So not that much, meetings still good 8 at the Pheasant, great to see Ruth again, but still no new faces. I do mail new members, but never get a response. Castle was good and open, but with mediocre beer at £5 a pint, really do need a rethink.

So to Detling. Cracking day, weather great and the day just flew past. Fun incident, gets there to find 3 M25 cars had joined us so 9 cars on a 6 pitch. Luckily there was space opposite to overflow, and their always welcome, and great company. Great to see Pete & Sonia Wright and glorious GT6.

So drive it day is announced, but probably gone by the time you read this. We do have Bromley, Eastbourne and Bexhill to look forward to, as well as a scattering of smaller shows and breakfast meets.





West Kent M25 East - Newbury

West Kent Continues

Thoughts with Chris Tickner and Paul Adams with the dreaded thingy. Hope to see many more at the meetings where we should be outside fingers crossed. Take care all,

Colin.

M25 East

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Hi folks, we should by now have been out and about at the first few shows of the year and the weather should be warming up nicely.

Sitting here writing this at the beginning of April those warm days seem a long way off, it's blooming freezing.

Back in March we held our annual tinkering day and luckily enough we were blessed with a nice dry day. Quite a decent turnout, 2 Vitesses, 2 Spitfires and 3 Heralds. Unfortunately Brian and Jean had to come in their modern as 'Lightning' isn't quite up and running. It was a shame be-



cause I was looking forward to checking out the trunnion-less suspension. C'mon Brian get your finger out ha ha.

As in previous years once the obligatory trunnion oiling and greasing was done it was

down to the more important business of drinking tea and eating cake.

A few weeks later saw us at the first show of the year down in Kent at the Heritage Transport Show in Detling. For this year we booked an indoor spot in the hall. Due to a mix up by the organisers us and the West Kent Area had been double booked onto the same area. We managed to shuffle the cars around and all get in. The only problem was that it was colder inside than it was outside but still good to be out and about again. We were joined by Simon for the first time in his lovely Herald 12/50. Hope you can join us again - it is normally a lot warmer. It does take a while to get back into the swing of things, I forgot to put the table in the car and also forgot the lighter for the cooker. So, no table to put our cups on and nothing to put in the cups anyway ha ha. Thanks to Chris for supplying hot water all day.

This month we have an old favourite back on after a 2 year absence - the SEM. Weather permitting it will be our first camping weekend of the year. Hopefully we'll have a few of our lot there. Looking forward to the cafe breakfast on Sunday morning, I can smell the bacon already. Camping is available from Friday. Saturday is a chill out day and Sun-

day is the main show day. I've a feeling it's gonna be a big un this year. That's all for this month, see you at the shows

John.

May Events -

Friday 6th - Sunday 8th May - The SEM, Leatherhead.

Sunday 15th - Herts Auto Show

Sunday 22nd - Clacton Classic Car Show

Sunday 29th - Enfield Pageant

Newbury

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During the summer months, in those carefree days before COVID-19, we used to go to different locations around the area for the first of our two monthly meetings. We are pleased to announce that this tradition is being reinstated and our first "home away from home" will be on 11th May at the Two Watermills, Newtown Road, Newbury, RG14 7HB. Ian will update via email and Facebook each month.

As for our March meeting at The Craven Arms, we had a big turnout. 14 people attended, including Chris, who came in his restored Toledo, a car bought by his father in 1971. It was great to see you Chris. The evening had been set aside for a special raffle in aid of the Ukraine. So many prizes were brought that we were able to save enough for two more raffles. And we raised £111 for the Disasters Emergency Committee (DEC) which was fantastic. Well done everyone!

'Prize of the evening' was a beautiful copper snowdrop, manufactured and donated by our very own Robert. What a talented chap. Mary could not believe it when the first number pulled out of the hat was hers. Having already acquired a copper water feature, the snowdrop made a welcome addition to her garden. When asked, Mary said, "I was hoping to win it and over the moon when I did, as you may have gathered". Many thanks to Robert for making and donating such a wonderful prize and to Steve for pulling the right number out of the hat. Next time the TR7 cookie cutter will be up for grabs!



With regards to cars, Karen and Peter took their TR7 out for its first run of the season. They drove their favourite 53 mile route from Ramsbury to Avebury over Hackpen Hill via Wroughton, coming back along the A4 past Silbury Hill and through Marlborough. It was a lovely sunny day but the wind had a bit of a chill for open top travel. Below is a photo of Peter in the TR at the top of Hackpen Hill on the Ridgeway.



Now the weather has improved, Dave is back working on his Cherry Red 13/60 Herald Saloon. When you buy a car, you never fully know the condition of the steering and the

Norfolk Northants



brakes. So, to ensure these were up to the mark, he replaced the bushes in the steering column and the steering coupler. He has also started working on the brakes. As it has been warm and dry he took the Herald out for a run and was impressed by the performance. Great job Dave. Will we be seeing it at our next meeting? I do hope so. Until then, happy motoring!

Robin

Norfolk

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Paul. 07584 000442**

We had 17 members attending our March noggin and natter. It was great to see so many and nice to welcome two new members, Simon and Kay.

It was also good to see a few Triumphs in the car park, hopefully as the weather gets warmer there will be even more. Unfortunately my attempt at some nighttime Triumph photography still needs some work.

Among the topics that interrupted the general chat were:

The Sandringham Pageant of Motoring event on 5th June (we are now fully booked but let me know if you want to be on the reserve list). We have a Herald 1200 and 13/60, a couple of Vitesses, 1300FWD, Mk1 and Mk2 big Triumphs and a full set of Spitfires for the Spitties 60th anniversary)

Helmingham Festival of Classics on August 7th, a suggestion was made to meet up and convoy to park up in a group. We already have over 10 saying they are interested on Facebook so it looks positive. You'll need to get your ticket direct with Helmingham (www.helmingham.com). Details will follow via email and Facebook nearer the time.

Fish and Chip Run to Cromer has a change of date, it's now being held on **Friday 20th May** (see note below for more information).

Lastly a suggestion to make our run out **Carbon Neutral** with the planting of trees to offset the CO2 emissions produced on our runs. Enquiries have been ongoing with Tree-V (as used by the FBHVC), Norfolk County Council and other local wildlife trusts but, at the moment, the favourite idea is to ask members if they're local council are looking to plant some trees and donate to them to keep the money local. Who knows, in a few years we might even be able to organise a run to visit our donated trees.

Dates for your diary

Monday 9th May - 7.30pm Committee meeting followed by monthly meet at 8pm

We will be holding a committee meeting prior to our next meeting on May 9th starting at 7.30pm. We don't need to fill any positions but would like a few more on the committee to help come up with some fresh ideas and get different points of view (there's currently only Colin, Paul and Christina on the committee). If you think you might be interested in helping to drive the Norfolk area forward then please come along for a chat.

I promise no arms will be twisted!

Friday 20th May - Fish and Chip run to Cromer. Meeting

at the Easton layby at 6pm followed by a further pickup at Dereham (note new meeting point - Cherry Tree Car Park, Theatre Street, NR19 2AX) at 6.30pm. A lovely run up to the cliff top car park at at Runton Road, Cromer (NR27 9AU) arriving around 7.30pm for some fish and chips. Join us at the start, at Dereham or just meet us in Cromer.

Sunday 5th June - Sandringham Pageant of Motoring. Come and visit TSSC Norfolk on their display area at this prestigious event.

Paul & Christina

Northants

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Hi everyone. With area meetings back, up and running it has been good to get back to a bit of normality, although it's hard to remember what it was like after such a long period.

At the March meeting Rob entertained us with his quiz which went down well although Rob was disappointed with the scores being so high, so watch out next time he does one. By the way "Evergreen" Mr Ingham.

The NEC Restoration show gave us an opportunity to get out and see some cars and catch up with some people we hadn't seen for a while. Butch's Spitfire was one of the cars on display and got a fair amount of attention, especially from Ant Anstead who thinks he may have owned the car in the past. Will we ever hear the last of it.

Tracey and I were on the club stand on Sunday which we are told was a quieter day than earlier in the weekend although it always amazes me that every time I pick up my lunch it gets busy. Apologies to anyone who has landed up talking to me with a sandwich in my hand.

During a visit to the Stag owners club stand it transpires that Northants area no longer have an area organiser or venue. I have suggested that until they have the situation sorted out we will happily accommodate Northants Stag Owners at our monthly meetings at Overstone Manor.

I have noticed that we have been picking up a few new members in the area and it would be great to see you at our meetings, it is the best way to get the most out of you club membership.

On that subject, our youngest Northants member has just got his first Triumph. At 17 he has just passed his driving test and acquired a lovely 2500TC, well done Tom Smart.

We are looking at a busy event season and the best way to get involved is to come along to the Northants meetings to find out more information.

See you soon



Nigel



Northern Ireland

Northern Ireland

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Thankfully a wee bit more to write about for this month's Courier after several with very little taking place within our area. At the beginning of April, we had our annual dinner at Ballyrobin Country Lodge at Aldergrove after an absence of three years. A reasonably good turnout considering the circumstances we still find ourselves in with it being good to meet up with our many friends again and to welcome new members Paul and Martina Fitzgerald from Fermanagh along with their friend Julie. In truth the meal was not as good as the previous time we were there, especially those who went the extra mile for the steak - disappointing to say the least! Good to see Laurence back on his feet again after recently coming through a very serious operation. We wish him a speedy recovery. As has become the custom in recent years we had a raffle for club funds and a total of £100 was raised during the evening. A big thank you to all it was much appreciated, with the money already forwarded to our treasurer, Michal (K). Hopefully next year the numbers will be a bit higher, and we will be able to award our annual trophies again within the area after an absence for a few years.

Our first run of the year took place on Sat 26th March with us all meeting at Dunsilly Park and Ride, Antrim. Bit of shock when I arrived and found that I was first there, not like Heather and I at all. To crown it all we even had the roof down. Thankfully after a few minutes several others arrived to make it nine in number for the run, not too bad for the first one of this season. Making two TR's along with ourselves we had Robert, the Heralds of Alan and Maureen and then Edgar and Joan. Good to see Edgar after his recent health issues. The last Triumph on the run was a Spitfire in the capable hands of Ian (M) and his wife Brenda. We were supported by the "non- Triumph" cars of Colin and Heather, Alan and Pam, Valerie and Ernie also Simon, keen to show us his new BMW Coupe fresh out of the garage. After a short introduction and briefing we were off towards Ballymena towards the Ramble Inn then to turn left to make our way towards Randalstown. It had been planned to come out at Shane's Castle entrance but new road works scuttled that idea, so we ended up using the motorway before crossing it to take the Moneynick Road, the old road to Toome. Turning inland to the Duneane area to enable us to cross over the Roguery to make our way to the famous Crosskeys Inn. This is a traditional Irish pub dating back to 1654 and known as Ireland's oldest thatched pub and a famous traditional music venue. Just in case you didn't know the Crosskeys is known world-wide, not just locally, as a unique traditional music venue. Although most sessions are impromptu, there is traditional music most Saturday nights so, there you go a place to visit! On now to the Largy area and an unscheduled petrol stop brought relief to many, including Edgar before returning to the traditional route passing the home of Mark R, with a few toots to signal our presence, as we made our way towards Ahoghill. Avoiding

Ahoghill we turned towards the Glebe area to take the direct route to our lunch stop at Hillstown Farm Shop.

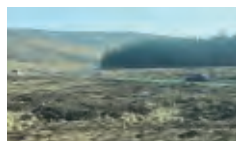
Interesting to see the Llamas in the field on the way in. Good selection of food here on the menu and plenty to see in the shop for those inclined to view and buy, including their own drink. I think they were a little overwhelmed with all sixteen of us all arriving at once although the chef, in her defence, appeared to be a fan of Triumphs judging by her conversation. I think I will stop choosing "food" locations/stops as that has been two disappointments in a row - it can only get better, I hope!

On the road again to the Galgorm area to cross the main road, near Wrightbus, as we made our way towards Cullybackey but avoiding it to take the Granagh Road towards Craigs and eventually crossing over the A26 at Glarryford after a few twists and turns. Taking the back roads again we then ended up in Cloughmills then to use the several minor dotted about the area to take us to Magherahoney to begin the scenic part of our journey that was, by now, in the Causeway Coast and Glens area.

Taking the Altnahinch Road, on the Orra scenic route, we made our way upwards and onwards towards the locally named Altnahinch viewing point, coincidentally, with some spectacular scenery for us all to see to our left and right. Dropping down the other side we had further splendid views of the coast at Cushendun in the distance as we came to Orra Bridge to take a right on to the Old Cushendun Road. We continued with our views on our left, with Slieveanorra Forest on our right, as we made our way uphill again as we attempted a circuit of the forest. On reaching the top we continued along the old road for several more miles and then, rather than joining the Altnahinch Road again, as it made it way closer to Altnahinch Dam, we made our way towards Newtown-Crommelin.

The large dam is located near Loughguile and was over on our right on the lower edge of Slieveanorra Forest on the southern uplands of Glenbush. It was constructed in 1967 using stone quarried from newly founded Corkey Quarry almost 3 miles away to save travel time and, I would assume, money. Dropping down quickly to the village we then made our way on more familiar roads to Clough and then on to the A26, just before the Applegreen services, to end our run and a good bye to all. Hopefully an enjoyable day and run for all on the trip.

Some news on the car front, Colin's 13/60 Herald, with the



Notts Peterborough



Vitesse bonnet, is making good progress and should be ready in the not-too-distant future. In fact, by the time you read this report it should already have been back on the road. After being fully stripped, painted, and built up again with the brakes, suspension and steering sorted he was lucky enough to have it completed with an over-drive box. A big thank you goes to Desi and Maeve (N) for the supply of the shortened prop shaft that was needed to complete the work. Alan (F) is working hard on his original Vitesse, but this will take further time to complete due to the amount of cutting and replacement needed and with other competing work going on within the household.



Our new member Ian (M) has his Triumph Spitfire for sale as he moves towards using a TR6. I saw the Spitfire on our run mentioned above and it is, at the very least, well worth a view. If you are looking for a good well looked after model this is the one for you. If needed Ian can be contacted on ian@maylins.net should you wish further details of the car. It is already shown for sale within Car and Classic and you can "click" on this link to view the details <https://www.carandclassic.com/car/C1433094>



We had our monthly meeting on Wed 6th at 7.30 pm with us reverting to our "normal" day, date and at the earlier time. Quite a few decisions were made due to circumstances beyond our control. As a result, there have been a considerable number of changes with the main one's being the **cancelling of the Totally Triumph Show and being replaced by a BBQ at the home of Barry Freestone on 7th May**, (details later) but bring your own "main" food. The weekend run to **Fermanagh moving to 25/27th June at the Westville Hotel, Enniskillen**, you should have booked by now, and two of the runs changing their dates. **The Alan French Run, including a BBQ, moves from 21st May to 14th May and the Colin Lindsay Run moves too from 25th June to 18th June** to accommodate the weekend run **(25/27th June)** and takes the place of our attendance at Kilbroney Show.

I thank those members who have stepped in to assist me with these changes and hopefully these will be the last for some time. If the Courier arrives in time, please remember our meet up at The Argory, Dungannon on Sat 30th April where we will have a wee late Easter Egg Hunt, some food, and a visit to the house, with the possibility of a short walk for some of our fittest members.

We remember Valerie (F) currently as she recovers from several operations and other related matters.

Well, that's about it for this month, hope to see you at some of our runs or visits in the not-too-distant future.

Douglas.

Notts

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With the lighter nights are now upon us it is great that we can sit outside Stags football ground but also go for runs in the sun in the evening. So we are looking forward to organising chip runs ect out and about. It was a pleasure last month seeing our members discussing various topics.

And an exciting discussion was that we and our friends Little John have already been organising a classic car show gathering for **Sunday 26th June at Berry Hill Park Mansfield. NG18 4JW**. This is a wrist band purchase event only which is £3.00 for your car and you and passengers to get into the show. We start at 10am til 3pm but wristbands must be worn and brought. The above postcode is the entrance in - which you must use.

Also on the same day the Mansfield harriers are racing which is greyhound racing and the cafe on site is opened. This is a very busy place as we visited the other night. You're very welcome to bring picnics, items to sell from your car and dog friendly. To get your wrist band contact nigel@07976163006 or email nigel.hill@hotmail.co.uk and also get from us in person at our Wednesday night meet which is on the third Wednesday each month from 7pm. Tickets are already selling fast we have a raffle with great prizes.

We hope to see you there sporting your local team.

On other events we post a lot on our Facebook page and write in the Courier about the local events and Nigel sends out what's app messages so if you're not on this come and see or send Nigel a message to add you on to this.

Our friends in the **Derwent Valley** area also have the camping weekend of **Peak Run from 17th - 19th June** see their FB page.

Looking forward to seeing you soon, our next meet up is on **Wednesday 17th of May. Stags Sandy Pates sports bar.**

Nigel & Di

Peterborough

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In April we had a drive on Sunday the 10th from our usual meeting venue at The Gordon Arms in Peterborough, and finishing at The Millstone in Barnack for lunch vis Oundle. Given that our monthly meeting would have been on the following day, we had decided to have the meeting on the Sunday at The Millstone instead.

In May we'll be back in The Gordon Arms in Peterborough on the 9th. The meeting proper started at 7:30pm, with a pre-meeting meal starting at around 6pm.

On Drive It Day on the 24th we had a jolly day out, visiting some local sites and eating at several of them. The weather was lovely, and finished with a picnic by Rutland Water (I'm guessing most of this because I'm writing it before the event



Peterborough Scotland - Somerset

Peterborough Continues

has happened!)

Random engineering...

During a bout of Covid I decided to try to work my way through a small collection of new but as of yet unfitted parts for my Spitfire. Rimmer Bros had had a sale, so I bought stainless steel bumpers and a Revotec fan to replace my ageing Kenlowe. The rear bumper went on just fine, but the front proved a bit more challenging. It has welded nuts to receive the supplied bolts, but on fitting the bolts by the bonnet hinges, the threads went tight and then the welded nuts broke away from the bumper. Luckily I could cut off the head of the bolt with a Dremel to remove the bumper again, and re-weld the nut. I found that the nut had some sort of dried clay inside which explained the tightening. I cleaned that out with a tap (an M8 standard) before the second fitting, and that went much more smoothly.

The Revotec fitting went to plan, although the instructions didn't spell-out that the fan fits behind the radiator rather than in front like the Kenlowe. (or if it did I didn't spot it, except that the fan was a "pulling" one).

I also fitted some replacement front brake hoses. I believe that you should be able to undo the inboard fitting where the flexible pipe meets the copper pipe, but the nut there refused to turn on the flared copper, so turning it would have twisted the copper pipe. My only option (so far as I know) was to remove the road wheel and then the calliper so that I could rotate the whole calliper to undo the flexible pipe! At least that worked.

Now I just have the rear hoses left to do.

Charlie.

Scotland Central

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Just back from a very exciting quiz night, I thought it was not going to happen at one stage as our Quiz master was delayed due to being involved in the Production of new film with his Classic Car on the streets of Glasgow, more on this at a later date. After a couple of Call and a quick trip to ASDA to pick up some last minute supplies (Paper and Pens) our Quiz master arrived and the Quiz started with 5 rounds of questions covering a range of Questions, i.e spot the odd one out Cornwall Devon Dorset Hampshire, Hereford,

Brian as many of you know is having a very interesting time with a Triumph TR7 which is slightly worse than he envis-



aged at the start of the project, there are some pictures on our facebook page if you are interested, Brian keep up the good work I am sure it will be just as good as the Herald you did for John and that it will be completed in no time at all



On the show front I have the following booked in **Sterling show on Sunday 8th May** and I have 12 cars book in and a reserve list

Millport show is on the 14th May and Colin has 10 cars booked in

Thirlestane Cateale show is on the 18/19th June and we have 12 cars booked in

Moffat Rally is 25/26th June and Michael has 10 Cars booked in

Glamis Castle show is 9/10th July and we have 14 cars booked in

If you cant make any of the shows please let me know and we will try and re-allocate your slot

All the best

Dave

Somerset

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Tel. 07778 923064

It doesn't look like summer this evening as we look out of the window to watch the heavy rain, but we have had a few warm days and we are assured that it is on its way.

Members have been out and about a bit already.



A few weeks ago Steve and Nikki and us were at a new show in the grounds of Downside Abbey. Steve was displaying his beautiful TR2 which had pride of place with about 30 cars on the tiered grass area in front of the Abbey. We took the Vitesse and were with the bulk of the other 250'ish cars in the large main field. There was a large variety of cars of all ages and it wasn't a bad show. It was lacking in catering facilities with only one place to buy a coffee and there were only a few trade stands but I am sure these problems will be sorted for the show next year if it takes place again. The lack of some facilities may have been why a lot of cars left early. One photo that we hope is included shows our Vitesse on its own in a huge space at just



Southern



2:30pm when the show was not due to finish until 4pm. We hope the show does happen again as it is only a five-minute drive from home.

Then last weekend we had a few members out on the Spring Tour organised by Minehead Motor Club. We don't know much about the tour but from what I understand the weather was bright but cold. This event wasn't on the events list we publish each month but it is now so it won't be missed next year.

By the time you read this our Drive It Day drive out and lunch will have taken place. Right now with two weeks to go we have seven cars and have extended the invitation to local TR Register members. Full report on the drive next month.

We were booked in to do the Daffodil Run tour which started near Cinderford in the Forest of Dean. It is part of the Historic Rally Car Register (HRCR) series of tours which all include a morning bacon roll, coffee and cake halfway through and an evening meal at the end. Unfortunately, five days before the tour Covid arrived at our house with both of us testing positive in the space of a few days of each other so we had to pull our entry on the Daffodil Run. We were not the only ones apparently. It was our second attempt to do this tour the first being in March 2020 which was cancelled due to the first lockdown. Hopefully we can finally do the tour in 2023.

It looks like the problem gear change on the Vitesse is finally fixed. The fault was the hole in the short gear change selector shaft where the square set screw goes in holding the gear selector tight on the shaft. The hole was enlarged so the gear selector was not held tight. If the screw was tightened, then the selector was tight again but then after a bit of use the hole enlarged a bit more and it went loose again. Anyway, a good second-hand shaft was sourced in a couple of days from Mike Papworth (great service by the way) and the gearchange is transformed.

As the weather is improving hopefully we will see a few classics at our next meeting at the Knowle Inn on the second Thursday of the month.

Alan & Denise

Southern
Tel. 01252 722432

Hi All. We had a good turn out for our first Sunday lunch of the year. The meal was par for the course at the Hen and Chicken. Usual carvery, but I did notice that Carol had rather a nice looking plate of fish and chips.

It was a shame the Bat and Ball at Hambledon was more concerned about the numbers at the tables than taking around £400 or more in takings. Hence we didn't go there. And it was a shame that the Trooper at Froxfield had their power wiped out because of the storm, so it would have been nice to sample their menu.

The cars are starting to come out now and we had a few at our monthly meeting. Just a friendly welcome to Kevin Pearce who owns a very nice 13/60 and to the other gentleman who



I didn't manage to get his name who might have been the owner of the nice MK4 Spitfire In Mimosa or Inca (not sure as it was getting dark).

The Crotch cooler has been renamed Classic car Sundays and is now up and running at the Departure lounge near Alton. I didn't manage to get there but I believe a few went. Wendy did go in her MK3 Spitfire. She did say "how did I know?" It came up on my Facebook feed. Caught bang to rights lady.

We said goodbye to Alex at the meeting, he is off to the USA. We wish him all the very best in his new adventure.



Up and coming events - May

2nd - Lechlade Collectors show, Langley Farm, Clanfield, Oxon. OX18 2RZ

2nd Popham Fly Drive Show Popham Airfield, SO213BD

3rd Regular meet, Seven Stars Petersfield. GU32 3PG

5th-7th Triumph South of England Meet,

Leatherhead Leisure centre KT22 9AS

8th Basingstoke Festival of transport

14th Awbridge Fete & car show SO51 0HG .

To register phone Paul 07971 002 686

15th Fernhurst reveals. GU27 3HY Village green

19th Roaming meet . The Trooper Inn, Froxfield, Petersfield GU32 1BD

29th Haslemere Classic car show

June

3rd-5th Loughton Cuckoo Fair, Lewes BN8 6BN

5th Goodwood Breakfast Club. Theme: Rule Britannia.

You need to register

7th Regular meet, Seven Stars Petersfield. GU32 3PG

11th Bishops Waltham Carnival

11th - 12th Stoke Row Steam Rally, Whitchurch Hill, Reading RG8 7PU

16th Roaming meet. The Red Lion , CharltonPO8 0BG

17th- 19th The Nostalgia Show , Stansted House. Rowland Castle

18th-19th High Weald Steam Weekend

July

5th Regular meet, Seven Stars Petersfield. GU32 3PG

9th Swanmore Village fete. Just show up at SO32 2PD

17th Amberley Vintage car Show. Amberley museum BN18 9LT

19th Spring Vehicle Meet. Newbury showground, RG18 9QZ

21st Roaming meet. The Flower Pots, Cheriton. SO24 0QQ

August

2nd Regular meet, Seven Stars Petersfield. GU32 3PG

18th Roaming meet. The Tichbourne Arms,

SO24 0NA

September

6th Regular meet, Seven Stars Petersfield. GU32 3PG

15th Roaming meet. The Golden Lion, Winchester SO23 0JZ

October

4th Regular meet, Seven Stars Petersfield. GU32 3PG

16th Sunday lunch meet TBC

That's all for this month folks. Take care

Mark



North Staffs Suffolk - East Sussex

North Staffs

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Hello, Oops nearly forgot to do a report due to having the March meeting in April my brain got confused, that being the case this will be short to hopefully meet the deadline.

At the meeting we decided to have a run towards Llangollen for Drive it Day with lunch at The Boat at Erbistock, however at this point in time I have yet to get any replies around bookings for the lunch.

So are you all receiving emails? If not, please update me with your current email address.

Let's hope the sun shows up to make it a pleasant day for everyone all over the country on Drive it Day.

Before Drive it Day, some of us will be going to Weston Park for one of the first shows of the season, here's hoping that things get back to normal this year after the many cancellations over the last 2 years.

Looking forward to seeing some of you who have been unable to join us due to the covid 19 restrictions

Some events coming up in May early June

1st May Chetwynd Deer Park

22nd May Leek Rotary Extravaganza

22nd May Standard triumph Picnic & Hog Roast

27th -29th May Smallwood Vintage Rally

29th May Capesthorpe Hall

29th May Katherine Classic

4th -5th June Tatton Park

Next Meeting 25th May

Take care

Dave

Suffolk

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Hello everyone! To celebrate me rolling into another decade, we had a great turnout at the March meeting, with twelve of us crammed round the tables in the Sorrell Horse. There were even 4 Triumphs in the Car Park.

Kevin and his wife had come from Lowestoft in his very tidy looking Vitesse.

Colin had brought his 2000 saloon, fresh from an impromptu 3 car coast to coast event from Lowestoft to Weston-Super-Mare. Over 700 miles were covered, and the biggest issue seemed to be one of the other 2.5 saloons, which was trying to get rid of its gearbox oil along the route. Apparently, once they'd run out of EP90 to top it up with, they resorted to engine oil, anything with some lubricating properties.

I brought my MK3 GT6, fresh from its MoT pass the day before. Although I've owned it over 4 years, it hadn't had an MoT since 2015 and now I've finally got the gearbox issue

sorted and the car is back together, I'm starting to enjoy using it. Funny, I was thinking of selling it last year, as I'd really had enough of some of the problems it was giving me, but now, in the short term at least, it's definitely a keeper.

The 4th car was Brian's Lightning GT6 Convertible. Fresh from its trunnion-less conversion, he's overcome the issue he was having with fitting the brakes. Something wasn't quite right with the alignment, but nothing some adjustment with an angle grinder couldn't sort. He's also fabricated some new air cleaners, using a stock of filters he was sent by accident a few years ago. Good to see those parts on the shelf actually coming in handy! He's also lacquered a lot of his shiny parts, just to keep the cleaning a little less frequent.

Steve's Spitfire was on the road briefly, but is off again as the engine really wasn't behaving itself. After investigation, it seems the carbs need some work, and these have gone off to SU Carbs in Chelmsford for refurbishment and some modifications. Once back, he's booked into Hanger 111 for a rolling road session. I was aware of them as (modern) Lotus Specialists, but apparently they're happy to mess about with carburettors as well.

Very useful information indeed.

Other chatter was around some wheeling and dealing, mostly involving Chris. He was aware of a dismantled MK3 Spitfire, that the owner just wanted to get rid of, so it seems Colin may be having a look at that. Then Matthew discovered another car Chris was thinking of moving on. I imagine by next month that will be a done deal.

As if he needs another project!

See you next month, on the 3rd May.

Russell

East Sussex

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March was a very quiet month for car things to do and we only got out and about for one breakfast meeting at Hill Barn Golf Club in Worthing. Let's just say the breakfast did not go too well and leave it at that. At least the people that attended got a good run out in their cars.

Bob's GT6 has been spotted back on the road around Crowborough. Was that a shake down run? Unfortunately, it did not go to plan and he has a transmission problem. In Bob's words "my GT6 is not going anywhere, fast or slow". Let's hope you sort it soon as fairer weather is coming (eventually). Another GT6 belonging to Gareth also has developed a differential problem and has been diagnosed as needing investigation re the shims. Searching through all the usual parts websites created the impression that these shims are like hen's teeth! If anybody has any lying around or knows of a place to get such shims please get in touch.

April's meeting was a good turnout as usual with 16 people attending. A good night for some food, refreshment and some banter. Club member Jules Sherwood came along for his first visit in a long time, so welcome back Jules!

So, what's on the schedule for May? **The South of England Meet at Leatherhead** has been confirmed for the weekend

West Sussex - Thames North Wales



6th / 7th / 8th May with the big day on the Sunday 8th May. I am proposing that we do the same as 3 years ago (2019) and meet up at Pease Pottage service area at 9am on Sunday and then go in convoy to Leatherhead. For those not going to Leatherhead there is a breakfast meeting at Shoreham Airport that same Sunday. On **Sunday 22nd May** there is a classic vehicle show at the **Lavender Line in Isfield**. Not much more arranged for May so perhaps a breakfast run to The Rainbow Inn in Cooksbridge could be on the cards (post meeting note: or perhaps not as Chris and Ian said they heard it had closed down and was up for sale (one thing for me to check out).

If anybody wants further info about these events see me at the next meeting or drop me an email (email details can be found in the Courier but I have moved house and lost my old landline phone so my mobile no. 07833 944847).

Geoff

West Sussex

e-mail: nigelayre@hotmail.co.uk

Tel. 01403 253034

Hello hope you're all well. March's meet was enjoyed as always, and was nice to have some new faces in the group.

Me and Morgan enjoyed a drive out together in our Vitesse down to the Four Counties Classic meet in Bletchingley. There was a nice variety of classic cars there including some other triumphs and I can report that breakfast at the Bletchingley arms is very good. We met John there with his Jaguar XK140, but John has reported that he has been making the most of using his spitfire now the engine misfire problem is fixed as mentioned last month.

I have been using my Vitesse quite a lot this month as it is now currently my only car. I have racked up quite a few miles this month with multiple trips to Brighton and Dartford. I have really enjoyed using it, other than a new knocking noise started, but that was quickly fixed with some new propshaft universal joints.

Jess has been out to the beach in her Herald and kindly sent me some words and photo to share. "I drove the Herald down to the coast on the last warm Saturday before the arctic freeze returned at the end of March/early April. She ran really well and I couldn't resist parking under this random sign at Newhaven. Top down (of course) hopes felt raised of future good weather drive outs. Slight water leak which needs investigation but otherwise all good".

Sue also enjoyed a drive out to the beach in her Herald, she



posted a sunny photo in our facebook group. Barry also enjoyed a drive out to the beach in his herald.

We'd love to see you at one of our meetings, we have a really great and welcoming group and also a very nice variety of triumphs between us. And as the weather improves we hope to plan more meetups and drives. Many thanks,

George.



Thames

e-mail: thames@tssc.org.uk

www.tssc.org.uk/thames

Tel. 07773 623807

Hi all - 3rd March Prince of Wales Inn, Esher. We have the pleasure of George & Chris, to keep Julie & I company.

14th March George Inn, Wraysbury. I am joined by Chris, George & Bob this evening. Bob was in his Herald 1200 estate. The news was of the go ahead of SEM at Leatherhead upcoming events and shows

APRIL

29th/2nd IoW camping Weekend - IoW

MAY

6th/8th South of England Meet Leatherhead

15th Chiltern Hills Rally Aylesbury

29th Classic Car Show Haslemere

JUNE

18th /19th Double Twelve Brooklands

Our next meeting will be:-

1st Thursday of the month at

The Prince of Wales Inn at Esher

3rd Thursday of the month at

The George Inn at Wraysbury

Any enquires please call me on 07773 623807.

Mickey & Julie

North Wales

e-mail: helenahill@btinternet.com

Tel. 01691 600215

Hello, everybody. Our monthly meeting on Tuesday 8th February went very well, with good attendance. A lot of matters were discussed and sorted, and we must say that it is great to be in an atmosphere that feels so good with such genuine friends.

Julia and Alan had arranged a run and lunch for Thursday 24th, and the meeting point for morning refreshments was Bellis's in Holt. We decided to go straight to the lunch venue on this occasion as the weather was quite rough. Julia and



North Wales Wessex - Worcestershire

North Wales Continues

Alan had checked the route three times, once again the weather getting in the way of things with flooding, etc., on the roads, but on the day the run went very well. There was a good turn-out of our group, and lunch at the Castle Bistro in Chirk was to their usual high standard and thoroughly enjoyed by all.

Lots of chat and laughter, in smashing company:- thanks to Julia and Alan for organising such a great day.

We did not go to our monthly meeting on Tuesday 8th March as we really did not feel up to it:- our telephone and internet had been off for nine days at this point, and so we decided to stay put, but we know that the meeting went very well.

Glen and Barry sorted the lunch run on Thursday 31st March, and there was a good turn-out of twelve people:- there would have been more but circumstances were such that this was not possible. We met at the Daleside Garden Centre in Harwarden at about 11.00 a.m. for coffees, teas, etc., and then we were all given our route plans. A lovely run, very well planned, the weather even stayed good! We ended up at the Stamford Gate pub in Holywell for lunch, and this was enjoyed by everyone. Another great day in great company, with much conversation and laughter. Thank you, Glen and Barry.

We had decided to treat our Spitfire to a pair of stainless steel bumpers, so we travelled up to James Paddock in Chester earlier in the week to collect them, and have a catch-up with Sam. These bumpers look terrific, like polished chrome, except that they have the advantage of never going rusty, so well worth the spend.

That is all for now, so don't forget that our monthly meetings are held at the Trevor Arms on the second Tuesday of the month at 7.30 p.m. Hope to see you there.

Forthcoming events:-

May

2nd May:- Gawsworth Hall Festival of Transport.

10th May:- Monthly meeting at the Trevor Arms, Marford.

14th May:- Weaver Wander.

27th - 29th May:- Smallwood Vintage Rally.

June

4th - 5th June:- Tatton Park.

11th June:- Caerwys.

12th June:- Classics at the Castle, Ellesmere.

14th June:- Monthly meeting at the Trevor Arms, Marford.

24th June:- Denbigh Motor Show & Carnival.

25th - 26th June:- Kelsall Steam & Vintage Rally - www.kelsallsteamrally.co.uk

Regards

Helena & Roger.

Wessex

e-mail: trevorcarllyle@btinternet.com

or e-mail: berry223@btinternet.com

www.triumphnewforestrun.co.uk

Tel. 01425 475376

Unfortunately **Basingstoke, 8th May** was over subscribed, so we were unable to secure a club stand; we might still attend as punters and just go in a modern, we will see closer to the day as there are other events the same weekend. **Beaulieu Spring Auto-Jumble, 14th/15th May**, come along and see us, as we will have an auto-jumble stand: **Le Mans Classic, 30th June - 3rd July**; **Breamore, 14th August**; **Dorset Steam Fair, 25th - 29th August**; **Beaulieu Sept Auto-Jumble, 10th/11th Sept**; **Swanage Railway, 9th - 11th Sept**; unfortunately this year Swanage Steam Railway & Folk Festival clashes with Beaulieu which usually takes priority; **Bath Festival of Motoring 18th/19th June**, **Walcott Rugby Ground** could be another possibility.

Trevor has put together a general list of events local to our area, some will appeal more than others; this has already been sent to our Wessex members for them to make individual choices. Hopefully we will find something to replace Basingstoke, where we can have a club stand.

Classic Cars on the Proms, 15th May. For vehicles registered before September 2001 (the change over from the old style number plates).

"Platinum Jubilee", Thursday June 2nd is now the May Bank Holiday and Friday June 3rd is Jubilee Day, celebrating the Queen's 70th year, which makes it a four day weekend, hopefully full of celebrations.

Our March meeting was a little thin on the ground, mainly due to the covid laying low at least seven of our regular members, so anyone who thinks that it is all over, think again. Fortunately, all seem to have recovered with no real issues. The latest figures are still going up, so take care and stay safe.

I felt guilty that I omitted to mention last month that the road works on the A35 were due to finish at the beginning of April, but that was just as well, as they have been extended due to the bad weather we had earlier (their excuse!); the new date for the reopening was hopefully 11th April with some night time closures to come; the final completion date is June, though please check. Ringwood is still continuing with it's contraflow; off-peak is not too bad.

Keep smiling,

Martin

Worcestershire

e-mail: vicky@richardddredge.com

Tel. 01249 740239

Well, summer must be coming as I managed to drive the 22 miles to the meeting in daylight! I thought I would leave a little early and have some food because I couldn't be bothered cooking for myself and very nice it was although it could have been a slightly bigger portion for the price (No

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you

North Yorkshire



I'm not a pig - it was just on the small side).

14 members turned up tonight and only 2 club cars although one was Andy's Volvo! It still counts however.

A couple of events were held in April - 10th Prescott Coffee and Chrome and 24th - Drive it Day. Hope people were able to manage to get to these and enjoyed them.

Now that the better weather is around the corner (I know - wishful thinking! But we can only live in hope can't we) I must get on with repadding my seats - after all, I've got the Hogring pliers now, so no excuse, sorting the horn stalk, the few paint blemishes, the wheels and of course - give it a service before taking it for an MOT check and then take out a second mortgage to fill it with E10 even though the tank only holds 6 gallons. Several other members were also talking about jobs they're doing with their cars.

It will be nice to see the cars out and about when the better weather arrives because as I'm writing this, it is chucking it down.

Hope to see more of you at the next meeting - we may even be able to sit out on the new patio - on **May 9th at 7.30, Pear Tree, Smitte**, because of the Bank holiday on the 2nd May.

Bye for now and Happy Triumph Tinkling.

Stef.

North Yorkshire

e-mail: warrentr6@yahoo.co.uk

Tel. 07534 820155

Hi all, by the time you read this news letter hopefully summer will be with us and providing we can get fuelled up we

can get out and enjoy the hard work we put in to our classics, we had a good event at the Motorist brilliantly British it didn't bring as many out as I thought but Keith L. and family attended with his very nice Spitfire so we had four Triumph's on display.



Our March meeting only had six turn out but may have been down to the fourth Tuesday coming early, our event this month will be Drive your Classic day so hope to report on this in the next news letter. Now that the clocks have changed we have started our second meeting of the month at the Motorist this is a joint event between us the TR Register and the TR Drivers Club and just heard from the group leader of the Sunbeam owners club they are also joining in so should make for a good evening.

Again just a reminder that we are holding our first meeting further North in our area Pickering on Wednesday 18th May at the Forest and Vale Hotel 19:30 on so hope as many of you as possible can make it, if you could drop me an email or text if you are attending it would help. Grace is keeping the face book up to date so please check for updates also please let me know what your doing it's always good for further information to add to this news letter.

Keith

Classic Car Show

Berry Hill Park NG18 4JW

Sunday June 26th 10am - 4pm

In conjunction with

Triumph Sports Six Club

Robin Hood Mini Club




Cafe, Music, Fun & Games

Stalls

Kids Play Area

Mansfield Harriers Athletics Meeting

£3/exhibitor car includes all passengers

Limited to 150 spaces.

Book your space via the clubs or

Pete Draycott 07507 682205 or email carshoworganiser@virginmedia.com




SOUTH OF ENGLAND MEET **7th & 8th May 2022**

Sat 7th

Free Chill out day

Sunday 8th

**ALL Triumph Car Show
& Concours**

Autojumble & Stalls

60th Anniversary Spitfire

60th Anniversary Vitesse

Camping from

Friday 6th afternoon

£7.00 Per Night TBC

Entry - Pay on the Gate

£7.00 Per Person TBC

FREE Entry for children under 16

FREE Autojumble pitches

FREE Concours - All Triumph cars

TSSC Club Shop

Insurance Valuations

etc etc.

For more information contact

Mickey Hazell - Tel. 07773 623807

E-mail: chippymickey@yahoo.co.uk



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**2022 TSSC
Isle Of Wight
Triumph Weekend**

Friday 29 April to Monday 2 May 2022

***** NEW VENUE *****

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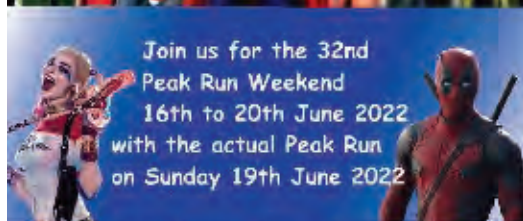
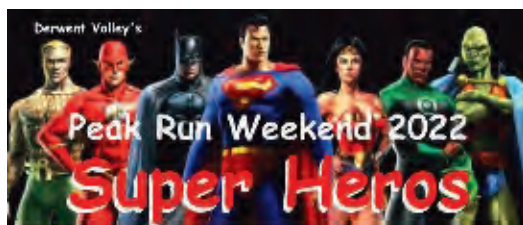
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New Dalesrun 2022

10th, 11th & 12th June

The 2022 60s/70s themed Dales Run will be based at High Laning Caravan and Camping site, Dent, Near Sedburgh, Cumbria, LA10 5QJ and once again we will take you through some of the most beautiful and scenic areas of the Dales.

For just £10, you are welcome to take part in any vehicle, providing it can keep up with a Triumph from the 1960s! Please be aware that the run will be organised with Triumphs at the front, followed by other classics with the more modern vehicles at the rear. Anyone is welcome, our event is primarily to raise money for Charity! All proceeds for this year are to be shared equally between Yorkshire Air Ambulance and Northeast Air Ambulance.

Arrival is with us on the camping field from Noon on

Friday 10th June 2022.

Saturday 11th will include our run through the Dales with a leisurely lunch stop (you provide your lunch!) with an evening's entertainment (Raffle, games and general fun OR ELSE!) in the Village Hall with our very own Alan and a 60s/70s Theme! Fancy dress from the year of your car would be great!

Come along and enjoy yourselves and help us raise some much-needed funds for the two Air Ambulance Charities.

Wind down on **Sunday 12th** and enjoy Dentdale.

We have managed to negotiate discounted rates as we have in previous years.

Booking with us is essential to secure your place.

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

Complimentary tea/coffee/squash all weekend.

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

The site accepts tents, caravans and motorhomes. There is an option for a small hiking tent pitch, but this does NOT include space for a vehicle. If you select this option, there will be an

added charge of £5 per night should you wish to bring a vehicle. This includes a motorcycle.

All Donations welcome, including any raffle prize donations. PLEASE ARRIVE WITH A FULL TANK OF FUEL AS THERE WILL

NOT BE ANY PLANNED STOPS DURING THE RUN Please note: If you are bed and breakfasting elsewhere and wish to join us on the campsite at any time throughout the weekend, there is a £5 per day

Parking charge. We recommend you park in the free parking provided by your B&B.

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

For any run related queries, please contact

Alan on 0794 490 9823

For all booking enquiries, please contact

Candi on 0781 046 1252

Please always email your Booking Form to
candiallen558@outlook.com

Our preferred method of payment is BACS to

Miss C J Allen, 53-50-52, 13057022.

Remember to Send Booking form to us as Reference

PayPal payments: Please put "Dales Run" and your name as a note and send as "friends and family" to:

candiallen558@outlook.com

or Tel Candi on 0781 046 1252

for alternative methods of payment or booking queries.

Name(s) :

Address :

Tel : e-mail :

Club Area Car : Reg No :

2022 Camping Prices

Tent or caravan (incl. 2 occupants and 1 vehicle) - £22.50 per night

Motorhome (incl. 2 occupants) - £22.50 per night

Small Hiking Tent (single occupant, NO VEHICLE) - £12 per night

First vehicle on hiking pitch - £5 per night

Tent/Caravan/Motorhome/Hiking Tent (Please circle)

Camping Friday ☐ Camping Saturday ☐ (Please tick)

Extras:-

Extra Occupants ☐ @ £2 per night (add number)

Extra Vehicles ☐ @ £4 per night (add number)

Dogs ☐ @ £2 per night (add number)

Hook Up ☐ @ £5 per night (add number)

Total per night £ ____ x ____ nights = £ ____ (enter amounts)

Run Booklet (if taking part) ☐ @ £10 per vehicle (add number)

Grand Total Enclosed £ ____ (enter amount)



Triumph Sports Six Club Day

Saturday 18th June 2022

All Triumph Sports Six members are invited to the Great British Car Journey to spend a day at Derbyshire's newest car museum specialising in British cars.

Entry to the museum is at the greatly reduced price of £10 per person, for you and your guest, on presentation of your TSSC membership card.

Dedicated club parking for all Triumph cars.

Drive a classic car around their private mile long road. 15% discount is available on 'Drive Dad's Car' packages booked on the day.

No need to prebook - just turn up on the day.

The event starts from 10:30am until 4pm.

The event is being held as part of Derwent Valley TSSC's Peak Run Weekend. Our campsite is only 35 minutes drive away.

If you wish to join us for the whole weekend or just one night visit our Peak Run website www.peakrun.weebly.com for more details.

For more information email: colin.tssco@btinternet.com

Useful links: www.tssco.org.uk

www.greatbritishcarjourney.com www.drivedadscar.com



Join us for the Northants Area

CAMPING WEEKEND

Friday 15th July - Sunday 17th July 2022

At Top End Farm Campsite,
Colmworth Road, Little Staughton

This year's theme is...

Witches & Wizards

Camping available at £20 per pitch per night (includes 2 adults per pitch). Under 16s free. Additional adults charged at £3.50 per person per night. Limited EHUs available at £5 per pitch per night.

No pitches can be reserved without payment.

All enquiries or for a booking form contact Nigel Hawes
nigeljohnhawes@gmail.com
Additional nights available.
Food package details to be announced shortly.

Leicester and Rutland Area

You are cordially invited to the

36th Sunshine Rally 5th-7th August 2022.

We will be at our venue Greetham Community Centre, Great Lane, Greetham, LE15 7NG. An immaculate small friendly community centre with a comfy lounge and bar. Camping is on a flat sheltered field, dogs welcome. (Unfortunately no electric hook ups). Less than a 5 minute walk to Greetham village with 2 pub restaurants.

Camping / Caravanning Friday 5th & Saturday 6th with the option for additional nights.

Friday Night

A warm welcome, with Tea and cake or try a piece of traditional local pork pie on arrival. Meet old friends, make new ones and join in with our light hearted quiz with a difference to start the weekend off. (Bar 7-11).

Saturday

Optional planned casual drive around half a dozen picturesque villages in Leicestershire and Rutland with a small on foot treasure hunt in each village. Back to the site and finish the afternoon with our park and pose car show at around 15.00.

Saturday Night

BBQ, and a relaxing evening with fun & entertainment. (Bar 6-11 Approx).

Sunday

A magical mystery drive out to a local place of interest, returning around mid afternoon.

Rally weekend with one night camping.....£22.00 per unit.
Rally weekend with two nights camping.....£38.00 per unit.
Extra nights on request.....£12.00 per unit.
BBQ.....£8.00 per person, Children under 10 years.....£5.00.

For more details and a booking form please contact:-

Jan on 07799804415 J.muschlali@ntlworld.com

Dave on 07770650802 davesmith.triumpht@hotmail.co.uk




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SUNDAY September 4th 2022



Classic Car Entry 9 am till 12pm (mid day) don't be late

Event Entry Adults £20.00 each

Payment by cash only please (all will be sanitised)

Full site access till 6pm

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Sorry, No Dogs, Stoves or BBQ's allowed

CAA Airfield Regulations

Entry via the main IWM carpark and signage

Contact Pete Lewis. 01582 750943

peter.h.lewis@ntlworld.com