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THE COURIER NUMBER 504 JUNE 2022 TRIUMPH SPORTS SIX CLUB

The cover of 'The Courier' magazine, No. 504, June 2022. The main title 'THE COURIER' is in large, blue, outlined letters at the top. Below it, 'No. 504 JUNE 2022' is printed. The cover features several images of Triumph cars: a red Spitfire, a green TR6, and a blue TR6. A large, detailed image of a green Triumph TR6 is at the bottom. The background is a dark, industrial setting. The text 'Triumph Sports Six Club Day' is at the bottom. A small logo for 'Great British Car Journey' is in the bottom right corner.

THE COURIER

No. 504 JUNE 2022

Triumph Sports Six Club Day

Great British Car Journey
When Britain Ruled The Road

THE June 2022 COURIER

Price £3.50 Free to Club Members.

THIS ISSUE - 504

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PIC BY Colin Wright

Courier Copy/Area news



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

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NO Word/etc Document attachments please

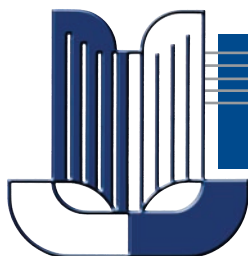
Courier Copy By 8th of Each Month

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

THE GET OUT

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

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

TSSC MEMBERSHIP ENQUIRIES

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

INSURANCE VALUATION SERVICE -

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

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

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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

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TSSC HQ Team, Sunderland Court
Main Street, Lubenham, Leics. LE16 9TF
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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:**

27th June and 31st August

23rd Oct and 15th Jan 2023

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

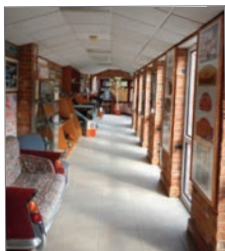
Please ensure that any items you wish to raise on the Council of Management Agenda are received by the General Secretary at least two weeks before the date of the Meeting

Have you visited HQ?

Hello, and Welcome to June's edition of The Courier.

From personal experience, life in certain areas is returning to some sort of normality, but it's taking some time to come to terms with crowds! I was recently at a local village fete which has had a classic car show attached for the last 10 years or so. This year the fete included live music in addition to all the usual fete activities. The classic car show was so popular that they had to turn away many classics to the 'overflow' car park. As I say, it was the first show this year with hundreds of people and no masks! But we are getting there, and I hope you can get out there and do more with your Triumph.

With that in mind, could I suggest you look at the **TSSC HQ** as a destination? **Saturday June 25th is the TSSC HQ Summer Open day.** It's great to have our own HQ. It's in a lovely village setting of Lubenham in Leicestershire. Inside the HQ is the museum which always has a varied number of Triumphs on show, including the only factory built Vitesse Coupe, a Stag with just over a hundred miles on it and a fantastic chassis with the various components in place and showing how they work. There is an extensive collection of rally plaques and other Triumph motorsport and general activities from the Triumph world.



There is an extensive library and copies of The Courier. The Club Shop is also on site and has a good selection of various parts and clothing and accessories to purchase and on display so you can check it out and order it if so required. You can also order your parts from the Club Shop (check out www.tssc.org.uk shop') and collect them on your visit, so saving the cost of postage. There is also the 'Herald Bar' which is part of the pub that was the original 'Herald' pub in Canley Road, Coventry before it was demolished.

Another event which would get you doing more with your Triumph is the **Triumph and MG weekend at Stafford Showground.** Organised by TSSC, TR register and MG car club, this year will include the Stag owners club, Club Triumph and the Standard Triumph. It starts on **Friday 19th August through to Sunday 21st August.** For more info and entry tickets, please go to www.tssc.org.uk then 'Shop' then 'Events' and you will see it there. On a personal note, I was most pleased to see a Premier Inn is not too far away, and there seems two parts to it, one called Spitfire, the other..., yes, Hurricane! Well, that's two events for you! We are most fortunate to have a great number of local areas whose Area Organisers will know what events are going on in your local area, so please do utilise that if you want to go more local and ...

...Do More with Your Triumph!



CARL SWANSON
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

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 DEVON AREA

TOUR OF DEVON 2022

CONTACT

sue@jassy.org.uk

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.

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



TRIUMPH
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Triumph Sports Six Club

VALUATION CERTIFICATE

TSSC
INSURANCE
PANEL

Insurance Valuation
Form

Insurance Valuation
Form

POLICYHOLDER'S DETAILS

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

Title (Mr/Ms/Mrs) and Full Name(s) Surname

*Membership No. of Membership Expiry Date

Address (Including Post Code) Post Code

Daytime Tel. No. Evening Tel. No.

Fax No. Email:

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

VEHICLE DETAILS - MUST BE COMPLETED

Model & Mk.	Reg Number	Body Type	Engine Size (cc)	Year of Mfg	Year of Registration	Recorded Mileage at Valuation	Date of purchase (Year)	Purchase Price
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Overall Conditions - CONCOURS, A1+, A1/S - Serviceable, P - Project

Body	Paintwork	Chassis & Frame	Interior	Engine	Transmission & Drivetrain	Electrical	Wash & Wax	Age of Vehicle (Years)
------	-----------	-----------------	----------	--------	---------------------------	------------	------------	------------------------

This certificate will be filled in by a TSSC APPROVED VALUER ONLY

CONCOURS: The vehicle and its components must be in a condition of original specification, free from alterations, faults and wear, may be required.

A1/S: The vehicle must meet A1 - SERVICEABLE and with a little effort could be considered to be Concours.

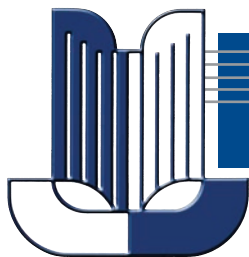
A1/S - SERVICEABLE: The vehicle must be in excellent condition with only minor faults, easily fixed, free from rust.

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

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

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

Provided the details and pictures submitted are correct, the value will be agreed. If the Club has been used in a similar situation to the event of a dispute, the Club value may require more information as a general guideline.



NEWS REVIEW

Monthly News of a Triumph Nature

A New Member of HQ Staff!

Julian Rowell - Club Shop



We have a brand new full time Member of Staff joining the team at TSSC HQ.

So without further ado, here is Julian's own introduction.

"I have been in the motor trade since starting work in 1979. I served an Apprenticeship with Wadham Stringers British Leyland dealership and part of my role was selling Triumph parts.

I moved up in my career to Parts Manager for varying different dealer groups and manufacturers and then 17 years ago moved onto teaching and training apprentices for Parts & After-sales services.

I have always had a big interest in cars especially everything from the British Leyland camp.

Now I have joined the TSSC team in the Club Shop which is bringing back all my old knowledge and skills learnt a very long time ago.

My current cars are a 2007 MX5 Icon and I also have the use of a 1983 Triumph Acclaim CD and before that I owned a Stag for 7 years.

I attend as many shows and events as I can with both the Acclaim and the MX5.

If you see me at an event please come and have a chat."

Julian Rowell



Club Shop Saturday Openings

We are going to try a few Saturday Shop Openings, to see how it goes.

The Days will be
June 25th July 23rd
Sept 3rd
from 10am to 4pm
Tel. 01858 434424
Option 4



for Details and to pre order your Parts for Collection

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

Oh Dear here we go again!

It's probably been over 18 months now since I last reported on the OD and issues with it dropping out after 20 minutes or so when the oil gets hot.

Truth is I haven't had the opportunity or the inclination to try and cure it.

However a few weeks ago I was reminded by my colleagues that the saga still continued and we had the 'Coast-to-Coast' drive arranged - so I'd best do something about it!

Over the last 18 months I had rang a few OD specialist, the main man being **Mike Papworth** and his general opinion was to increase the number of shims in the pressure relief valve. Ideally I should measure the pressure using a gauge and then add the shims and measure the resultant increase in pressure. As some of you may recall I did purchase a pressure gauge and hose to do just that, however, I was unable to get the appropriate fittings to allow the gauge to exit without fouling the chassis when connected on the bottom of the main casting in front of the solenoid - hence thus far I have been unable to do so.

Therefore I opted for blind ignorance, fingers crossed and good luck! I had two different thickness shims from my old OD that I had stripped for 'spares', a 0.004" and 0.008", there was also a much thicker 'washer',

Gear Box Drained



0.048", which was at the base of the spring in both the old and replacement OD. I had read and gleaned from my conversations

O/D Inspection Plate



O/D Inspection Plate removed



with various OD experts that each 0.004" shim provided an increase of approx. 32 psi. My gut feeling (in the absence of any actual measurement of pressure) was that I must be right on the limit of the pressure required. I had read that 170 psi was the lower limit at which the pressure would start to build up and seen values as high as 460 psi when operating properly.

I decided that if I was indeed very close the 'limit' then I should add both the shims! The 0.004" and 0.008" shim would increase the pressure by approx. 90 something psi. If I was on the bottom limit of 170 psi then this should give me approx. 260 psi, which hopefully would be enough to engage the OD and keep it engaged whether cold or hot!

Luckily I have access to a ramp which simplified the procedure. The exhaust needs to be removed to allow access to the OD inspection plate and gearbox/OD drain plug. The oil can then be drained, this still leaves a small amount (about ½ a cup full) in the OD itself, which when the inspection plate is removed will drain - so make sure there is something to catch it. I caught all the oil in a tray and measured how much was drained

- 1.25 litres - about 0.25 litres short of the amount specified. However I had noticed a small leak which over the last 18 months could have amounted to the missing quantity! With the inspection plate removed, looking up facing the front of the vehicle, the left hand 'plug' needs to be removed to gain access to the pressure relief valve. I asked a good friend who was handy with a welder to make me up a tool to remove the plug which is basically two 'lugs' that fit into two holes at the base of the plug, it was crude but very effective and worked like a dream, two small diameter bars were welded either side of a cap head screw of the right diameter to space the bars correctly. An Allen key could then be used if it was too tight to turn by hand.

With the plug removed it may require a small pair of long nose pliers to gently pull out the valve body, once removed the



Removal Tool



springs (2 off) and shims (a 0.001" on the top and 0.048" at the base) was separated



Pressure Relief Valve Laid out



and laid out. There is a 'shuttle' which for me remained in the OD, although a few minutes after removing the relief valve fell out into the oil drain tray - so please keep



Spare Shim 04



Spare Shim 08

your eye open for this otherwise you may lose it!

With the valve stripped I added the two shims and refitted it making sure everything went back in the same order and that it slid nice and smoothly into the housing. I then checked and cleaned the large flat rectangular filter which sits above the inspection plate and the larger cylindrical filter in the larger right hand plug.

I fitted a new inspection plate gasket and gently tightened up the 6 bolts in the inspection plate.

The oil can be topped up via the filler plug on the right hand side of the gearbox with an oil transfer syringe without removing the gearbox tunnel. Removing and tightening the filler plug does require some dexterity but is easier than removing the tunnel!

With the exhaust refitted I was able to take the car on a short drive for a few miles – with the OD being switched in and out over a 20 minute period – all seemed to be well in this short test run. A few weeks later during the Coast-to-Coast I was able to give it a much 'harder' workout.

The conclusion – well it was not a 100% successful – there was an improvement, the OD seemingly stayed 'in' for a longer duration but eventually dropped 'out' again. By reducing the revs at high speed – light throttle - it would come back 'in'. So it feels like 2 steps forward and 1 step back, but it is progress. So what to do next? Do I add the 0.048" shim to really boost the psi and kill or cure it? Do I purchase a new pressure relief valve (you cannot just buy the springs) and replace the whole thing on the premise I have a 'weak' spring? Or do I just remove the OD and give it back to the expert – Mike Papworth – to fix? Answers on a postcard please..... Cheers,

Steve



Safety Product

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

e-mail. clubshop@tssc.org.uk

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GFH1025X Ethanol Proof Hose

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January 2022

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Headline Sponsor

Having missed a couple of our local area lunches this year due to family events we were pleased to be able to take Sybil out to the one in April.

The air temperature was a bit fresh but of course the hood was down – although I was snugly tucked up with a blanket.

It was also the first time **Kevin Hill** had taken his Australian import Spitfire4 to a lunch this year, there wasn't quite room for Guy to park beside it but he managed to solve that problem.

After lunch we were able to take a closer look at the two cars together, generally admiring the car having not seen it for so long, but also looking at the similarities and differences.

Once obvious difference is that Kevin has a tow bar fitted to his car, we don't have one on Sybil although there is one on my Mk3 which has come in very handy at



Classic) and even a Portafold caravan. Kevin has been a little kinder to his car so far just using it occasionally taking a small trailer to the tip.

Another difference, which Kevin had not previously noticed, was in the design of the rear wing trim and B post capping.

On the very early cars like Sybil the wing trim reaches all the way to the front edge of the wing at the door opening, with a narrow B post capping. After the cars had been in production for a while it was discovered that the original longer length wing trims allowed water to pool in the small space between the trim and capping and the bodywork started rotting out there, hence shortening the trim to allow for water egress.

Further to this point, when Guy was at SEM he took several photos for me of the great array of roundtail Spitfires there. This included a couple of other early cars showing the variations of B post capping and rear wing trim.



times towing bike trailers, our neat 1960s fibreglass trailer (all the way to France for Le Mans

Sybil being one of the earliest has the narrow B post capping and long wing trim. Kevin's car and the green Mk1 at SEM, **1399 JG**, (1963 registered



Kevin's Capping



1999 JG Capping

cars) both have the original narrow B post capping and the shorter wing trim to allow the water a clear escape. And the red Spitfire4, BKK 629B at SEM (Registered in June 1964 according to DVLA)



BKK 629B Capping

has the redesigned wider B post capping with the shorter wing trims.

I also found the changes indicated in the parts books. We have a first edition Spare Parts Catalogue which simply shows the original B post cappings (PNs 613166 - RH & 613165 - LH) and the rear wing 'finisher' 706557.

Looking at a later Spare Parts Catalogue, a 5th Edition, the parts listed are slightly different. Those from the First Edition catalogue remain, with the longer wing trim to be used up to body number 5463FC (Build date approx. March 1963), and a new part, 707319 to be used thereafter. This is the shorter trim.

When it comes to the B post cappings the change happens later. The original cappings to be used up to body number

18813FC (Build date approx. Dec 1963) and afterwards PN 615692 - RH and 615691 - LH were used right

BODY AND FITTINGS

Part No.	Description	Plate No.	No. per Unit	Remarks
BODY MOULDINGS				
706556	Finisher, front wing panel joint	AU1	2	
613766	Clip	AU2	32	
613886	Clip, front wing finisher		4	
706557	Finisher, rear wing, upper	AU3	2	Fitted up to Body No. 5463FC only
707319	Finisher, rear wing, upper		2	Fitted from Body No. 5464FC and future
613766	Clip	AU4	16	
613166	Finisher, 'B' post, top—R.H. } interchangeable	AU5	1	Fitted up to Body No. 18813FC only
613165	Finisher, 'B' post, top—L.H. } in pairs only	AU6	1	
613886	Clip, rear wing finisher, upper		4	
615692	Finisher, 'B' post, top—R.H. } interchangeable		1	Fitted from Body No. 18814FC and future
615691	Finisher, 'B' post, top—L.H. } in pairs only		1	
511786	Screw, self-tapping	AU7	2	
612789	Clip, hood retaining	AU8	2	

through to the end of the Mk3 cars.

As we're celebrating the 60th anniversary of the first (Triumph) Spitfires being built and sold this year, and particularly as Sybil's own 60th birthday is on 4th December 1962 we're trying to get her out and about to as many events as possible during the year.

On the May Day bank holiday Monday she took us to



Popham Show

the Classic Car Show at Popham Airfield. As I've mentioned in the Andover Area News, it was very strange to be among so many people after so long staying isolated and very wary of being in such a busy place.

However, it was still good to see so many classics cars out together.

Interestingly, on our way home as we came through the Collingbournes on the A338 south of Marlborough we came up behind a Royal Blue Spitfire Mark IV, Reg ANK 388K. We followed for a while until they pulled over and followed us for a while, pulling off somewhere that we missed. If that was you, we hope you didn't stop because of difficulties, as we'd have happily stopped to help, but assumed you were just changing places for a while. Not often 2 roundtail Spitfires just happen to end up in convoy in this neck of the woods.

I recently had a plea from **Ralf Wommer in Germany:**

"Once upon a time there was the Triumph Review magazine. These have already been published by the TSSC as a DVD with all issues as a PDF document.

When the Triumph Review was cancelled in December 1968, High Road for the motorist Magazine came out instead. After two years of publication, this magazine was also discontinued. Since there is no summary of High Road Magazine and I have all but one of these available, I would digitize them for the TSSC.

I'm missing the December 1969 issue. Unfortunately I don't have

or stock exchange, I would of course be interested in it. Maybe one or the other of you has this magazine and can make it available to me."

Ralf sent me images of the covers of a couple of these magazines. So, if these look familiar, and you think you might have some issues of the High Road magazine luring in a cupboard or attic, please do have a look for the December 1969 one and if you can help Ralf out please do let me know and I'll put you in touch with him.

And finally, as mentioned above Guy was at SEM with Sybil and a tent but as my trip to Popham a week before had damaged my knee I stayed at home resting it, hoping it will be better for Beaulieu the following weekend. It was a shame

to miss the event, this of all years which, between a day of sun and clear blue skies and a brilliant turnout of early Spitfires made for what seems to have been a great day.

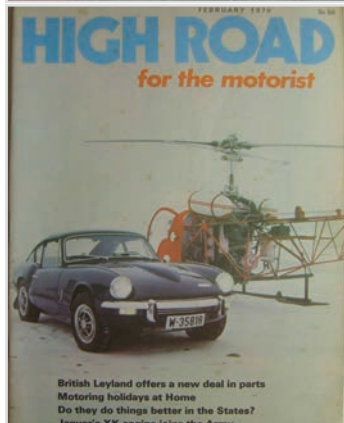
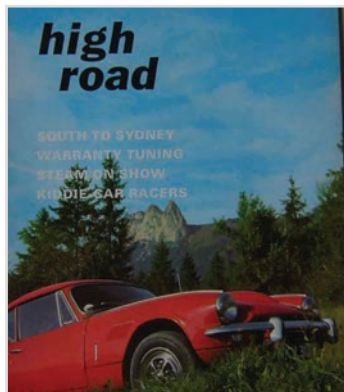


Guy did take photos of most of the early Spitfires for me, mostly at the start and end of the day when they

weren't quite as surrounded by other cars as they had been most of the time. I won't have space here to include them all, and I'm

bound to upset someone by missing them out (but if I have then please so send me your photos of your car to include another time) but here are a few representative cars. First are photos of the two cars mentioned above, rather than just a small piece of them, and the pretty Mk2 with a hardtop. ND finishing with Mk3s belonging to **Wendy Manser & Chris Tickner**, the latter's car having won the 2nd place Spitfire trophy.

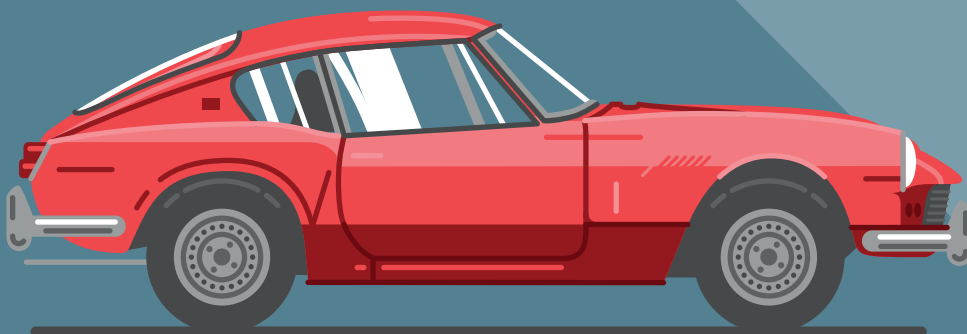
Suzie



a picture of the December 1969 magazine cover either, to make your search easier.

Now my question: If one of you finds this magazine at a trade fair

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TSSC Club Day - New Event

Saturday 18th June 2022

by Colin Wright - Derwent Valley Area Organiser

This is a brand new event in the TSSC calendar and is specifically for TSSC members and their guests.

It is the 'TSSC Club Day' at Derbyshire's newest car museum – **The Great British Car Journey**.

It is an opportunity for TSSC members to meet up over a coffee and go back in time viewing the exhibits, which are British made cars, most of them



with interesting pasts.

Entry to the museum is at the greatly discounted price of only £10 per person on presentation of your TSSC membership card and there is dedicated parking for all Triumph cars.

The event starts at 10:30am and finishes at 4pm.

You can find the museum at the **Great British Car Journey, Derwent Works, Ambergate, Derbyshire DE56 2HE**.

There is no need to pre-book – just turn up on the day.

Another unique feature of this museum is that you can drive some of the cars around a mile long private road. Will it be a Triumph that you have always dreamed of owning (but you don't have room for any more cars on your drive) or will it be an Austin Seven, a Mini, an Imp or something completely random? This opportunity is known as 'Drive Dad's Car' and a discount of 15% will be offered for





all drive packages booked on the day of the event.

A wonderful team of Area Organisers will be onsite and available to carry out insurance valuations of your cars.

The 'Club Shop' is offering a collection service for any items ordered in advance and will be ready for you to pick up at the day of the event. This will save not only you postage costs but also a further 5% discount off your club membership prices will be applied.

As many of you are aware, several Triumph's will be celebrating milestone anniversaries this year and we hope to have a small display of these cars by the entrance to the museum. This is where I need your help. I am looking for anyone who is willing to display the following cars at the event.

Spitfire IV (mark I) celebrating 60 years.

Vitesse 1600 also celebrating 60 years.

Courier Van celebrating 60 years.

Dolomite 1850 celebrating 50 years.

They don't need to be Concours or show cars. They just need to be there to be admired. If you can help please contact me via colin.tssc@btinternet.com

By some uncanny coincidence, Derwent Valley TSSC's Peak Run is being held on the same weekend and our campsite is only 35



minutes away. If you wish to join us for the whole weekend or just one night, you will be made very welcome.

On Sunday 19th June Derwent Valley TSSC embark on our 32nd Peak Run, which is an 80 mile drive through the spectacular and beautiful Peak District. Why not stay the night, combine the two events and blow off a few cobwebs?

More information regarding the 'Peak Run Weekend' can be found at

www.peakrun.weebly.com

Hoping to meet you all on the 18th June 2022.

Colin Wright,

AO Derwent Valley TSSC.

Useful Links:

www.peakrun.weebly.com

www.tssc.org.uk

www.greatbritishcarjourney.co

www.drivedadscar.com



Devon Drive It Day 2022

by Sue & John Franklin - Devon A/O's



cars new to us on the run, including the lovely 12/50 of Cedron and Debbie which came from Chris Allen. Also new were Glenn, Emma and 5 year old William in a nice 13/60 convertible. Julian brought the only Bond we have had on a run in all the years we have

Our Drive it Day run this year started at Bernaville Garden Centre on the A377 out of Exeter with 17 TSSC cars and 8 Stags from Devon Stag Owners Club.



We were delighted with the turnout, which included two previous Devon AO's, Rob Northcott and Julian Clutterbuck. There were a number of



been in post and, like buses, we saw another very nice Wedgewood Blue one in Sidmouth.





Virtually every model in the Club was represented and we had a great run through the Devon countryside via the villages and towns through Honiton to Sidmouth. People applauded us as we drove through Cullompton but the best for us was the elderly lady poodling down Honiton High Street on her mobility scooter, holding up all the traffic, with a huge grin and thumbs up to all our cars. I hope we made her day as much as she made mine.



At the end we parked up in Sidmouth and enjoyed the sunshine, with Robert & Barbara taking their Herald MAA through Sidmouth's must-do ford. Luckily not too high on the day.

Devon's next big run is the second running of the **Triumph Tour of Devon, on Sunday 4 September** and anyone wishing to join us should register their interest with me on sue@jassy.org.uk.

As before, three start points, in the South, North and East of the County, all converging for a finish at Whitehouse Services at Okehampton.

Why not join us and have a weekend in Devon?



Sue & John Franklin

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Chrome bonnet catch 607663	£60.00
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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 Syncro (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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TR7

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Petrol tank sender TKC3408	£42.00
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Recon TR7 (exchange) distributor	£150.00
TR7 distributor cap	£12.00
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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
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Lower steering shaft TKC1084	£60.00
Track rod ends GSJ185	£18.00 pair
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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
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Clutch kit TR8 Q/H	£150.00

STAG

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Recon exchange J Type overdrive	£600.00
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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
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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
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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

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Front wheel arch outer 909351/2	£90.00
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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
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Early/late rear drive shaft	£90.00
Recon exchange drive shaft assembly	£240.00
Rear shock absorber GSA385	£18.00
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Recon exchange brake caliper type 14	£48.00
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GT6

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Mk II rear lamp panel 910509	£180.00
Mk II boot reinforcement panel 910505	£60.00
Bonnet seal 613894	£15.00
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Rear centre bumper (estate) for insert 917813	£150.00
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Rear quarter bumper (estate) 923444 LH	£60.00
Rear bumper moulding (saloon) 824478	£36.00
Interior door knob 615888	£1.80
Dash veneer set 2000TC/2500TC - ZKC1552	£65.00
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Interior grab handle ZKC 701/711	£24.00
Boot carpet 728551	£36.00
Recon manual steering rack (exchange)	£96.00
Gearbox (exchange)	£600.00
Mk II front side/flasher lamp 216149/216150	£42.00
HT lead set	£18.00
Clutch kit	£96.00
Rear shock absorber	£20.00
Brake shoes Mk I (axle set)	£48.00
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Home Painting your Triumph

If you're a regular reader of my articles or you are a Devon member then you'll probably know that I've worked in Paint shops for the last 16 years or so and in the last couple of years have built my own multi-purpose workshop come spray booth at home and have had the pleasure of improving and restoring a number of local Triumph's in that time.

Like many a classic car owner, the restoration bug bit me very early on. I couldn't have been no more than 18 when in 1984 my second car got a full respray. Back then there used to be a bodyshop in nearby Hayes, Middlesex that would do a cheap respray for little money if you done all the prep yourself. So I set to work on my 1977 VW Passat, that whilst generally tidy had a few rust scabs coming through. So under the not so expert guidance of my Dad I set about removing the rust and prepping the rest of the car. I can't honestly remember how well it

of my Dad's to paint it for me. This one I remember came out real nice, but within a few weeks of it being painted some idiot keyed just about



2.

every panel, so it ended up being painted again (Pic 2).

My first proper restoration must have started



3.

around 1990, it was a 1960 Ford Poplar 100E that hadn't been on the road for 10 years. It took some serious extracting from a relative's back garden, where it had been swallowed up by the surrounding plants. Over the next few years this car was fully stripped, my uncle undertook the welding whilst I cleaned, repaired and repainted everything else Pic 3 was the car arriving home for the first time, Pic 4 was its first outing at a car show at Syon Park in Isleworth. Again I had done all the prep on the bodywork, but had to get the painting done elsewhere. I kept this car until 1998 where it was sold to a work colleague,



1.

came out, but it didn't look too bad I recall (Pic 1). I think the car looks better than me, I must apologise for the perm and highlights.....it was the 80's, it was trendy at the time....honest!

Fast forward a year and the next car to get some treatment was a 1979 Ford Cortina MK4 2.0L Ghia. This was bought from a friend's father, apart from a rusty boot lid the car was solid but the paint was dull and tired. Again I set about prepping the bodywork in readiness for a friend



4.

soon after I bought a 1968 Triumph Herald and as they say, the rest is history.

Paying someone to paint your pride and joy can be an expensive business and with the increasing cost of materials and energy prices constantly rising, this will only go one way. So as the title alluded to, is it realistic to think you can paint your car at home? The answer is of course yes, but it helps massively if you have somewhere inside and dry with power, otherwise it means painting outside which means you are totally reliant on the weather and can only really be considered during the warmer summer months.

So what equipment do you need? As a bare minimum you will need.

1. Spray Gun(s)
2. Airline
3. Compressor
4. Air Filtrations/Water Trap & Regulator.
5. DA Sander
6. Sanding Blocks
7. Mask

1.

Spray Guns

The world is your oyster when it comes to spray guns. A HVL (High Volume, Low Pressure) gun is what is generally used and you can invest as little as £18.00 on



5.



6.

£35 Sealey Spray Gun and the results were totally acceptable (Pic 6). Ideally you need 2 guns, one for primer with a 1.8-2.0mm tip and one for top coats with a 1.2-1.4mm tip. My guns of choice are the Anest Iwata AZ3 with a 1.8mm tip for primer, another with a 1.3mm tip for basecoats (Pic 7) and the Walcom Genesi Carbonio 360 with a 1.2mm tip for Top Coats (Pic 8).

2. Airline

Not too much to say about this, but ensure it's one which is reasonably flexible, there are some very stiff ones out there that are a pain to use.



7.



8.

an eBay special (Pic 5) or well over £500 for a top of the range DeVilbiss or Sata. Buying the most expensive spray gun won't make you a great painter, but they tend to feel nicer to use, will definitely last longer and set up correctly will give you more consistent results. My Spitfire was painted with a

3. Compressors

Again, lots of choice out there but the important figure you are looking for is CFM (Cubic Feet per minute). You could get away with 12CFM, though 14CFM or higher would be better. Air Tank capacity is also important, bigger the better!

4. Air Filtration/Water Trap & Regulator

Having contaminants in your airline will likely ruin your paintwork, so it's worth investing a little more to ensure you get this covered. The cheapest option is an inline filter that connects at the base of your gun (Pic 9), this will set you back less than £10.00. I'm a little dubious on how effective these are but it would suit those on a tight budget.



9.

The next step up would be something like the Clarke Air Filter Regulator (Pic 10) which is under £30 or better again the DeVilbiss Finishline (Pic 11) option comes in at just over £100, both of these have



10.

regulators to help control the Air Pressure. Professional bodyshops would likely have 3 stage filters so they can

also use Air fed masks, but that's beyond most of us. I use a combination of the two filter/regulators mentioned above, the cheaper Clarke one near the compressor that serves all the airline feeds (Shotblaster & other workshop) and then the DeVilbiss as an additional one in the spray booth just for painting, this has worked well for me.

You will also need a regulator at the gun so you can get exactly what you want for spraying,



12.

these are under £10.00 for an eBay special (Pic 12), or £40 plus for a branded one. We'll talk about air pressure settings needed for painting next month.

A little tip when setting your regulators. Take a note of the operating range of your compressor, then set your main regulator a little lower than what your compressor normally kicks in at, this will mean that the regulator on your gun receives a constant pressure and you won't get any fluctuations when spraying.

5. DA Sander



13.

My 6" DA sander was a cheap eBay purchase, around £35.00 at the time and has given two years of good service, there's plenty on sale for around the same price (Pic 13). Grab yourself an interface pad as well.

6. Sanding Blocks

Best to have two hook & loop blocks, one full size (70 x 400mm) for doing larger panels and



14.

a half size one for the smaller areas, I like to use the ones made by Dura-Block (Pic 14) but there are cheaper alternatives.

7. Mask

Solvent based paints are pretty toxic, so get yourself a decent painters mask. Ideally an air fed mask is best, but as stated above those systems are beyond most people, including a good number of bodyshops. The next best thing is a



decent quality half mask, they start at around £30.00 (Pic 15), I used this type for ages, but have now gone for something a little better (Pic



16), these come in around £85.00

Of course you can go on and on buying equipment, there is a huge choice out there and the above barely scratches the surface.

Let's take a look at primer and paint options, as again it can be confusing to the uninitiated.

Primers

If painting onto bare metal you need something that will stick. The choices are either an **Etch or Epoxy Primer**, for me that's an easy one as I'd choose an Epoxy primer every time. Epoxy sticks to just about anything, it's not porous (unlike etch) and offers good rust protection.

It's also really good as a sealer if painting over old paint.

You'll also need **High Build primer**.

This is applied over your etch/epoxy and/or existing paint and the high build qualities are great at filling small holes and can level out minor imperfections.

I have tried numerous brands, but I always end up going back to Mipa, not the cheapest but always goes on nicely.

Topcoat/Colour

Most of our cars would have been painted in cellulose when they left the factory, but no bodyshop would ever choose to use it anymore, 2K solvent or water based is what is generally used as that is the industry standard and they are frankly far superior to cellulose.

What options do you have to get your car into colour? Let's forget about cellulose, that's really only for the hard core owners that want every detail original, so you have 2K Direct Gloss or Base & Clearcoat.

If your car is a solid colour it will be most likely that it will be painted using a Direct Gloss, if metallic then it would be a Basecoat with a Clearcoat over the top.

That's not to say you can't do a solid colour in base and clear, there are advantages to doing it that way, but direct gloss is cheaper and that's what most people go for.

If opting for to go for a base and clear paint job, then that does give you the option of painting in water based rather than solvent paint. The advantages here are that water based paints are kinder to you and the environment and reduces the chances of any paint reactions.

However you'll need a better quality spray gun that has stainless steel internals, and the clearcoat is still solvent based.

That's a pretty quick overview of the basic equipment and the main materials needed, if you didn't understand anything or want more detail, then feel free to get in touch.

Next month I'll go through the process of preparation and painting. I do want to stress before then that no two painters will do things the same, so I will go through what I do and what works for me. I'm always happy to hear what other experienced painters do and take on board any advice given, one of the things I enjoy about painting cars is there's always something to learn that can hopefully make you a better painter. **See you next month.**

Darren

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This month, we bring together six special classics that are all celebrating significant birthdays in 2022, while our **Matt Tomkins** goes on a Land Rover fact-finding mission. Plus, **Nigel Clark** fits an uprated gearbox and overdrive to his 2.5-litre GT6, while in the *Big Niggle*, **Ed Hughes** explains how to sort dodgy classic car electrical systems.



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Bat Flattery

There's always a moment in life when you get that "Aw, no...." feeling.

It's usually either miles from home, or when you've an urgent appointment - or a TSSC Club Run that you really want to go on - and you get into your Herald, turn the key, and... nothing. Maybe a click from the solenoid, but no reassuring sound from the starter motor. It's a flat battery, or as Dracula used when he praised his little winged helpers: bat flattery. It's jump lead / spare battery / sloping road / push / phone the AA / shout for help time.

Once you do get the car started, by whatever means, it will run happily along, in fact car engines like ours, with a dynamo, will run with no battery whatsoever, but the problem is that firstly the output of the dynamo may not be enough by itself to power lights and other ancillaries on a dark, wet night, and secondly there's no stored power to restart the engine again.

The problem with some types of battery is that they do need a good drain every now and again to maintain full charge capability, but lead acid car batteries do tend to have a point from below which they'll never fully recover. If yours is showing signs of weakening, or failing to hold a charge, then it's probably time for a new one. The life

expectancy in the 1960s was just two years (pic 1).

One other problem caused by an older battery is the drop in the level of acid, especially when the battery is not sealed-for-life and requires regular topping up, as the older models used to. A bottle of distilled water was a common feature in home garages. The acid level drops which means less of the lead plates are in contact, so there's reduced charge, but the space above can become filled with explosive hydrogen gas. Turn the key, there's a spark, and bang. This one (pic 2) was on a Spitfire and pieces of the casing flew right over my house roof. Thankfully the bonnet was raised at the time.

Another tip I was given, many years back, by an experienced storekeeper searching for

a battery in an Autoparts store - if you're storing a spare battery, keep it up off the floor. Nothing will kill a battery sooner than a cold concrete floor. Batteries do not like cold, it slows down the chemical reaction inside, so with the price of batteries I'll err on the side of caution.

Our cars originally came with a type BT7A - 7 cell, probably by Lucas, Exide or Dagenite, and a recorded statistic of 38 amps per

Pic.1.



Pic.2.



Pic.3.

hour over ten hours or 43 amps per hour over twenty hours. It sounds strange that a battery can put out more amps for a longer period, but this is due to the battery itself - putting out amps in a shorter period of time causes heat that affects the batteries performance, so allowing more time for discharge actually gives better performance. The faster a battery is drained, the less amps it produces. This is known as the Peukert effect.

I'll try to simplify some of the figures you'll see on your battery; as with many articles these days it will be a very simplified explanation whilst ignoring the multitude of possible variables and complications. The article isn't long enough for them all!



Pic.3.

The modern rating of amps per hour, marked on the battery as Am/h, or just AH (pic 3) indicates how many amps you can draw out of a battery over a 20 hour period, which is now the industry standard time period. For a 100 AH rated battery this means you can draw from the battery for 20 hours, and it will provide a total of 100-amp hours. That translates to about 5 amps an hour (100 divided by 20.)

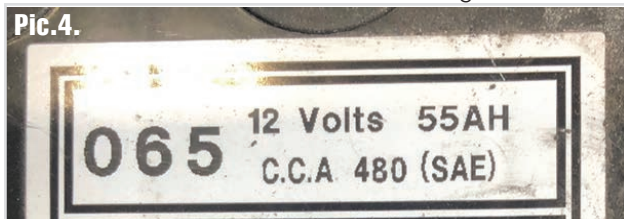
It does not mean that you will get 100 amps for an hour. It may also fall short of the total your car needs to operate normally. Of course you'll rarely drain your Herald's battery right down to zero in normal usage, other than the aforementioned "Aw, no!" moment, so it will be a rare situation indeed where you'll really need to worry about the drain rate, especially when, once you start your engine, the dynamo is recharging it again, but you need to balance power out against power in, which is why many owners fit uprated dynamos or swap to alternators for a faster recharge.

The other notable figure to consider therefore is cranking power - the output that the battery can get to the starter motor to overcome the initial resistance of the cold engine. The CCA figure (cold cranking amps) indicates the number of amps a battery will provide at zero degrees Fahrenheit for

thirty seconds - again, the industry standard measurement.

A 480 CCA rating means that at

Pic.4.



zero degrees F, the battery will provide 480 amps cranking power for 30 seconds. (pic 4)

It makes sense therefore to go for the largest possible battery, but make sure that firstly, the battery will fit in the available space on the Herald - approximately 28cm broad with a depth of 11cm between the actual bracket edges, out to a maximum depth of 18 cm to the edge of the bulkhead - these photos show the difference in depth of bat-



Pic.5.

tery case (pics5, 6). Secondly: read the spec! Some battery companies



Pic.6.

make models for different distributors - Delphi also make for AC

Delco and Everstart, but while the outer case may be the same the innards can differ substantially, and it's not unusual to find small batteries hidden inside a larger case, so read the label to make sure you're getting your money's worth.

The small battery that was originally fitted to my Herald was very reluctant to turn the starter, being a Delphi 'Freedom' model, and was a 45aH and a CCA of 360a. Many Herald owners go for an 063 model of similar specification; the Halfords version is 41aH and 360 CCA and perfectly adequate, but I like a beefier unit. My TR7 came with a Yuasa battery, and to turn over the 2.0 litre engine it was a larger 56aH 500a. It was also a type 073, which my local autofactors had never heard of, but at 24cm by 17cm it was a perfect fit for the bulkhead. They came back with an 075, which is a 60 aH 480 CCA - much bigger than the original and with more punch. It cost me £72 and it's probably overkill! I'm happy to say it fits the other important criteria for our batteries: the terminals are the correct orientation. I like



them to the rear, as they're further away from the battery clamp so no danger of an accidental short, as on this Crompton model (pic 7) and here the positive and negative terminals are on the correct side for the Herald, another important point if you want to avoid overlong or crossing cables.



In order to overcome the problem of terminals shorting out against the battery bracket through a

misplaced screwdriver or the like, or the problems of disconnecting a battery in a hurry - like when the smoke starts to curl up from the loom - I fitted these quick-release terminals (pic 8). Press down to lock in place and lift up



to release (pic 9). There are differing versions available, but I like these as they cover the terminal, thereby the occasional dropped spanner just bounces off. You can buy a more appropriate black and red pair, they're on sale for about a tenner. It saves burned fingers on a hot cable, when your precious wiring loom



has already started to look like this... (pic 10.) If you want to read further, and in more depth than I could possibly include in one article, try this excellent reference site:

<https://www.yuasa.co.uk/info/technical/understanding-the-specifications>

So: next time you're in need of a new battery, don't just rely on the man behind the counter who has never heard of a Triumph Herald, and will shake his head as it's not on his drop-down computer list. Read up a bit first and bring a tape measure. It helps....

See you next month

Colin



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Normal Service Resumed!

It's been really great to see Club events happening again without any Covid restrictions.

At the start of May I went to two events and it felt just like the good old days. Looking forward to Triumph events for the rest of the year including a return to Stafford for the biggest TSSC event in August

Isle of Wight Triumph Weekend

Although the IOW weekend sort of happened last year it was very unofficial with no organized activities due to social distancing and other restrictions. However this year it was back properly, and at a great new Venue, Waverley Park Holiday Centre in East Cowes.

The park is run by a club member Julian who did have (and maybe still has?) a modified K series engine Spitfire.

There were a few GT6s there including mine and they took part in the daily drive outs. In fact I sighted a GT6 before arriving at the event on the ferry out, a white MK3 GT6/Spitfire hybrid convertible owned by my name sake **Dan Cook**.



GT6s assembling ready for the convoy to Robin Hill

On the Saturday to event organised a trip to Robin Hill activity park.



My GT6 at Robin Hill



Dan Cook's GT6 convertible at Robin Hill



Jeremy Silver's lovely MK2 at Robin Hill

On the Sunday the drive out was to Yaverland Beach near Sandown where the overflow Car Park was reserved for our convoy and the beach kiosk was serving complimentary burgers or hot dogs.



My GT6 at Yaverland

On the bank Holiday Monday it was a short convoy drive to the Folly In in East Cowes on the River Medina for a goodbye meal before most people departed for the ferry home.



My GT6 at the Folly Inn



My GT6 queuing for Ferry at East Cowes.

Everyone who attended the event that I spoke to loved the new venue and most people booked for next year before departing home.

SEM, Leatherhead

The following weekend was the SEM (South of England Meet) at Leatherhead Leisure Centre. Great to be at this event again after 3 years where the last two events couldn't take place due to Covid lockdowns and restrictions. It was a glorious day on the show Sunday and there was a great attendance including at least 19 GT6s.



Dave Burden's Mk2 with a MK3 front



Arnie Goebel's MK3 GT6 convertible



Haggis Harris's MK1 (this features triple Strombergs)



Dick Twitchen's MK1, a previous SEM best GT6 and runner up GT6 trophy



Mike Twitchen (Essex AO) MK2



Well Known Lightnin' McQueen GT6 tribute car owned by Brian Pringle which now features a "Mater" trailer!



MK Smiths Spitfire/GT6 2.5 L hybrid



My GT6 on the SEM campsite

Following is other GT6s at the event





The GT6 Line Up



One interesting find that I saw in the SEM autojumble was some custom GT6 MK3 style bonnet and tailgate badges for modified cars in the style of the original GT6 MK3 badges, like "GT8 MK3", "Spit 6", "GT6 2500", "GT6 RS" made by a guy called **David Huntington of Driven Classics**.

Best GT6 also won Car of Show. Apart from being a tidy example it was the background story that sealed the win. **Kevin Perryman** purchased the car back in 1987. Not long after buying it Kevin had a very serious accident in



the car, rolling it and severely damaging it. In fact the Fire Brigade who attended the accident were most surprised to see that Kevin had managed to crawl out of the car unscathed and told him he was lucky to be alive. The car should probably have been a write off but Kevin decided that as the car had saved his life that he would rebuild it and it was restored and returned to the road.

A few years later Kevin who was in the armed forces got sent away to fight in the Gulf War. After he returned, like many of the soldiers who fought in the war he was in a pretty bad way



mentally and lost interest in the car and life generally so the GT6 was sold. A few years and owners later he saw the car advertised for sale. It had been laid up for quite a while and was now a "Barn Find", but he decided to buy it back and rebuild it yet again. Kevin said that the rebuilding of the car gave him back his enthusiasm, not only for the car but for life in general and he is now in a much better place. So Kevin's view is that the



Kevin's restored GT6

car has saved his life twice so he owed it to the GT6 to restore it lovingly! What a lovely story and a deserved winner of the trophies for **SEM Best GT6**

GT6s Out and About

On Drive it day this year I went in my GT6 on a convoy with my local classic car club to the Blackbushe Breakfast meet. There was another GT6 there, **Haggis Harris's** MK1 that was also at SEM a couple of weeks later.



Haggis Harris arriving at Blackbushe in his MK1



Under the bonnet, note the triple Strombergs.

From the Archives

As the Isle of Wight Weekend event has just taken place this month's picture from the archives is from the Isle of Wight Triumph Weekend in 1991.

Taken in the car park of the Wight Mouse Inn on the Monday for a goodbye meal, I know there are at least 3 GT6s in the picture.

Andy



Wight Mouse Inn May 1991



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DAVE RUMENS vitesse@tssc.org.uk

The Swing Axle Thing

Hello everybody, hope you all have an opportunity to get your Vitesse out and enjoy yourselves. Well I am typing this month's article on a sunny April day which hopefully is the start of a warm Spring and Summer to come.

Over the years there have been many comments concerning the Swing Axle rear suspension, most have been of a negative nature. I suspect these were made by people who have never driven a Triumph fitted with this type of suspension. Certainly, I have been told at car shows that these cars are dangerous by other exhibitors who have never driven or owned a Triumph. If driven correctly there shouldn't be any problems with the handling, and a bit of weight in the boot of your Vitesse, as with most cars, will help. I should point out that both Mercedes and VW were using a rear Spring Axle suspension when the Herald was designed. So, let's now look at what it takes to refurbish this set-up.

The first problem you are likely to come across is removing the outer hub. Don't try to use a

between the hub and the shaft. Now place the puller back into the vice and you should now be able to wind in more pressure and remove the hub. Before you say you shouldn't hit the shaft with a hammer, then just consider the likely damage of placing too much pressure on the hub and shaft trying to separate them. In many ways it's the lesser of the two evils.

Once the outer hub has been removed, and the woodruff key has been drifted out you should remove the grease catcher, back plate



Pic.2.



Pic.1.

three leg puller as this will just distort the hub, you must use a "Top-Hat" type, [Picture 1](#). The Club sell a very good one which will save you a lot of hassle. Try to avoid putting too much pressure on the shaft by using a professional hydraulic puller as this will cause damage. Using the Top-Hat type wind in as much pressure as you can. Then remove from the vice and knock around the shaft with a hammer. This will have shock effect which will help break the bond

and front grease seal plate. To replace the bearings you now need to remove the inner hub/trunnion housing from the shaft. This time you can use a two leg puller, [Picture 2](#). Some WD40 applied to the shaft may help the process. With the inner hub/trunnion housing off the shaft you should start by removing the rear grease seal. This can be drifted out through



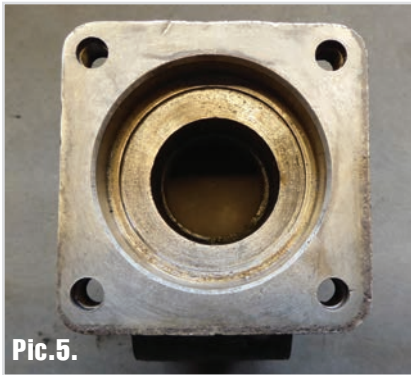
Pic.3.

the main bearing or by holding it in a vice and twisting it out. The main bearing can now be drifted out through the needle bearing, [Picture 3](#). The needle bearing can



Pic.4.

be pressed out using a 7/8 socket, [Picture 4](#). Now clean out the inner hub/trunnion housing, [Picture 5 and 6](#).



Pic.5.



Pic.6.

Removed the old trunnion bushes and spacer, then clean out the area.

[Picture 7](#). Remove any rust, but don't take too much metal off as the new bushes have to fit firmly otherwise they will rotate. At this stage check the condition of the shaft for wear, especially where the needle bearing sits. Don't get



Pic.7.



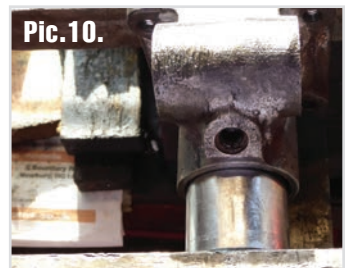
Pic.8.

confused by marks caused by the rear grease seal as this can normally be polished out. If the shaft is too worn or pitted with rust it will need replacing. [Picture 8](#).

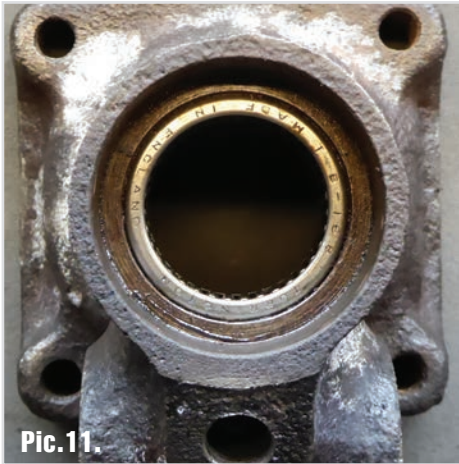
Now we come to rebuilding the inner hub/trunnion housing. Pack both bearings and seals with grease before fitting. Start by pressing in the main bearing using a vice with jaw plates, [Picture 9](#). Next with the letter (flat) side on the outside press in, using the vice and plate, the needle bearing with a 1 inch socket until it is flush with the rear grease seal aperture, [Picture 10 and 11](#). A slight change with the rear



Pic.9.



Pic.10.



Pic.11.

grease seal as this is much softer than the bearings therefore press this in with the vice, but use a piece of hard wood.



Pic.12.

trailing with the washer end on the outside, [Picture 12](#) and [13](#). Once again use a piece of



Pic.13.

hard wood and the vice to press in the outer grease seal into its plate, ensure it is fitted the



Pic.14.

way round shown in [Picture 14](#). Now drift on the inner hub/trunnion housing onto the shaft.



Pic.15.

To prevent any damage I used a thick-walled aluminium pipe, this being softer than the main bear-



Pic.16.

ing, [Picture 15](#) and [16](#). Don't ask me where I got it from as I have had it for 50 years. As the outer hub must butt onto the main bearing drift the inner on



Pic.17.

to a point just at the end of the key groove and then fit the key, [Picture 17](#). Now fit a well



Pic.18.

greased paper gasket to the inner hub/trunnion housing, followed by the front grease seal plate, the back plate, the grease catcher with its bulge below the shaft. Don't forget the tab link to lock the bolts in. Then fit the outer hub and wind it and inner hub/trunnion housing further onto shaft with the hub nut, [Picture 18](#). Tighten the nut to the torque figure given in the workshop manual. As the torque figure is relatively high you may not be able to achieve this on the bench. In this case get it as near as you can on the bench and then carry out the final tightening when the shafts are fitted on the car. Finally fit new trunnion bushes, spacer, sealing discs and the upright. Don't forget to apply copper

grease inside the spacer and on the trunnion bolt to prevent them rusting together. [Picture 19](#) shows the finished job ready to fit.

We are back at Stafford this year after a break of 9 years, this time with the Inter-Club Weekend. At this event the TSSC will be celebrating the 60th anniversary of both the Spitfire and the Vitesse. So, please 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 and up to 30 would be good.

So please bring your Vitesse to the Inter-Club this year. Email if you are interested and we will book you a place.

That's it for now see you all next month.

Safe Driving & Keep Running On All Six

Dave



Pic.19.

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A Fresh Hurricane

I don't know about you but I don't really need an excuse to take one of my Triumph cars out for a drive, as much as I like looking at them, and tinkering with them, they've got to be driven.

One very good reason to fire up is to join a breakfast meeting with other interesting cars. One such local to me is the monthly meet in the car park of the Black Swan in Ockham, Surrey (the event has an active Facebook page). I've been a regular attendee for several years; it has got to be very popular.

The pub has a typically sized tarmac car park, which, if it's not raining, can get filled with cars even before the advertised start time. Happily, the event marshals can then direct new visiting cars into an adjacent field.

There are regularly over two hundred "classic" cars turn up; you note my use of quotes, this is because some months many of the cars that do attend are a bit lacking in classic status, in my humble opinion. For the April meet it was the turn of my Moss Malvern to transport me the few miles from my house to the Black Swan.

I was, I thought, just early

enough to get a spot on the tarmac, but, no, there were already several cars on the grass.

The weather was set fair and the cars just kept arriving, with enough proper classic cars to keep my interest. I had clocked one particular car in the main car park as I drove through, and I soon walked over to it. That car was the Vincent Hurricane you see in the photos here, **XJB358H**. It's a red letter day for me when I un-



Joe Wilson



Note Badge



My Moss Malvern & Joe's Hurricane

expectedly come face to face with a real life Triumph-based kit car or special. Even better when the owner of said car is within grabbing distance... I felt an article coming on.

Said owner turned out to be one **Joe Wilson**, from Aldershot, and he turned out to be the perfect owner too... perfect for me that it is: friendly, articulate and willing to be grilled about his car. Joe agreed to be interviewed by me, so that I could write his car up for the mag.

After several minutes of data acquisition I asked Joe to email, when he could, any interesting photos he had of the car and any words about it. A few days after the meet he did just that, which made me even happier, I didn't even have to type up my voice recording. Here's what he wrote:

My name is Joe Wilson, I am twenty years old, and I own a 1970 Triumph GT6 MK2-based Vincent Hurricane.

I bought it a year ago, as a non running project. It is the second car I have ever owned, but will not be the last, as I hope to take on many projects like this in the future, not that I have intention to give up this fantastic car any time soon.

My day job is in the classic car industry, as a parts manager at a Rolls Royce and Bentley specialist. I have had an interest in cars since a very

young age and all through growing up have wanted a classic one for myself. It is something about them that gives that true nature to driving, something you don't quite get to experience any more with modern cars. Personally, I believe that the less technology involved in a car the more of a raw, real, traditional driving experience you get, where you fully get to be in sync with them, almost wearing them as an extension of yourself out on the roads.



Joe's Hurricane

The car itself was originally a 1970 GT6 Mk2 painted in damson red, with optional black leather interior from the factory. Between 1983 and 1985 the car's original steel body was removed and replaced with the full fibreglass Vincent Hurricane body. The bodywork is still in the condition it was when I bought the car, other than some washing and polishing. The Hurricane kit was designed to be built onto the Spitfire chassis, and most used a Spitfire as a donor, but more rarely some cars were built on a GT6, which is what happened with this example.

I bought the car in Essex just over a year ago, as a non-running, rough and not finished project. It was in a bit of a state

Joe's Hurricane



mechanically and electronically, as it had been sitting outside during its time with the owner before me, and I suspect most of its life, with the many other owners that it has had. As far as I can trace, with the paperwork from 2008, it's had thirteen owners, and it has only travelled three thousand miles in that time.

Once we got the car home I began work on it, repairing and replacing everything I could (on a budget), almost full time, as I was not working at the time due to Covid, and within two months I had everything mechanical and electrical in good shape and functioning the way it was intended to. Since then I have been working on improving the running of the car, as well as finishing aspects that have needed attention, such as the interior, all of which are "complete" at this current time.

Some of the car's spec: twin SU HS6s, ported inlet and exhaust manifolds, fast high-lift road cam, fully stainless exhaust (that develops an excellent tone as the car effortlessly progresses through the rev range). It has a deep core radiator, oil cooler and full suspension changes, including slightly lowered front springs, CV-jointed rear drive shafts and under-slung wishbones, accompanied by some Gaz adjustable shocks.

The car is an excellent experience to drive and I look forward to presenting it in the future at more shows.

Thanks Joe, thanks for sharing your experience with your super car. I was very pleased to meet you and your car, and hope we will do so again. I point readers to note Joe's age, it's good to see the new generation of car owners can still have a passion for our type of cars. You can see from my photo of Joe next to his car that he not only has the feel for classic car driving he has the classic look of a classic car driver! Well done Joe.

You may have noticed the Standard Triumph shield on Joe's grille is up-





Rare Find

side down, I certainly did. Joe tells me he's done that just for fun, and that it's temporary as he is getting a bespoke badge made that he has designed. You see he sent me an image; (Look left) good isn't it? I look forward to seeing the car again with new badge in place.

As the meeting thinned out I moved my Moss to park next to the Hurricane... any excuse to get another photo of my car published. There is a nice little entry about Joe's car on carthrottle.com, to find it just type "carthrottle vincent hurricane" into

your favourite search engine; Joe's Hurricane is a few cars down in their list of ten best projects.

Some of you might also recall a couple of photos of this car in **Andy Cook's** register in the June 2021 Courier.

Finally, you might be wondering why I've included a photo of the Triumph 2.5PI Saloon in "barn find" condition. It's just because of the registration number, **XJB302H**, which is only a few issues away from Joe's Hurricane.

This saloon is not just any Triumph 2.5PI, it was rallied by **Paddy Hopkirk**, and in 2020 it was rescued from more than 40 years in storage.

Trevor

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STAG

Ben Carney stag@tssc.org.uk

The Gordon Bennett Run

And other travels round Ireland

Hello, I hope you have managed to get your cars out for a few good runs in the past weeks?

This month I have a report from member John Cartwright of his trip to Ireland to take part in **'The Gordon Bennett Run'**. Here is what John had to say:

Christine & John Cartwright in a Triumph Stag (picture 1 – John's Stag) travelled to Ireland to do the Gordon Bennett run and also tour the Wild Atlantic Way on the West coast & visit Dublin.

As we live about a mile from the A5 trunk road to Holyhead we decided this would be the best route and avoid the motorways where



and the hotel in Portlaoise for a few days and even parked my car up front on the ferry under cover as the back deck was open and mostly covered with container type lorries.

We met another couple in a Stag on board and they were also



possible. We had a glorious drive up to the ferry port top down most of the way.

We stayed at the Travelodge in Holyhead overnight (note no restaurant in hotel). We had dinner in Langdons restaurant overlooking the port.

After boarding the ferry early in the morning, we arrived in Dublin about midday. Irish Ferries were very good they arranged the ferry

doing the run and had been before so we followed them south west out of port to Portlaoise. We arrived at the Killeshin Hotel mid-afternoon, booked in, parked in underground car park with numerous old cars and had an early dinner then went to the Civic Reception in the County Hall for a briefing about the runs. Saturday 30th May was the local Laois Heritage Run, (picture 2 – start of run) with a visit to a large farm to view the collection of tractors at Crawford House Farm (a lot of these were kept in mint condition and are used on period film sets).

We had a tour around the local area and were shown various historical sites, we then ended back at the County Hall car park and collected two budding (young) Rose of Tralee girls these



3.

sat on the back deck of the Stag, (picture 3) We then joined a convoy and did two laps of Portlaoise town centre with crowds filling the pavements all waving and cheering the cars that were



4.



5.

carrying the Rose of Tralee contestants from all around Ireland. This was the final event for the appointment of the new Rose, who is an Irish Ambassador for a year and is sponsored for that year travelling around the world. (picture 4)

When we got back to the County Hall car park the police escorted us in separately and I thought I was going to be warned about the young girls sat on the back deck with no seat belts, but they said don't be silly and that we had won the major prize and the local TV and newspaper were there with the current Rose to present the prize.

We were very surprised because of the standard of some of the other cars. We were no 44 of 74 cars entered and they ranged from a 1924 Fiat 501 to 1987 Rolls Royce Silver Spirit with every other make between.

The First Prize was a Waterford Crystal Vase. (picture 5) With the Budding Roses of Tralee sat in the back of the Stag. We received the prize from the current Rose of Tralee for her favourite car of the show. The evening was finished with a Gala Dinner at Treacy's with plenty of good food and drinks.

The next day 31st May was the actual Gordon Bennett Run. All the cars involved assembled at 11am at Treacy's, The Heath, Portlaoise to give



6.



7.

the opportunity to drive the original route.

The run we used was with the extra optional run and totalled 180 miles with several stops and re-



freshments en route. A high point of this was parking in the grounds of St Brigid's Cathedral, Kildare and climbing the round tower to see magnificent views of the surrounding countryside. (pictures 6, 7 and 8) The run finished at The Gandon Inn for Presentation of Plaques and complimentary meal.

Monday 1st June. We started from Treacy's at the Heath to take part in The Gandon Leisure Run. All the cars travelled to Kinnitty Castle for coffee, snacks, viewing and photos, we then carried onto the village of Coolrain via The Slieve



Bloom Way and stopped off at Lar Hogans Pub where a BBQ (pictures 9 and 10) and traditional music entertained us. We then travelled in convoy back to our hotel in Portlaoise.

On June 2nd we travelled from Portlaoise to Galway on the West Coast Wild Atlantic Way to stay two days in the Clayton Hotel and visit Galway town, beach, museum, and the cathedral.

On June 4th we travelled from Galway to West-

port turning north up the Wild Atlantic Way. We stayed in the Augusta Lodge Hotel and visited the Chieftain's Bar (they were away travelling) and had dinner in Westport town after stopping at Clifton in a bar overlooking the river midday for coffee & snacks.

On June 5th we travelled from Westport to En-

11.



niscrone to stay at the Waterfront Hotel. We diverted to check out the Alcock & Brown landing site/ memorial (looks like a plane's tail fin stuck into ground) (picture 11) and also the Marconi Radio Station & museum. These are both in the middle of boggy countryside on very minor roads and not even signposted very well.

We had a very wet storm overnight and the Stag would not start until I had dried out under the bonnet and fired on about 5 or 6 cylinders for a few miles until it warmed up & dried out. Should not have parked it face on overlooking the sea, some of the problem was with the multi plug under the bonnet on near side.

On June 6th we travelled north from Enniscrone via Sligo to stay at the Great Northern Hotel in Bundoran. This was built by the Irish Great Northern Railway at the end of the line for holi-



day makers and golfers.

On June 7th we travelled north into Donegal from Bundoran and then west to Dublin running along Lower Lough Erne to Enniskillen for lunch on through Belturbet and Cavan along the N3 and M3 into the outskirts of Dublin to the Ibis Hotel.

We had 2 days in Dublin City centre to explore. The bus & train stations were an easy walk from the hotel, and we used both, although the train was a lot quicker.

We had a tour of the Guinness Factory which is run like a theme park adventure, all the old TV adverts and mobile TV adverts (picture 12 – fish on a bike advert) were displayed in working condition, we ended up on the top floor with a 360 degree view over the centre with a good restaurant and fantastic bar with about 2 dozen pumps serving Guinness extra cold. We went into the Old Bank bar & restaurant for dinner then a look around the city centre including getting lost in the main department store (Clerys) we when back to the hotel on the train (very quick service). The next day we took the train in and used the trams to get around, we walked both sides up & down the Liffey and saw the Famine memorial (picture 13) and tall ship Jeanie Johnson on the embankment. We also visited the cathedral and City Hall. (The Famine Memorial near the Custom House – to see it is heart breaking and this most poignant work reflects what was the utmost tragic period in the history of Ireland, it changed the countries outlook for ever.)

We then caught the early ferry back to Holyhead and stopped for lunch at Pontcyslite Aqueduct near Llangollen on the way home some of

the Morgan car club had had a run into Wales and they had a stop to look at the Aqueduct and even my car.

The Stag only failed to start once on the wet morning the rest of time run fault free. We did about 1800miles at about 28mpg and used a litre of oil. In Ireland it was mostly minor roads and all coast hopping after reaching Galway.

The roads mostly had a good surface but very rolling up & down.

Very friendly people everywhere and enjoyable trip and we got used to putting the Stag soft top up & down a few times.



We would like to do the trip again but turn south at Galway and do the ring of Kerry, Limerick, Cork and return up the east coast via Wexford.

John & Christine Cartwright

Well, thank you John for your report of your most interesting trip in your Stag around many fantastic locations in Ireland. I am always looking for everyone's interesting accounts of travel venues or the jobs undertaken on the cars, so please drop me a line.

That's all until next month.

Keep those V8's purring!



TR 4/4A/5/250/6

BERNARD LITTLEWOOD tr4-tr6@tssc.org.uk

Malvern Classic - April 2022

A cold and frosty, but sunny morning saw me jumping into my 4A, driving to Risca (via the private road near my house for my "ton of the run") to collect my daughter Emma before meeting up with TSSC S.Wales to travel to the Three Counties Showground for the Classic car show.

Only a small group of us this time comprising of a good variation of cars - TR4A, TR4, Vitesse, GT6, Dolomite and Spitfire MkIV,

While parked up I was approached by a fellow TR4A owner who wanted to buy one of my Triumph books off me, he had only recently

bought his car and invited me to **"give it the once over"**.

I said that it would be my pleasure and indeed it was! What a beautiful colour it was and what FANTASTIC condition it was in. The owner promised to send me the very brief history of the car in his ownership (and hopefully prior to this), but while we are waiting for this, I thought that I would include one of the images I took as a "taster" for the future.

A TR IN METALLIC, IS PURE, PURE MAGIC!

A FEW TR JOBS WITH A SHOW THROWN IN

Having an hour or so to spare the day before the Chepstow Classic Car show on the Race course I thought that I would tackle the few small jobs that had accumulated since 2014 when the central joint of my TR's exhaust had decided to separate as I moved off my drive on the way to Le Mans. At the time I quickly jacked up the car, re connected the joint and vowed to make a proper job of it when I returned from Le Mans. Over the next 8 years, other little niggles had joined the list of **"things to do"**. The



ignition switch locking bezel was loose, the over drive locking bezel was loose (so both switches were turning slightly when being used, or not). The passenger door catch was sticking now and again, the central locking earth cable needed to be moved from the now unused/unconnected cut out switch so that I could lock and unlock my doors when the battery was isolated with the battery pole mounted isolator, the central locking module was hanging down in the passenger footwell, a screw which I had used to hold the star wheel in the driver side door lock was hanging out and the most recent item was the fact that on cold starting the ignition/charging light was not illuminating, though the AMP meter told me that the battery was being charged.

The two bezels were tightened using a little tool that I had made many years ago, I would now be able operate my over drive without having to fumble about for the stalk switch. I sprayed maintenance fluid into the passenger door locking mechanism followed by some 3 in 1 oil and that started to work, the central locking earth cable was fitted to the battery pole side of the isolator and while doing this I found that the bolt holding

the main earth cable was not as tight as it should have been, had the brass clamp stretched over the years? Was this the cause of the non-illumination of the ignition/charge light on cold starting? The central locking module was attached to the main wiring loom using a tie wrap and the screw for the star wheel on the driver side door lock was covered in thread lock and screwed into place. Now that was everything wasn't it?

Next morning, I jumped into my TR and turned the ignition key, the ignition/charge light illuminated and went out when the engine started, **FANTASTIC!** I drove to my daughter Emma's house to pick her up to take her to the show, achieving my "ton of the run" on the private road near my house. We arrived at the rendezvous and left for Chepstow with 8 other TSSC S. Wales cars, meeting one other member at the show. We had a great day in the sun, but as we left, I remembered that I had failed to complete the complete list of "things to do". The reason I remembered was because as we pulled out of the car park my TR's exhaust decided that it would separate once again! I jumped out of the car to

kindly pulled into the lay bye to offer assistance and with Mike's trolley jack, Andy's scissor jack for extra support and safety and my socket set with Emma taking images, the exhaust was quickly reconnected for a great run home and another "ton of the run". At first, I thought that the fix should last me another 8 years, but when I pulled up on my drive I could detect a slight knocking of the rear silencer on the chassis, so I had 6 days to correct this before the next show at Weston-Super-Mare, unless I forgot!

WHEN YOUR EXHAUST SEPARATES, IT'S GOOD TO HAVE MATES!

NATIONAL DRIVE IT DAY 2022

It would be remiss of me not to mention what is a very important date for the Classic Car "movement". On April 24th 2022 I met up with



Bourton on the Water

the S. Wales area for a great run out in the sun to Bourton on the Water. I clocked up 190 miles in my 4A with 5 other S. Wales cars. All roads taken

were A, B, & Z roads as our youngest member Meg was in attendance and has not yet passed her driving test (indeed, getting a test date is a test in itself!).

We met at the Scottish restaurant at the Coldra roundabout and with all soft tops down, took the A449 to Monmouth, then onto the smaller cross country roads, again, my TR performing magnificently, with overdrive being used to negotiate the tight bends and steep hills, so relaxing!

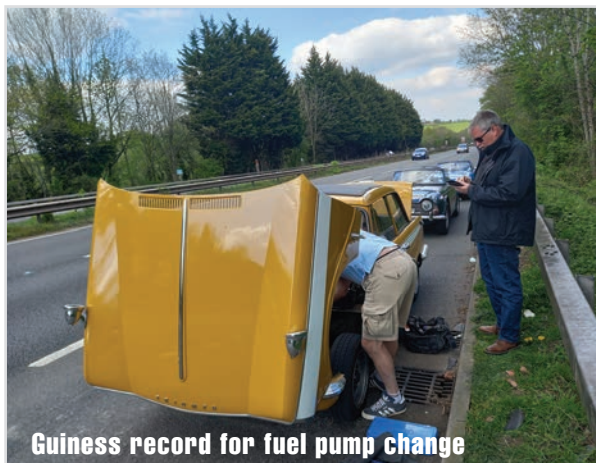
After an hour or so walking around Bourton and having lunch and ice

creams we took the same route home. but a minor breakdown delayed us slightly when the Heydon twin's 13/60 fuel pump decided not to deliver fuel to the carbs (it is fitted with twin carbs, one for each twin, Kalib maintains the front one, Jerad



Club Members helping

check that the exhaust could not fall off or drag on the ground and then drove off to find a lay bye to re connect the join as I didn't want an audience of well-meaning people asking if I required help. Mike the Cake and Amorous Andy



Guinness record for fuel pump change

maintains the rear on), well, the pump had been on the car from new for nearly 1000 miles!, but with another new pump in the boot as part of their "get them home" kit, the car was soon up and running and we were once more on our way. A great day out again with the S. Wales area.

**A GREAT DAY OUT, GIVING OUR
"MOVEMENT" SOME CLOUT!**

FUEL (for thought) FILTER CLEAN

Just a little reminder for a sometimes over looked component, when you carry out your

maintenance on your Classic, remember to either change (or fit if you haven't by now) or clean the in-line fuel filter. It should be located between the fuel tank and fuel pump (to prevent debris from the tank getting into the pump) and not between the pump and the carb(s) as I have found on a few Triumphs when I have been changing the fuel hoses to the ethanol resistant R9. Some cars have had a filter between both the tank and pump and another between the pump and carb(s) as a "back up", but to be honest when I have come across this set up the filter between the pump and

carbs has been nice and clean, but I can understand someone using two filters if they have had a past issue from heavily contaminated fuel or a dirty fuel tank, its far easier to change/clean a filter than strip the carb(s) down.

I was unpleasantly surprised at the amount of debris that my filter had prevented from entering my fuel pump.

**WITH YOUR TR'S FUEL CLEAN,
IT'LL RUN LIKE A DREAM!**

Bern



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Toledo-Dolomite-1300-1500

Andrew Burford toledo@tssc.org.uk

"Back on track ?"

Hi and welcome to the Small Saloon Register again. Well First of all I hope you are keeping well and safe.

In the ever changing restrictions and regulations at least you safe in your Triumph.....

It looks like this year we are now going to get lots of shows and finally get the chance to drive our cars after so much time spent in the garage.

How are you all getting on with E10 fuel now in since last Sept and I'm not hearing so many issues now some use E5 and it varies from different companies.

I thought I'd bring you a rather special story of a car I spotted for sale nearly 1 year ago. It's special in many ways, its a CKD car built in Malta and very original. Its quite low miles and was for sale quite a while but I'm not sure if it sold. Taking the chance of the offer to go and see it I did and was quite amazed.



It was an elderly owner and cars in Malta just like here tend to spend a lot of there life in the garage only coming out on Sunday and when the weather is kind.

The temperatures and humidity play their part and whilst they tend not to rot so much they can be very dusty and dirty underneath and inside of course also some Sun affects.

So without any more introduction I let the pictures





do the talking...Note the markings on the tyre that



shows how original this car is....

The chap offering me a lift to see the car also had another near identical car to which he now has on the road..whats the odds on that !

Let me have any articles and stories you may have so I can include them.

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

Safe Summer Motoring..

Andrew



BOND EQUIPE

GUY SINGLETON guy@bondequipe.org

SEM Back on!

The South of England Meet – known to many as simply SEM – great to be back after the two years of COVID lockdowns and restrictions, and many thanks to Mickey, Julie, their helpers and the TSSC team for a very successful weekend indeed.

Equipe wise this year I travelled incognito, Suzie had hurt her knee so decided to stay home to rest it, especially as we had a stand at Beaulieu Autojumble the following week, and being the Spitfire 60th anniversary I felt that I should take Sybil our 1962 Mk Spitfire rather than an Equipe.

There were 3 Equipes at the show, two 4s's and a 2+2 one of the 4s's belongs to **John Kemp-**



shall and he went on to win best Equipe in the show. As to the other 4s, I am afraid I did not get to meet the owner, but I gather he bought it just before the lockdown and has been working on it since, so great to see it out and about.

The 2+2 belongs to **Paul Bowers**, and I will admit to a bit of confusion at the paperwork end, as I now know there are two Paul Bowers who own 2+2's. Paul's car is a one family owner car, his father bought it new in 1965, and for 5 years or so it

An early reminder that next year is the Equipe's 60th Anniversary so I would like to see lots of Equipes both at SEM and the International – Silverstone I think, but I believe still to be confirmed, so fair warning and time to get the car(s) ready!!!

was the main family car and used to take the family of 5 on holiday, complete with a roof rack. I have never tried putting one on an Equipe, and I gather that when Paul was repairing the car he did have to do quite a bit of roof repairs which might have related to this. Paul

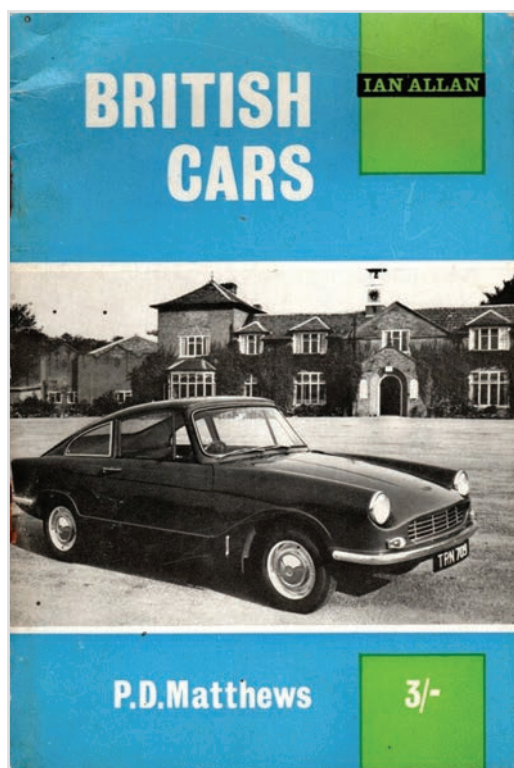


Alfasuds etc, so he was a bit out-classed in both the speed and handling department. Paul's car is a very late 2+2, only 4 from the end of production, and I noted that he had the non Les Leston steering wheel which was fitted to the early 4s models, similar to that I had on Grace, a 1964 4s, which was the 9th 4s built and ordered at the 1964 motor show. That car now resides in the

Steggall Bond Collection.

We did an Autojumble at Bicester and found a copy of British Cars by P D Allan, with a photograph of a 2+2 on the front, surprisingly I had not seen that one before so it has now joined our Bond Library!

Guy



Bond Equipe G.T.

NO. OF CYLINDERS: 4. BORE/STROKE: 69.3 x 76 mm. SWEEP VOLUME: 1,147 c.c.
VALVEGEAR: Pushrods. MAXIMUM POWER AT R.P.M.: (B.H.P.): 63 met at 5,750.
CARBURETTORS: 2 S.U. GEARBOX: 4-speed and reverse. STEERING: Rack and pinion.
BRAKES: Girling discs at front, drums at rear. LENGTH: 12 ft. 11 in. PRICE: £822.

Renowned for three-wheelers, Bonds now offer the Equipe G.T., a four-wheel, four-seat saloon, produced in conjunction with Standard-Triumph. The Spitfire engine has also been inspired by that car. Its turning circle of approximately 25 ft. is only slightly more than the Herald, and with 31 turns you have a full lock. Independent suspension on all four wheels gives a comfortable ride, cruising at 80 m.p.h., or on full throttle at 93 m.p.h. The well upholstered front bucket seats are fully adjustable, and the full size rear seat will fold down to provide 25 cu. ft. of additional luggage space. As a low priced G.T. car, the Equipe is well appointed with walnut veneered fascia (padded leathercloth surround), two sun visors, anchor points for safety belts, screen washers, fresh air heater/demister and three-spoke, wood-rimmed steering wheel (like that on the Herald it will collapse on violent impact) as standard fittings. Altogether a car of attractive appearance and sound construction, combined with a well tried, successful power plant, which should stay on the market for a long time. The illustration on the front cover of this book provides a suitable view for recognition purposes.

12

mentioned that his mother then took on the car, and he was given it when he was 18, his mates had

South of England Meet 22

Hello. Hope this edition finds you and yours well. It seems things are trying to return to some sort of normality in most situations I find myself in. I'm the first to say I find it challenging!!

Anyway, let's move on! You may recall from the last article I was having some running issues with my 2000. I checked and rechecked anything I could to try and establish what the issue was. It was after a short time it would simply lose power, but not stop. When coming to a standstill, it would try and die, so a dancing effort from foot-brake to throttle and back became a challenge, but successful with it not stopping! I decided to take it once more and this time it seemed it had cleared. Unfortunately, it hadn't, so a slow drive home once more. Still confused, I reached out and had several other ideas to check. Armed with this information, I then decided to try once more.

With cautious routes knowing if it goes slow, I can avoid being a target. I had completed this route for 1/2 an hour with no issue and at full power when needed. I kept going and had reached an hour with no issue and full power. I then reached the point of needing a motorway run.

So, with much caution, I entered, and it was simply like the

rest of that previous hour, no issue and full power.

I met a friend for coffee and as he is an ex-mechanic and worked on Triumphs in the 1970s, I asked him and put forward my own thoughts of the fuel issue. He wasn't completely convinced by my fuel reasoning and said probably more like something was maybe blocking one of the carbs, and eventually it cleared. Whatever it was, it must have been a temporary issue as if it was something like a fault in the carb, it couldn't repair itself.

I took it once more with Harry to demonstrate the lack of issue. Again, we took it along various A and B roads before entering the motorway, and we were both as happy as we could be that the issue was cleared, and we were hopeful for the World Cup Rally event at Gaydon motor museum. Unfortunately, the Sunday of the event was rather wet, and it's a good hour and a bit away from us, so decided it probably wasn't the best idea to chance our luck with the unknown issue and the rain. If any member did go, please do let me know how it went.

The following weekend was the fabulous South of England meet.



I'm in the South Buck's area so three of us met up and headed down to Leatherhead on the sunny Sunday morning, doing what the 2000 does best, motorway driving in comfort. Leatherhead is just over half an hour from us so also not too far, just in case, but my concerns were unfounded as the 2000 ran without concerns all the way there and back. Traffic was slow in places and a very warm day, but still no issue, so I was happy!

It was great to see so many Triumphs in one place. I was most pleased to see the number of big saloons that were in attendance! There were many more Mk1 than Mk2s in attendance which was a surprise! But as I say, it was great to see so



Well, that was last Sunday! The owner purchased the car when it was 10 years old and has been a dally driver until retirement. It still runs the Lucas PI system and apparently there is an issue to the height of the fuel pump which means he can't use the Bosch one. Its an auto-



many big saloons there.

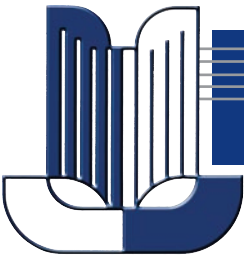
After a great day at SOE, the same evening I heard a 6 cylinder but something different. I looked out and it was a friend of a neighbours of mine who visits occasionally in their 2500pi estate car.

I mentioned to my neighbour if he comes again, I would like to meet and chat.

matic, pi estate car which makes it quite a rare beast! Lovely original condition.

Carl





Show & Tell

By Malcolm Huxtable

OHMS Law?

One of our North Devon members **Malcolm Huxtable** has often come to our monthly club meetings and presented a "Show and Tell" feature.

He has now documented these and sent them to me, and I thought you could serialise them in the Courier for the benefit of the wider TSSC membership?

Andy Luckhurst
North Devon AO

Disclaimer

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A Little Physics Lesson

Do you remember Ohms law? No didn't think you did, here's a little reminder.

"The potential difference (voltage) across an ideal conductor is proportional to the current through it"

Therefore:-

Voltage = Current x Resistance

Current = Voltage / Resistance

Resistance = Voltage / Current

Also

Watts Law states

Power (in Watts) = Voltage

(in Volts) x Current (in Amps)

Why Do I Need To Know?

We can use Ohms Law and Watts Law to work out the true output of the lamps that are fitted to our cars. Pedantic point, lamps have a base, bulbs are baseless but we use the terms bulbs and lamps to mean the same thing.

The 21W 12V 382 Light Bulb



The 21W 12V 382 light bulb is a common bulb used for indicators, reversing light, and fog lights in our cars and is a good example to experiment with.

If you were to measure the resistance of the 382 bulb with a meter, you would expect to see a reading of around 0.6 Ω . Using Ohms Law and assuming a 12V supply

Current (Amps) = Voltage/ Resistance

I=V/R

I=12/0.6

I=20Amps

Clearly that is not correct, your car does not draw 80Amps

when the hazards are flashing. The incandescent tungsten filament light bulb has a **"Positive Temperature Coefficient"**

As the temperature of the filament increases so does its resistance. To measure its true resistance we need to measure the current flow when it is lit.

Using an old Spitfire rear light I measured the current flowing through the bulb. Current measurements are made in series of what is being measured so all the power in the circuit goes through the meter. The current flowing was 1.58A



Assuming a 12V supply the power (W) dissipated is given by

W=V x I

W= 12 x 1.58

W= 18.96W

A new bulb direct to the battery drew 1.77A which equates to 21.24 W close to it 21W rating.

That's a Bit Dim

The actual light output is measured in lumens. Incandescent bulbs have a typical lumens per watt of 14. So we simply multiply the power drawn in W by 14 to find the light output.

New bulb

lm = 21.24 x 14

lm = 297.36 lm

A difference of 31.92 lumens or put another way the new bulb is just over 12% brighter than the old bulb and fitting.

It's Light Jim, But Not As We Know It!

The reason the old bulb and fitting are 12% dimmer comes down to the design of the fitting and old age. The actual bulb can tarnish on the solder blob on the bottom and the base where the earth contact touches. However I find the main culprit is the bulb holder. The copper earth contact needs to have a good connection to the metal ring of the holder, which is the earth connection for the bulb. Unfortunately the copper contact only touches the ring rather than being connected to it, so there is a good

Old bulb and fitting

lm = 18.96 x 14

lm = 265.44

chance that you could have a high resistance joint. If you are careful you can remove the ring from the holder.



When I disassembled the holder this is what I found.

The copper contact and the ring were badly corroded.

I cleaned up the corrosion by scraping off the worst with a small screwdriver and then polishing with a fibreglass cleaning pencil.

With the cleaned up holder re-assembled and re-fitted I mea-



sured the current flow again and got a reading of 1.82 A. This was better than the new bulb and equates to a light output of 21.84W or 305.76 lumens.



So your old lights could be made brighter, you just need to spend some time checking and cleaning them up.

Malcolm



Brand New Product

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

e-mail. clubshop@tssc.org.uk

Locking Petrol Caps Herald & Vitesse

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

COMES COMPLETE WITH INSTRUCTIONS
AND FIXINGS

BLACK LOCKING FUEL CAP

£25.00 P&P 1.kg



Derek 'Giles Gems'



This month sees Derek in a reflective mood and looking back over his Triumph Times - Courier Jan 2010

Bern ed.

Looking Back

As we enter a new decade I thought I would look back on some of my own very memorable Triumph moments of the last 10 years.

1st Jan 2000 was supposed to be the end of cyber life (the millennium bug) when all things electronic came to an end! Well nothing much happened apart from my cars 30th anniversary

to Lands End and finally back to London, that's a trip of 2000 mile in 48 hours. The idea is to complete the trip without breaking down, which even some modern cars would struggle to do. We did have an ignition problem just outside Bristol on the way to Lands End but we fixed it and continued to the end. The thing that sticks in my mind even more than the tiredness and 'euphoria' at the finish was the fact that we used just a gallon

of oil on the trip which at 250 miles a pint is pretty good for an old engine.

Next we come to 2004, and what can only be described as a MY trip of a lifetime. I think we have all heard of the Paris-Dakar Rally where the world's best drivers and top manufacturers take exotic vehicles from Paris to the Senegal capital in what can only be described as probably the toughest test ever devised. Even with budgets in excess of £30 million many still do not make it,

so imagine what it would be like to do something VERY similar on £250 and in an old car. Rob and I did just that when we drove AOT 179J a 1971 Herald 13/60 saloon from England to the Gambia on the Plymouth-Dakar challenge. The 4000 mile trip involved driving through France and Spain to Gibraltar



sary in May, so I had to wait till October when Rob Newton-Allen and I took part in the 'Round Britain' reliability run in his '948 Coupe'. This was the first 948 to enter since the inaugural trip many years earlier. For those of you who don't know, this involves driving from London to John O' Groats, then

2.



We managed to make a jury rig friction plate (photo 5 & 6) from Triumph 2000 parts, pop rivets, Araldite and sheer bloody luck, all in the middle of the desert. The repair lasted 1000 miles until a new part was found.

Other things must have happened but they elude me, so in 2005 my car was 35 and in 2008 I became a pensioner (yes I know I look a lot older) but still hopefully young at heart!

then taking a ferry to Morocco. From there we drove into Western Sahara, Mauritania, Senegal and finally Banjul where the cars (there were around 60 vehicles overall) were auctioned for charity. Things that stand out were bribes paid to armed

3.



border guards, camping in the Sahara desert 200 miles from anywhere (photo 1), negotiating sand dunes (photo 2), minefields, desert nights (photo 3) and mile after mile of sand (photo 4). But I guess the wackiest of all was helping a fellow participant in a Mitsubishi 4x4 to repair their clutch.

4.



Stafford 2009 saw the deadline for Rob to finish his long awaited 948 convertible so my help was readily available anytime and the car was just ready in time. All the

5.



6.



credit must go to Rob as he worked every hour possible to achieve a result which won a well earned second prize in the concours. Finally November saw the Somerset area win 'best club stand' (photo 7) at the Footman James restoration show at Shepton Mallet (a great ending to a good year).

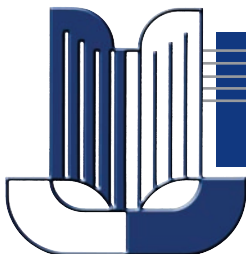
Like I said just some of my Triumphant moments from the last decade, let's hope the next 10 years will be as good if not better for all of us.

Cheers for now and have a prosperous and Happy New Year.

Derek

7.





TSSC OFFICERS

Triumph Sports Six Club

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

HERALD 948/1200/1250

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

HERALD 13/60

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

SPITFIRE Mk I/II/III

Suzie Singleton, 31, Cadley, Marlborough, Wiltshire. SN8 4NE.
Tel: 01672 514241 e-mail: spitfires@cadley.org.

SPITFIRE Mk IV/1500

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

VITESSE 1600/ Mk I/II

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

GT6 MkI/II/III

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

BOND

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

SPECIALS

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

BIG SALOONS

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

TOLEDO/DOLOMITE 1300/1500

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

TR 4/4A/5/250/6

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

TR7/TR8

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

TRIUMPH ACCLAIM

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

STAG

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

TSSC TRIUMPH ARCHIVE

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

AMPHICAR

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

INTERNATIONAL LIAISON SECRETARIES

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

YOUNG MEMBERS CO-ORDINATOR

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

TRIUMPH/MG WEEKEND 22

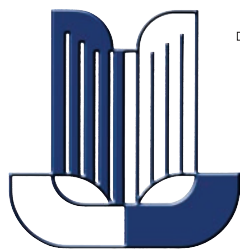
Nigel Hill, 32 Hollyhill Road, Selston, Notts. NG16 6EF. Tel: 07976 163006
e-mail: nigel.hill@hotmail.co.uk. **TSSC HQ:** e-mail: info@tssc.org.uk

AREA LIAISON OFFICERS

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

PUBLIC RELATIONS OFFICER

Vicky Dredge, Kingcott Farm, Alcester Road, Flyford Flavell, WR7 4DF.
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1500 Overdrive. 44,000 miles. Heritage Certificate. New Hood. Carpets. Hardtop. Tax & MOT Exempt. Very tidy. £4,250 **Chris Feast (Skegness) 01754 898522.**



1300 MKIV 1971. Overdrive. Excellent Condition - almost Concours. Recent Body-Off Restoration. Body, Chassis, Hood, Tonneau, Chrome; all good. Minilite wheels. £9,000. **Evans (SW Cornwall) 01326 290094**



1967 MkIII. 24000 miles owned by two families, restoration to original specification in 2014 only covered 2000 miles until dry stored in 2019 in

good condition. £10,950. **Martin Gayther (Caernarfon) 07990 834453.**



1976 1500, FULLY REBUILT 2 years ago & in excellent condition. Recent TSSC valuation £10,500. Please call for more info & pictures. £9,000 **Ian Cogan (Carlisle) 07776 425161.**

Vitesse



MKII 1971 CONVERTIBLE Saffron. Overdrive. Heritage Certificate correct numbers. Very large comprehensive History file. Very Good Condition. 68,000 miles. £12,000 **David Streeter (Orpington) 07933 927087.**



VERY EARLY MK1 2.0 Ltr. Extremely original 2.0L Vitesse, current owner 15+ yrs, Royal blue/ matador blue interior, non overdrive. £14.5k. **Michael Lawrence (Malvern) 07534 384851.**

Herald



1970 13/60 CONVERTIBLE. Garaged and owned since 1987, needs a new home and some overdue TLC. Mechanically OK but bodywork would benefit from attention. MOT until September 2022. 68000 miles. Offers around £4,000 invited. **Duncan Crowther (North Oxfordshire) 07551 722228**



13/60 CONVERTIBLE 1971 Unique example, family owned. 22,000 miles, sound running order. £11,000 **Stephen Ashdown Woodger (Syleham, Eye) 01379 668817.**



1960 COUPÉ 948. Great condition. 93,500 miles. TSSC valuation £14,000. Recent engine rebuild and refreshing of body and interior. Looks and drives great! £10,950. **Andrew Bensley (Watchet, Somerset) 07971 407938.**

**YOU CAN NOW
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www.tssc.org.uk**



MKIII 1971. Beautiful 1971 GT6 in Saffron Yellow with only 36,701 miles now available in our showroom in Louth, Lincolnshire. For more photos and video of the car go to: <https://www.woldsideclassics.co.uk/vehicle/triumph-unlisted-gt6-in-louth-a8b45190-ffb0-4321-b8f3-bbf46c47c52>. **Woldside Classic and Sports Car (Trade) (Lincolnshire) 01507 606725.**



STAG 3.0 V8 from 32 years previous ownership!! I bought this car from a serious Triumph enthusiast who had spent £7,000 then stored it for 19 years. Honest, solid & with some love will be cracking. All the stuff you need to be good is good. £14,965 **David Cox (North West England) 07801 932648.**



TOLEDO. Excellent Mechanicals, recon engine, solid bodywork. Re-spray not the best but presentable. Upgrades suspension & interior. Various NOS Spares etc. MOT until March 2023. £3,250. **Jacob Ilsley (Cromer, Norfolk) 07921 464415.**

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

ENGINE & GEARBOX. Herald engine, no. GD48141GE £50. Herald/ Spitfire Gearbox £40. **Mark Krissson (Felixstowe) 07800 570530.**

STANPART TONNEAU COVER. Herald / Vitesse full tonneau cover. Stanpart 704960. Original, N.O.S. Black, RHD, steering wheel pocket. Price includes UK mainland shipping. Photos available, please ask. £180. **Joe Grundy (Morpeth, Northumberland) 07831 097659.**

EARLY GT6 OR SPITFIRE. Padded OE tunnel, windscreen, propshaft. Maybe tunnel and windscreen suit GT6 or Spit. From dismantled 1965 Mk 2 Spit. Enquire Mickey. Prices, Various negotiable. **Andrew Parish (Sevenoaks) 07785 574479.**

VITESSE 2 LTR MARK1 AND HERALD PARTS. Vitesse includes 2ltr engine, chassis, gear box and body panels - originally a restoration project so could be put back together. Herald includes engine and body

panels. For sale as job lot. All offers considered. Must collect from Lincoln. **Jules Dobos (Lincoln) 07587 239700.**

HERALD 13/60 BRAKE DISC PARTS. Uprights, Hubs, Discs, Calipers. £80. Buyer Collects. **Richard Wheatley (Dorset) 01935 891591.**

TOWBAR STAG MK1 Tow-bar complete ready to fit. Buyer to collect from IP31 1SN. £125.00 ono **Trevor Rockett (Bury St Edmunds) 07938 578358.**

GT6 MKIII TRUNNIONS New & unused, upper x2 and lower l/h-r/h x1 each. £40 **Trevor Rockett (IP31 1SN) 07938 587358**

GT6 MKIII SERVICE ITEMS Rotor arm x2 Condenser x2 Dist cap x2 Points x2 Spark Plugs x6 Workshop Manual x1 Metalastik Roto couplings x3. Best offer. **Trevor Rockett (IP31 1SN) 07938 587358.**

GT6 MKIII VARIOUS PARTS. Bullet mirrors x2 Eng mounting x1 Starter solenoid x1 Temp sender x1 Wiper Arms & Blades x2 all new. PLUS Many good used parts, Drive Shafts Wooden dash etc e-mail for details. Best offer. **Trevor Rockett (IP31 1SN) 07938 587358.**

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VITESSE 2L / GT6 GEARBOX NON-OVERDRIVE. Excellent input and mainshaft, sleeved laycluster and new layshaft. All components (less remote) cleaned and ready for re-assembly. £290 **Matthew Bliss (Cirencester) 07935 909066.**

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Cars Wanted Parts Wanted

GT6 /STAG /SPITFIRE WANTED. I am looking for a Triumph GT6 /Spitfire or Stag restoration project . I would consider a good condition car. I am willing to travel and distance is no problem. I have a trailer to collect. £10,000
Roland Andrews (Nuneaton) 07884 314760.

GT6 AND VITESSE 2L, WORKSHOP MANUAL WANTED (Issue 3) Pt. Nr. 512947. Condition is not important as long as it is all there, and a few oily fingerprints are not a problem. **Patrick Keen (Dorset) 01929 761941.**

Triumph Trade Services



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June 2022

AREA NEWS

AREA Directory • News • Events

A brand new event in the TSSC calendar



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.tssc@btinternet.com

Useful links: www.tssc.org.uk

www.greatbritishcarjourney.com www.drivedadscar.com



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. LINC. LNS 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 <i>George & Dragon</i> - MEAFORD Nr STONE ST15 0PX	LAST WED 8PM.
WEST MIDLANDS	Chris Allen: 07505 110922 <i>Drakes Drum</i> Great Barr - BIRMINGHAM. B44 8TR	1ST TUES. 7.30PM.
WORCESTER	Vicky Kitchen: 07745 299457 <i>The Oak</i> , Worcester Rd, UPTON SNODSBURY, WORCS. WR7 4NW	1ST MON. 7.30PM

EASTERN AREAS

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

SOUTH EASTERN AREAS

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

SOUTH WESTERN AREAS

ANDOVER	Guy & Suzie Singleton: 01672 514241 <i>The Clatford Arms</i> , GOODWORTH CLATFORD, SPII 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	Stefan Vandendijk	stefan.vandendijk@telenet.be
DENMARK	Morten & Lillian Hildebrand	hildebrandrandi@gmail.com
FRANCE (Poitou Charentes)	Victor Thompson	vcandvh@gmail.com
FRANCE (Central)	Ray Lomax	lomaxcreuse@gmail.com
GERMANY	Hans-Georg Stumpf	hgs-systems@onlinehome.de
ISRAEL	Michael Kaye	m@mlk.co.uk
ITALY	Pietro Noe	pietro_noe@libero.it
JAPAN	Shinichiro Nakano	nakanoryugasaki@yahoo.co.jp
NEW ZEALAND	John Etheridge	johnhtetheridge@aol.com
MALTA	John Pullicino	jpullicino58@gmail.com
SOUTH AFRICA	Karl Illenberger.	karl@kre.co.za
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

Triumph Sports Six Area Liaison Officers

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

The classic car shows are certainly on a roll again, for those people who don't know



Nigel and myself have taken over the events calendar from Bernie and are hoping to make an even bigger name for the triumph sports six club. We have extra events hoping our members will join us attending events around the uk. We both thoroughly enjoyed the Isle of Wight weekend absolutely stunning and pleasant weekend. So a huge round of applause to Tracy and Elaine area organisers for making this event so wonderful as you can see from the picture attached it was a busy weekend.

Then a club event at the ever popular South of England meet at Leatherhead where the club shop attends and camping is available this year a lot more campers and on the Sunday the main show was a wow factor of triumph cars lined up each model representing with some outstanding motors. Myself and Nigel camped from the Friday evening enjoying the town centre for drinks and food. And the show had glorious weather and our auto jumblers seem to have a great day with the tune guys and trunnion oil folks attending as well.

Always at this event we have lots of valuations being done with our team of valuers and we can not stress how important a valuation is on your car are worth as of recent there has been some sad stories of fire or accidents happening with our classic cars. Chris Gunby has already announced of more training to be given to any of our area organisers who haven't yet been trained on giving you members a valuation. If you wish to do this contact either Nigel or Chris and they will gladly show the ropes. I know at Stafford there is an opportunity to have the training it isn't as difficult as you think. So again a huge congrats on the organisers Mickey and Julie Hazel for a great well organised event for us.

We recognise the hard work you all put in to your areas and camping weekends and events take a lot of organising.

So a heart felt Thank You from the both of us keep up all your efforts on behalf of the TSSC.

THANK YOU.



Nigel & Di.

Andover

e-mail: guy@bondequipe.org

e-mail: spitfires@cadley.org

Tel. 01672 514241

Let's see if I can get the date right this month.

I hope I'm not jinxing it when I say we're expecting to be away for some of June in France, planning to have a week on the Canal du Midi with family. This means we'll be away over the weekend of 11/12 when there are two shows in the Marlborough/Swindon area if you want something to do. See below. We are hoping to make the lunch on 8th - but it might be on the way to the ferry!

We went to Popham in Sybil and parked up with Mike & Barbara's Stag and Dave with Wendy in his Toledo, both cars from Southern area. Lovely to have a proper catch up, although very strange to be among so many people after so long staying isolated and very wary of being in such a busy place. However, it was still good to see so many classics cars out together.

Bob found us but he had been a little late arriving and sent to the main car park rather than being permitted to join us, which was a shame. He and Guy both caught up with Carol and Ernie and we were pleased to hear that Mike C. is still out and about on 4 wheels, albeit it's in an electric buggy these days.

We've had an update from Ed which definitely made me smile: "Not much to report. Finally finished TR7 ready for

re-MOT. While doing the TR7, I have also been building a 'soap box'. My wife Maureen wants to enter the 'Andover Soapbox Derby' at the end of May to advertise her Andover allotment project 'Rooting for Andover'. She wants a soap-box to be in the shape of a carrot! I made it from wood but utilising Triumph bits, a cut-down Herald steering rack and column, TR7 steering wheel, engine exhaust valves springs as the springs for the suspension etc. It all got a bit complicated but now at the test run stage - down the garden."

We're looking forward to seeing photos of the "Triumph Carrot".

Unfortunately walking around Popham, despite not going very far, gave me a gammy knee so as it hadn't eased by the weekend I had to miss out on SEM, in order to try to get it better for Beaulieu the following weekend.

However, Guy did go, taking Sybil again as part of her 60th Birthday tour of Car Shows, with a tent which hasn't been used for several years. Although the tent was where Guy expected it to be, the camping stove wasn't so he set out with all good intentions of getting one at a shop en route, but despite a few attempts none were to be found, so Wether-spoons for supper, and Marianne for breakfast, no hardship!
8th June at 12.30 - The Royal Oak, Goodworth Clatford, SP11 7QY

11/12 June - WVME Country Show at Rainscombe Park, Oare near Marlborough, SN8 4HZ

11/12 June - WAPG Steam & Vintage RAally - Lydiard House, SN5 3PA

Guy & Suzie



Avon

East Berks - South Bucks

Avon

e-mail: daverover@hotmail.com

Tel. 07860 878058

Hi folks, how nice to be able to report on some enjoyable visits at long last. The Avon TSSC enjoyed, like most others, a good day out on Drive It Day with a trip to the Atwell-Wilson Museum in Calne, Wilts.



A nice ride

there through the countryside, parking in a spacious field



(ideal for a picnic) and a very interesting collection of cars, included a prototype Mini that never went into

production! I would thoroughly recommend a visit if you are in the area.

I am just back from a day at Calidcot Castle and the South Wales Morris Minor rally and with a number of others looking forward to the Castle Combe Steam Fair at the end of May.

Happy rallying to you all, come and join us if you are local.

Dave

East Berks

e-mail: qbrown6914@btinternet.com

www.freewebs.com/eastberkstssc/index.htm

Tel. 01189 321390

10 punters and a dog at the Shire Horse tonight. 3 GT6s, a TR7, a 13/60, Vitesse and a 2000.

Trev, Vicky and Poppy came in their very nice 13/60. Trev recently discovered a bent push rod, an unusual fault not necessarily very bad, but this one was slapping on the block causing a racket. Now replaced together with a new head gasket, to cure the all too familiar oil leak at the back of the head.

New attendee Andy has a Magenta late GT6 mk3, very good condition, Andy has recently duffed up the engine bay, re-painted the bulk head, the engine block and the rocker cover. Springs and shockers also sorted.

I notice he has original cloth seats, mine are long gone. I put them through the washing machine, they had that familiar oil/exhaust smell and something had to be done! To my surprise they came out very well, reinvigorated, but didn't last much longer.

Don has fixed his Vitesse rear brake problem, new drums and those tiny "H" shaped thing. But tonight he came with

Steve in his 2000. Steve wants me to value his GT6 so as he can sell it, I'm trained to do it, but I don't like locals selling their cars!

Vic came in his Red TR7 convertible, it's immaculate! Some discussion on his door shut lines, John recons adjusting the lock mechanism will fix it.

John is shortly to recommission a TR7 he once owned so it can be sold. He's sorely tempted to buy it back, but sadly he's no garage space to store it. Any storage offers welcome!

Vic also has a TR4 which he's just had serviced by a mobile mechanic. Mobile man works under the name Dread Service, (or was it Engineering?). All explained by the guy's spectacular dreadlocks. He did an excellent job and Vic will use him again, another one for our approved list.

"Old" Andy's GT6 has new outriggers, the parts were ordered from Rimmers to be delivered to the garage, but only one turned up, Rimmers said "It's on order, you'll get it next month" Don't ya love Rimmers? Panic as the garage had already chopped off the old ones! Fortunately Andy sourced one at Paddocks (?)

Did Bernie bring his Vitesse tonight? Not sure, our cars were scattered all over the car park due to a match at the bowls club out the back. They're nothing to do with the Shire Horse they just park 30+ cars there. Bowls! What sort of a pass time is that when you could be fixing Triumphs?

A lot of nice cars tonight and I have to say mine was the roughest there. I must try harder. I've 4 dings on the bonnet and the dread spider cracks where the bonnet joins the wings at the head lights. It's gonna cost!

The Shire Horse is closed for 2 weeks refurbishment next month, so we may have to decamp to another venue. The Bird in Hand, further down the road was suggested, large car park and next door a Classic Car show room. Lamborghini, Ferrari's, that sort of thing not Triumphs, but we might have a look.

Doug

South Bucks

e-mail: varsas20@yahoo.co.uk

www.tssc.org.uk

Tel. 07818 052276

Hi all hope you are well, last month was quite busy with many shows to go to. Firstly it was the first of the Harte and Maggie Classic British and American night which was kept fairly lowkey to keep numbers low for the first event. Then it was the meet at the Fox and pheasant pub where there was a fairly large turnout so we resorted to parking on the grass.

Then it was the monthly meet at the Harte and Magpies which was the first monthly meet which was the fist of the



Cheshire



year with a couple of triumphs outside! Then it was the first big show of the year at the SEM at Leatherhead



with a massive amount of triumphs and fantastic weather made for a brilliant show and a great return of the show after 2 years.

Finally it was the May classic meet at the Harte and Magpies again with a much bigger amount of cars and people than last time. Overall a great start of the season of classic car shows and it carries on for June with the **Classics on the Crick at Naphill HP14 4SX on Sunday 12th. Pre 80 and American car night on Tuesday the 14th at HP7 OLU** and the day after on the **15th** it's the monthly meet at the same place very easy to remember! **Sunday 26th June will be the Petrol Heads meet at Runnymede Pleasure Gardens TW20 OAE.** Thanks for reading

Harry.

Cheshire

e-mail: cheshire@tssc.org.uk

www.tssc.org.uk

Tel. 07779 878125

I am happy to report on the Sandbach Festival of Transport, which didn't happen in 2020 and 2021. There was only about half a car park of cars, possibly due to the way the application form was worded, but in the afternoon the sun shone and it was full of people. Once again I spoke to a lot of people on a lot of subjects, including Mike from Middlewich who is reassembling a US spec 1500 Spitfire and has just joined the club and reads my ramblings in the Courier (that makes at least two people). In addition to the usual Spitfire (aeroplane), there was a 'Merlin engine on a trailer', which was demonstrated running. Merlin engines don't have much of an exhaust system, so they're just a tad noisy from about 10 feet away.

And so to Drive It Day. After a hastily prepared route, four cars gathered at Sainsburys in Leek (we always start at Sainsburys in Leek) but were surprised at the number of cars in the car park, until we spotted the car boot sale at the far end. With lunches suitably bought, the cars set off through the Snagfordshire countryside, arriving without incident at Carsington Water, where we partook of lunch and a little walking, the weather having warmed up a little. We also met the Club's new Club Shop person, who told us his name several times but, er, this was not placed in non-volatile memory. And then 3 of us set off along almost deserted A roads to the Lovell Arboretum next to the Swettenham Arms. My left foot is under mostly successful re-training to drive a car with 3 pedals, but the need to change down at or slightly before the hill is still on the 'work to do' sheet.

The man from Crewe has been playing with rusty doors

and new door skins, and observed that getting quarterlights in and out (as well as the rest of the insides of doors) was at best difficult. When I was putting replacement doors on Heap the Vitesse, I think I developed a technique for extracting quarterlights (in addition to following the instructions in the official Triumph FM). I made notes at the time (a document on the computer) and I've just read the notes and they don't make a lot of sense. I also observed that getting the petrol tank in and out of Heralds/Vitesse is remarkably easy with the right technique, and my notes of this do make some sense. I can be bribed for the details here.

On Bank Holiday Monday, it was the Classic Car Show at Gawsworth Hall. Unusually, there was a queue to get in for about half of Church Lane, and Heap's temperature gauge started to rise (as it usually does in a queue). By the time I reached the parking area, Heap was misbehaving and stalling right left and centre (or was the out of practice driver?). I don't think I have ever seen as many cars at Gawsworth! A Jaguar XK120 appeared in a huge cloud of steam after its delay in the queue. And there were two Model Ts. I met the boys from Bolton (or is it Wigan?). There was a Triumph Gloria - a most unusual vehicle. I had a very long conversation with a man about a certain brand of electric car, and then another long conversation with a man who used to work in the same funny farm as I did. He's into Land Rovers. Then it was time to go home!

We had reasonable old raptog weather for our meeting (sandwiched between two cooler/wetter days) but we had a very cosy meeting this time round, albeit with two Triumph raptogs in the car park. E10 remained a subject for discussion, although none of us (to my knowledge) have had problems in this area - as both my cars pink rather too much on the cheap (not) fuel, they run on the higher octane stuff. The subject meandered onto AdBlue - if a car uses this and runs out, it won't work until fed some more!

The Cast Iron World GT6 remains a 'work in progress', the latest news being that a propshaft is being sourced. I'm not clear whether the 'new' engine and gearbox have been placed in the car, but the revised target for the functional car is the **Stafford Show 19 to 21 August**. I've applied to the Macclesfield Flying Pig Squadron.

My events list for June has the **Yountimer Show at Gawsworth on Friday 3rd, a Bank Holiday (you have to book and pay admission in advance), Tatton on the 4th and 5th, and Lymm Boat and Steam Gathering on the 25th and 26th**. Heap the Vitesse will be attending at Tatton, both days.

Our next meeting is on Thursday 2nd June at the Cock and Pheasant. First run out of the year, so 7:30 for 8. Likely destination is the Swettenham Arms. This is also a Bank Holiday, so I'm expecting a number of excuses in the post.

Henry

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you



Cumbria Derwent Valley - Devon

Cumbria

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

Tel. 01229 316501

Out and about during April 17th Tony, Helen, Roger & Nigel all attended Kirkby Stephens vintage and classic car show this being the 1st one since lockdown the attendance of exhibitors I think was down.

This show takes place between Brough & the Fat Lamb inn at Ravenstonedale some 10 miles apart classic busses traveling between and stopping at exhibitor's areas & villages of historic interest between.

24th Drive it day some of us meet up on the outskirts of Keswick for a trip to Dalemain Penrith Nigel organized a lovely trip around Ullswater back roads in attendance was 3 Spitfire 1500s - 1 Spitfire MK 1V - Triumph TC 2000 - Acclaim - Courier Van & a Blue Mini which was interesting as it was Chinese and so was the controls. There was over 500 cars turned up at the meeting point the largest gathering Wigton motor club had ever had.

New event **26th June Brampton Classic Car show** the club has been invited this is a charity show in aid of Child Autism UK taking place at Brampton Cricket Club 10AM - 3PM details on face book.

July events 3rd - Distington at Hays Castle Farm postcode CA145YB club stand, 17th Exhibits to be in place by 1000, Gosforth show club stand A595 old show field sign posted Exhibits to be in place by 1000.

23rd meet up with northern Dolly day at Yorkshire air museum post code YO411AU for entry form contact roy.

24th Ripon classic car show Ripon Race course postcode HG41UG club stand to enter contact Roy limited places. But sometimes we have difficulty in counting in Cumbria.

Tony

Derwent Valley

e-mail: colin.tssc@btinternet.com

Tel. 01773 531580

Hi All. April as come and gone in a flash and I am sitting here in May recovering from a fantastic weekend on the IOW with fellow Triumph nuts. Several Derwent Valley regulars attended and it was great to see so many familiar cars and faces from other areas.

Many Triumph cars attended, but I was too lazy to count them after I reached 25. I would estimate it was at least double that.

The excitement for me started with the ferry crossing, as it's not something we do that often in 'land lock' Derbyshire. As we arrived at the terminal, several more Triumph's joined us and we were all lined up together and invited to convoy on the ferry. I was buzzing. The excitement didn't stop all weekend. Thank you Elaine and Tracy

for organising a memorable event.

For many Derwent Valley regulars the next big event on our calendar is our own **Peak Run camping weekend (16th to 20th June)** and we still haven't planned anything yet. We will just have to wing it this year for a change.

In addition, on that same weekend is the brand new **'TSSC Club Day' event which is being held on Saturday 18th June** and those attending the Peak Run will have the opportunity to take part in this new event.

On the **19th June, we have the actual Peak Run**. An 80-mile plus drive through the Peak District. Meet at the Peak gateway campsite near Ashbourne (DE6 1NA) from 8:30am. Breakfast cobs and refreshments will be available. We will set off at around 9:30am

Due to other commitments, I am unable to organise a monthly meeting in June. Therefore, our next meeting will be a **Treasure Hunt around Matlock Bath on Tuesday 5th July**. We will be in the car park opposite the Fish Pond pub from 7pm to send you wandering aimlessly around the streets for an hour or so before finishing back at the pub.

Other dates for your diary's

18th June - TSSC Club Day at 'The Great British Car Journey' (DE56 2HE). From 10:30 am until 4pm

19th June - Derwent Valley's Peak Run. See above.

5th July - Treasure Hunt in Matlock Bath. See above.

15th to 17th July - Northants Camping Weekend.

2nd August - Country Pub meeting.

Details to be confirmed.

Colin

Devon

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

e-mail: nigelk57@gmail.com

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

Tel. 01548 821348

April Club Night was the first we could spend in the garden of the pub, and though chilly, we had a really good attendance of people and cars. We were delighted to welcome two first timers to our meeting, Michael from Torquay whose 1500 Spitfire is almost there, and Graham from Bovey Tracey who brought a really nice Mk1 2500 estate in metallic blue. Allan & Jackie's 2.5S saloon was there along with Graeme & Barbara's 1500 Spitfire, delighted with the paint job Darren Groves has done on it, John L's Spitfire was there, along with Vitesses of Bob and Ed. Phil's GT6 was looking good. Richard brought his MGA which we are always delighted to see, and Peter C brought his lovely Merc. Colin & Karen came up from Cornwall, Ian & Karen from Budleigh and the rest of the gang were Jon C, John & I and Nigel & Sharon.

DRIVE IT DAY 2022

Well - what to say!!! An amazing turnout of 17 TSSC cars met with 8 Stags from Devon Stag Owners Club at Bernaville Nursery, just out



Essex



of Exeter. Plenty of photo opportunities before setting out individually on a 35 mile run via villages of Silverton and Bradninch, then to Cullumpton and a great drive through to Honiton. A coffee (and pasty) stop at a small garden centre near Honiton before resuming the drive and parking up at Sidmouth. A really fantastic day, with ex Devon AO Julian Clutterbuck joining us in his Bond, along with our predecessor Rob Northcott in his Herald estate - wolf in sheep's clothing. New members Cedron & Debbie brought their recently purchased 12/50 - a gorgeous car, and we were delighted to see new members, Glenn, Emma & young William with a lovely 13/60 convertible. We had the whole gamut of Triumphs, from Heralds of various models, a lone TR6, Spitfires, Dolomites and Vitesse's, up to Allan's lovely 2500S and the Richardson's Stag. For the first time since we have been AOs, there was a Bond (Julian's) on the run and, like buses, we saw another beautiful Bond in Wedgewood Blue in Sidmouth. What made my day though, was an elderly lady on a 4 wheel mobility scooter, sailing down Honiton's High Street with a huge queue behind her. When she saw a line of Triumphs the grin on her face and the huge thumbs up, was lovely to see. I hope we made her day too. We had done the route, changing it at the last minute due to a road closure, sending a lot wrong at a roundabout we had forgotten to change the exit - just checking everyone was awake. Everyone got to the end and had a relaxing afternoon in sunny Sidmouth before heading home. Another wonderful day with the Club.

ISLE OF WIGHT WEEKEND

Once again a good number of Devon cars made the journey to the Isle of Wight for the annual gathering. A new venue this year, Waverley Park at East Cowes. Conveniently close to the ferryport and a really nice site, with great catering in the clubhouse too. Despite a chilly east wind, it was mainly dry and we had a lovely weekend meeting up with friends from all over the country. It was good to meet up with Bob & Ann Meller from North Devon, though they did not bring the Vitesse on this occasion. There were I think nearly 60 Triumphs out to play and a great time was had by all. The campsite Choice Trophy amazingly has made its way back to Devon with my Stag - icing on a very nice cake!

WHAT'S NEXT FOR US

Some of our cars will be out and about on the Jubilee weekend, with various gatherings planned. **Devon Club Night will be Wednesday 15 June, at the Claycutters Arms at Chudleigh.** Nigel will be in charge of this one! **Sunday 19th is a nice show at Darts Farm, Topsham** which we are looking forward to, and we hope a lot of members will join us at the **Totnes Rotary Show at Staverton on Sunday 26 June.** Put TSSC on your online entry forms to ensure we can park together. Into **July, 9th and 10th is Powderham Classic Car Show.**



We have around 30 cars entered for the TSSC Club stand and, though it is too late now to enter your car, do come along and say Hi if you are there.

Have you entered yet for the big **TSSC / TR Register and MG Car Club show at Stafford County Showground? Dates are 20 and 21st August** and when you enter via TSSC using the form in the Courier or online via the Club Shop, a proportion of the ticket price comes back to our Club. TSSC is the lead Club this year, so do try to come up. There will be lots going on for everyone and I am sure will be bigger and better than ever. There are good camping facilities on the Showfield or if that does not float your boat, there is accommodation nearby.

Sunday 4 September is our second running of the Triumph Tour of Devon. As before, you can do all or part of the route, with three starting points at Tesco Ivybridge, Bowling Green Torrington and at Exeter Services. All will finish with a gathering at Whitehouse Services at Okehampton. No charge for this social event which is a non competitive drive.

Finally, remember that your Area Organisers are able to undertake your valuations for the Club's insurance scheme. At £20 for two years' peace of mind, why not? Contact us if you are interested.

As we drive relentlessly towards mid-Summer, enjoy your Triumphs whether on 4, 6 or 8 cylinders.

QUICK DEVON DIARY

Thursday 2 June North Devon Club Night at the Crealock Arms, Littleham nr Bideford

Wednesday 15 June Devon Club Night at the Claycutters Arms, Chudleigh Knighton

Sunday 19 June Darts Farm Topsham Show individual entry Estuary League of Friends

Sunday 26 June Staverton Show Individual entry Totnes Rotary

Sue, John and Nigel



Essex

e-mail: mikititchen@aol.com

FB - Triumph Sports Six Club Essex Area

Mike. 07860 708356

At the beginning of April, Mick and Marian took a trip to Little Easton Manor breakfast meet, they has a lovely time and the weather was really dry, sunny and not a cloud in the sky all morning.

Our April monthly meeting was at the Passing Thyme Cafe, unfortunately myself and Sue were on holiday, there were 4 cars and 8 of us, Mick, Marian, Brian, Jean, Melvin, Carol, Allan and Janet quickly followed. It was so nice to meet up again. I would like to give a big thanks to Marian and Mick for holding the fort for us.

Steve, Janet, Cathy and Mark turned up to the May Day meeting at Little Easton Manor in Dunmow. Here is a write up from Steve: We had a lovely day, when we arrived there was a lot of cars but no Triumph's. Janet enjoyed walking

Essex Continues

around the grounds and we took loads of pictures and came across some Alpacas which she loved. A TR3a came in, immaculate condition almost as good as mine ha ha!



Then a TR5a also immaculate arrived just after that Cathy and Mark came along in their lovely 1500 Spitfire, we had a good chat which finished the day off.

Over the last few months I have been welcoming new members to Essex Area and sometimes I have been able to help in getting there triumph's going, recently a lady had a problem with her Herald, I would like to thank Alan Dines for going out and getting her car going and replacing a coil that was overheating and put in a new set of points after it broke down in Saffron Walden.

On the 22nd - 24th April we arranged an Area Drive it Weekend with a visit to TSSC HQ on St George's Day. We stayed at The Premier Inn at Market Harborough. So Friday morning a few of us met up at Birchanger Green Services on the M11 to start our drive up towards Market Harborough. This was the maiden long distance voyage for Mick and Linda's Stag. The trip went well first stop Spaldwick Services on A14 for a light lunch. But we discovered Mick's rear lights were not working so we continued with their car sandwiched in between our cars until we got to the hotel. After booking in and everyone freshening up we arrange to meet up in the bar for some refreshments or it might have been a beer or two!!! whilst waiting for our other guests to arrive for that evenings meal. There was myself, Sue, Janet, Steve, Linda, Mick, Janet, Allan, Tony, Caroline & we also invited Angie from HQ.

The evening went really well talking about old times with Angie and arrangements for the Saturday visit to Headquarters. Saturday morning after a good night's sleep we arranged to drive into Market Harborough Town Centre to have a morning walk around the shops and a coffee and enjoying such a nice little town. As this was St George's Day we dressed all our cars up with St George Cross flags for the drive to Headquarters which looked quite impressive and made a lot of head turning by the public. A couple of us were wearing our new designed Essex out and about T-shirts especially to celebrate. After a long drive Stewart

joined us, there were roadworks on M11 which took him on a de-tour.

Angie had laid out a a really good selection for lunch, jacket potatoes homemade quiches and light bites. After this Angie took all of us on a tour around the museum, explaining where the bar came from, it was taken from the original pub called the Herald that was near the Triumph factory and the pub sign was hanging on the wall. Then we went through the hallway past all the memorability of different parts and things about triumphs through the years. It was so much to take in I definitely think another visit is on the cards as I'm sure everyone missed something or other during the tour. We then went in and saw 2 concours cars and also the working chassis that was donated to the club. After looking around these cars we then were taken into another area to see the white Stag which had never been registered and all the other variations of Heralds and Vitesse's that were on display. I really cannot describe how interesting this display is so for anyone else it is a must see. A big thank you to Angie for giving up her own time to prepare food and the tour which was most appreciated by everyone. After the the walk around the museum Steve and Mick went out to his stag to do some temporary repairs on the rear lights so that he had some form of brake lights for the journey home this is all down to bad earthing that happens with old cars Mick is now going forward to get new light fittings to repair this problem

We arrived back at the hotel to discuss all that was on display over the evening meal. The following day we departed altogether to carry on the drive it weekend. We set off to have a roast dinner at Foxton Lock Inn where we had a lovely outlook onto the locks and the ten locks going up the hill. The meal was lovely and we all agreed that this weekend was excellent. We drove in convoy homeward bound to Baldock Services where we said our goodbyes.

After a 2 year break finally The South of England Meet took place at Leatherhead Sports Centre, there were 7 cars from Essex that attended. Lots of cars turned up over the course of the morning, with lots of variations of Triumph's. It was good to see some old and new faces, we had a visit from Andy from the Devon area, the sun shone throughout the day. We all sat together for a picnic lunch chatting about the up and coming show dates as this was our Monthly meet up.

Up & Coming Events June 2022

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

Sunday 12th - Monthly Club Meet - Venue tba - contact Mike on 07860708356

Sunday 19th - Peter Best Drive it day at Braxted Park, Essex - Book your tickets at www.classics-at-braxted-park-2022.eventbrite.co.uk

Sunday 19th - Battlesbridge Breakfast Meet - Battlesbridge Antique Centre, Malting Road SS11 7RF - 9am - 12 noon



Gatwick



**Sunday 26th - The Lawn Classic Car & Retro Show,
Rochford, Essex SS4 1PJ -**

**We have 2 spare tickets for this Event
July 2022**

**Sunday 3rd - Little Easton Manor Classic & Interesting
Car Meet, Dunmow CM6 2JN -**

Book online on their events page by RSVP

Saturday 9th - Hoddesdon Town Classic Car Show -

Book by phoning 01992 0785555 Ext 5792

- £3.00 per car

Mike

Gatwick

e-mail: rowfantgardencare@hotmail.co.uk

Tel. 07775 564427

Hi all, Hope you're enjoying the sunshine now it's here (beginning of May), April has been pretty chilly! The pub meet was well attended & Chris T came too, sadly it was me who let the side down! I totally forgot! Thanks to Maria, who text me, so I shot up to see you all. The number of triumph's in the car park is growing. It's amazing what a little light & sunshine can do!

The week before the IOW the Spitfire developed carburettor fuel issues again, fuel flooding everywhere so out came the trailer & off to the Village Garage who where brilliant in getting to the problem (a small piece of metal caught between the needle!) & gave the carbs a good tune up & replaced the plugs which were pretty burnt out! Spitfire back home & loaded with tent, sleeping bag & all ready for the weekend. I woke early on Friday ready for the off down to Southampton, (give myself plenty of time) route all sorted. France's came out to wave me off, but said I can smell petrol! We checked everything, all seemed fine, so off I went. I got less than a mile before I could smell fuel! I pulled over, lifted the bonnet, fuel was pouring out of the rear floor chamber (the opposite to before). I phoned the village garage, they said bring it straight over, so I had one of the most nervous drives I've had in the spitfire. But we made it! And Adam got straight to work on it, discovering yet another piece of metal in between the needle! So all cleaned out, Adam fitted an extra fuel filter just before the carbs. I'm now about an hour late for the start of my journey, so finally I'm off, I still had a chance of catching the ferry, as long as there where no more problems! I don't know how I did it I got to the ferry with 10 minutes to spare!! The spitfire driven beautifully all the way, what a relief.

So here I come Isle of Wight!

What a huge relief it was, to finally be here, tent up & sit back & enjoy the view.

I met up with everyone in the Clubhouse for a beer (very cold) (I'm not sure that they know how you are supposed to serve real ale!) & some food.



Next morning the weather was beautiful again & I wondered off down into town (East Cowes) for a fry up at a cafe & then feeling ready for the day I wondered back to catch up with Maria & Chris (still having breakfast) in their caravan. It was then time for the convoy to Robin Hill (I'm not sure the islanders quite new what had hit them, this massive convoy of Triumphs)

All parked up in the sunshine & once everyone had taken their photos & chatted about the cars, some went into Robin Hill country park, while the rest of us drove off to Haven Street steam railway, where there was a beer festival on!

(Great beer at the right temperature!)

Sunday was a complete change we woke to the pitter patter of rain on the tents! Spitfire mk1 hoods are definitely not the easiest to put up!

Friday wasn't a lot better, but promised to improve, another convoy, this time to the Folly Inn for a farewell meal (very good & great beer). After a while people started to leave for their ferries & finally it was my turn. Maria & Chris were staying for a few more days (all right for some!) so promised they would wave me off.

At the port I bumped into a number of other triumphs on their way home including Adam & Karen Spitty waiting patiently for the ferry. Once on the main land she continued to behave herself & we got home in good time.

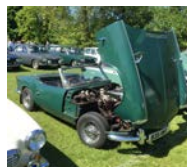
Maria & Chris catching a ferry a few days later We must say a big thank you to Tracy, Elaine & all the IOW team for their hard work on putting on such a fantastic event. Can't wait for next year!

At last the South East Meet is here!

A number of us George, Alan, Joseph & Glen joined the west sussex area for a convoy up the A24. While Edward & I preferring to take our spitfire 4's on the back roads. Leaving Chris T, Maria & Peter doing another convoy of their own. But we all arrived to a packed field of Triumphs, a sight I've not seen for many years, it was brilliant.

Edward managed to get his spitfire into the 60th anniversary display, but only just, a Volvo had muscled it's way in!

Just some of the spitfires on display, it would of looked fabulous if they had been all lined up together, the same goes for the Vitesse's 60th display. They needed to be altogether. Hopefully this can get sorted for Stafford (there will be even more Triumphs there I recon. Just some of the cars & people there, one of which was





Gatwick Gloucester - Herts & Beds

Gatwick Continues

David Brown of Gatwick area some years ago, if you're reading this David do come along to one of our meets at the Red Lion?



Chris & his prize winning spitfire, he came 2nd. Well done Chris!



End of the day photo, great day had by all, well done everyone at Thames Area. Maria says there is a new classic car show on at Crawley (I believe it's at Goeffs park) on **Sunday 12th June 10.00 to 17.00** food & drinks available all day. Let me know of any other shows you are interested in going to? T at's it for now hope to see you with your Triumphs at the next meeting on the **14th June**.

Get out there & enjoy your Triumphs

Tony

Gloucester

e-mail: j.rowley269@btinternet.com

Tel. 07802 171227

Hi everybody, hope you have all been well. Now that the weather is somewhat improving :-)) there's lots of trips planned ahead and runs out. We've had some lovely mid-20's temperatures lately so if you've got a Webasto, get it open. If it's a convertible make sure the hood is back, saloon without a sunroof well just make sure your windows are down!

Club night at the The Fromebridge Mill was good with a nice turnout.

On the mechanical front, lots of work going on. Gareth's Herald Convertible continues to have a full engine bay overhaul with lots of scrubbing and cleaning all the decades of grease ready for a nice coat of paint and of course soon a lovely rebuilt engine with some nice upgrades. Of course lots of welding as well to make everything good.

Paul's Bond Equipe Convertible continues to have work done, notably on the rear suspension with a new spring, Spax shocks, poly-bushes, trunnions and generally all new fixings. The braking system is also being upgraded for a larger master cylinder and of course 4 pot big brakes, vented discs etc.

And of course my Vitesse continues to have the interior refit. Myself and Greg now experts in picking monsoon rain



days whenever work happens, thankfully Paul's Gazebo saving the day time after time. Front and rear of the car all sorted now, just the main cabin being worked on to sort all the wiring out. Everything is being re-wired behind the dash, we are almost at the point of rebuilding the dash into the car. Glovebox lightning added, new centre dash light amongst lots of other things.

Stay tuned for progress on all cars.

Le Mans not too far away, hopefully all plans and preparations getting well underway. For all those interested, the **Club HQ Summer Open Day will be on Saturday 25th June**. Free entry for all club members and there associates.

Here's to a lovely June everybody, take care and see you all soon. Andy, hope you've had a nice 60th birthday! Best wishes, many happy returns and all the best.

And on that note, there's just one thing more to say...Keep them running smooth on all 4, 6 or 8!

Costa

Herts & Beds

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

Tel. 01582 750943

Hi Folks, 25 members at the pub in April so things are getting back to more normal, we took a record Raffle collection, we are so grateful of your support and Did you notice more bottles and chocolates in the prizes ???

Last week we had 20 members visit the Bently Priory with a follow me ride for 10 cars. Our outing to the Mosquito Museum is 22nd May and hopefully we have a good support for the guided tour planned

Drive it Day was a flop with 2 cars both 2000/2500 of Me, Jill, Audery, Valerie and Ashley and Janette but Alan and Anne again in a 2500 estate. and Fiona and Jenny all met us at the garden centre so 10 made a day out but few cars

We will be hunting down volunteers for our day at **Duxford September 4th** volunteers get in free but must be on site for 8am !! This is for ticket sales, parking, raffles and refreshment tent jobs.

The **McAlpine Fawley Hill trip July 31st** is fully booked with 33 members on the list payment details will be issued soon. This is a donation of £10 each and a I'm sure a wonderful day out.

These are the organised events off our proposed calendar any local events will get notified and you can organise on a DIY basis, we cant do everything, if you want something circulated locally let me know.

Short notice! Shuttleworth have their **air show day May 1st** and we hope to picnic on the Green at Ickwell and watch for free.

So get them all running, get the smile and let's use the cars as they should. and in case anyone feels were on a scam, we are about to replace HSBC with Santander bank as this will avoid bank charges of £5 per month, it's not active as I write but it's imminent

Pete
and team

Lancashire - M25 East



Lancashire

e-mail: kev.makin@hotmail.com

e-mail: jdpetty@talktalk.net

www.tssclancashire.yolasite.com/

Facebook: TSSC Lancashire Triumph Sports Six

Tel. 07946 045869

or 07951 727747

Hi All. Lack of attendance had meant that we had paused our monthly meetings until May and I'll let you know in my next report if we have had more joining us.

However, Drive-it-day was surprisingly well attended, with a dozen or so vehicles meeting up at the Phantom Winger Preston, I purposefully



kept it as a simple run up the A6/A590 to the Lakeland Motor Museum in order to attract numbers. Amongst the regulars were a few new members namely Craig Stansfield in his recently acquired GT6 and Stewart Jackson who joined us en-route at Bolton-Le-Sands in his Spitfire. The run up the A6 was fairly uneventful other than a large tractor/trailer combo holding up progress....but once on the A590 TWO police road closures the later within a couple of miles of our destination causing absolute mayhem on the back roads. We all made it except for Norman in his Daimler Dart who bailed out at one of the road blocks and Sid who had a fuel leak on his Moggy traveller at the start eventually arrived in his trusty MX5.....anyway after a tour round the museum and car parks people made their own way home with a few of us detouring via Grange-over-Sands (nice place) and grabbing something to eat Nr Lancaster. All in all at decent day out....

Please note my new mobile number is 07946 045869

Cheers ...

Kevin

M25 East

e-mail: herald1360@btinternet.com

www.facebook.com/groups/152603311545573/

Tel. 07938 526324

Hi folks, and here we are in flaming June. Isn't it lovely to be out and about at shows once again after all the cancellations of the last couple of years. We sure have been busy so far this year.

Things we got up to over the last month were Barry's Suspension Overhaul Day which went well, all quite straight forward and not a seized bolt in sight. He now has brand new springs and shocks on the front. A little bird whispered



that he is renewing all the bushes as well at this very moment.

Easter weekend would normally see us at the Historic Dockyard in Chatham but unfortunately it doesn't look like that one will be taking place again. Still, this gave us the chance of going to the Transport Weekend at the Museum of Power in Maldon. It's always an interesting place to go, well for the boys anyway. Don't think the girls are that much into watching the big steam engine and checking out the old workshops ha ha.



The Saffron Walden Crank Up was our next outing and it was the first time we've been to this one. It was a massive show held on the old RAF Debden Airfield. Loads of steam



engines trundling around, lots of military stuff, toot stalls and luckily enough a beer tent where Myself and Barry sampled some Italian lager whilst Paul went for a couple of pints of some brown, warm, flat stuff they call ale ha ha. It was the first trip out for Barry n Laura's Vitesse since its suspension surgery and the verdict is that it drives much better. Paul gave the Spitfire a rare run out, giving the TR a rest.

We're getting used to seeing Brian's 'Mater' trailer at shows now. It's given him a new lease of life now he can ride around the show on his trike in comfort.

For the early May bank holiday weekend we went to the Merton Vintage Show down in Faversham. We last did this one many years ago,



2009 I believe and it's still a big 3 day show. We could have done a camping weekend but we all wimped out. Well, it's still a bit chilly in the evening this time of year for us old'ns ha ha. This show gave Chris the opportunity to give his Vitesse Estate a proper blast as this was the furthest it's ever been. It was nice to see Andrew and Neelam out in the TR and Malc and Lesley out for their first trip this year in the old faithful Vitesse. Brian and Jean were having a bit of trouble with Lightning not quite running proper, but they managed to get there and back none the less. Lots of toot stalls and most of them really were toot, although Neelam did buy a nice metal Cockerel.

So, that's what we've been up to but what's happening with the cars I hear you ask. Well, Dickie Boys Vitesse has been giving him no end of trouble, there seems to be no answer as to why it keeps playing up. At this very moment it's in a local garage to see if they can get to the bottom of it. Fingers crossed it'll all be good for the SEM. Kev's car has been in the painters after an unfortunate meeting with a falling cabinet..oops. And I have finally taken the plunge and ordered the trunnionless suspension kit. I hit a blooming great pothole coming out of the Saffron Walden





M25 east Newbury - Norfolk

M25 East Continues

Show and was surprised that nothing fell off. After 30 years service I think the trunnions need to be replaced. Hopefully it'll all arrive and be fitted before our trip to Laon.
See you at the shows -

John

June Events

Friday 3rd - Monday 6th - Laon Historique
Saturday 11th - Sunday 12th - Aldham Old Tyme Rallye
Sunday 19th - Classics at Braxted Park
Friday 24th - Sunday 26th - The Broyle Country Show

Newbury

e-mail: dave.rumens@btinternet.com

Tel. 01635 868640

"Newbury area On Tour" - The next venue for our tour of the area will be The Fox at Peasemore (RG20 7JN) on Wednesday 8th June. The meeting on 22 June will be at The Craven Arms as usual.

Dave and Robin both continue to work on their Heralds. Dave's Herald had largely been used for 'show and shine' over the last 15 years but Dave is now driving it regularly and it's beginning to show areas that need improvement. The latest items to be replaced were the rear driveshafts U/J's, bearings and the trunnion bearings. In fact, Dave built up complete replacement sections, as this was an easier and quicker way to keep the car on the road. The sections that came off the car will be re-built as spares. Dave bought the Herald to keep him busy and have something interesting to do, which has certainly been the case.

Robin, on the other hand, has a long way to go before he will get his car back on the road. The bulkhead, bonnet and tub have all been taken back to bare metal, rot removed and fresh steel let in. It won't be long before a tin of Signal Red is opened. It will be exciting to get the car one step closer to the road. With a bit of luck, Robin will be driving it by Christmas (2023!).

Robin attended the car show at The Cottage Inn with his Dad. Whilst driving there, 2 TR6s passed by on the road, leading him to think that the show might be ending. On arrival, there were still a number of cars in the field to admire. All had wheels, paint, and a working engine, unlike Robin's Herald. You'll get there sooner or later Robin!

And, in other news, Nigel gave his TR7 a service including checking oil levels in both the gearbox and rear diff. The gearbox had been a bit crunchy since Nigel woke her up from winter storage but the more he drives her the better it seems to be getting. Maybe a rebuild next winter is the way to go. Despite the crunchy gearbox, Nigel got out for an open top drive on the bank holiday weekend and took her to the club meet for the first time this year. And the prospect of more crunchy issues was realised when Nigel

won the TR7 cookie cutter in the raffle. That was surely the prize of the night. We are all looking forward to some biscuits at our next meeting Nigel!

The evening's raffle was a second opportunity to raise money for the DEC's Ukrainian Appeal. Over the two nights we have made about £200 which will make a real difference. Well done Newbury Area!

Robin

Norfolk

e-mail: paultsscnnorfolk@gmail.com

Paul. 07584 000442

A totally different night to last month but still a most enjoyable evening at the Swan. Six of us turned up early for a bite to eat before the meeting, joined by a further three for the April meeting. So a somewhat smaller turn out to the March get together. This did mean we could have a natter in one big group though. The highlight of the evening was seeing two 'new' Triumphs in the car park. John and Jannie's 2500 and Evaldas and Tim's 1300FWD. Both looked to be in good original condition and were joined by Paul and Christina's estate.



Up for discussion was an update on our stand at Sandringham (5th June). Now fully booked with 15 cars and a waiting list started. Our meet up and convoy to Helmingham Festival of Classics (7th August) looks to be a goer with over 10 expressing an interest on Facebook.

We've also been contacted by the organisers of **Classics at Glemham near Woodbridge, Suffolk on Sunday September 4th** asking if we'd like to put on a display (<https://classicsglemham.org.uk>). For some reason I agreed to TSSC Norfolk being allocated some space. Could you let me know if you would be interested in showing your car as soon as possible so I can gauge the interest. We should also, hopefully have some Suffolk members joining us.

Drive It Day Scatter Treasure Hunt

Well that was a busy one! Our third Scatter Treasure Hunt saw Norfolk swarmed with classic cars. Every classic in seemed to be on the road for Drive It Day. While great for those taking part it did make the counting of points at the end a lot more time consuming. With three points given for every classic car photographed and five points if they were snapped on the move (by the navigator obviously) there was a lot of photographs to look



North East - Northants



through. But many thanks for all those who took part and took the time to send me so many. The winners were Mark and Mike (Spitfire) with 233 points. Next time I'm thinking we might restrict it to just Triumphs... Many thanks also for the positive comments, it would appear that you all had a great time.

TSSC Norfolk goes Carbon Neutral

TSSC Norfolk has decided to offset the miles travelled by its members on Drive It Day and future outings by donating money towards local tree planting projects. We had made enquiries to a number of organisations including Tree-V (as used by the FBHVC), the Woodland Trust and Norfolk CC but in the end, after discussing it at our April meeting, we have decided to do our own thing. So we are currently looking for projects to donate too. If you know of a Norfolk based parish council/organisation that is looking to plant some trees please let me know by emailing paul.norfolk-triumph@gmail.com.

Dates for your diary

Sunday 5th June - Sandringham Pageant of Motoring.

What promises to be the biggest East Anglian classic car event this year. Celebrating the Queens Jubilee It's looking to be a great day out with live music, aerial displays, craft and vintage fairs. We have a terrific variety of Triumphs on display area with a Herald 1200 and 13/60, a Triumph 1300, two big Triumphs, four Vitesse to celebrate 60 years along with a complete set of Spitfires, from Spitfire 4 to 1500 for their 60th. This is a first for TSSC Norfolk for a number of years, so make sure you come along and say hi.

Monday 13th June - Monthly meeting at the Swan at 8pm.

Sunday 7th August - Convo and park up together at the Festival of Classic and Sports Cars at Helmingham Hall.

Please let me know if you are interested in meeting up to convo to this very popular event. Details to follow. Book direct through the Helmingham Hall website.

Sunday 14th August - Tea and Cake Afternoon. One of TSSC Norfolk's most popular run outs with tulip route to Saham Toney for our Tea and Cake afternoon. More details to follow.

Paul & Christina

North East

e-mail: geoff.dent14@gmail.com

e-mail: deryck.beadling@yahoo.com

www.tssc-northeast.blogspot.com/

Geoff. 07773 440201

Deryck. 07939 068976

First of all let me apologise for the lack of a news report in last month's magazine, time got the better of me and there wasn't a great deal of news anyway. We are nearly half way through the year and i can't get myself sorted the time that we spent under lockdown would have given us the opportunities to get ahead but to no avail, most of us are still tinkering with all jobs that could have

been completed.

April the 28th was drive it day, (not park it day) we as a group made a good show of Driving our cars, in our group we had 7 club cars + Mick in the Caterham and 3 Merc convertibles. We expected John to join us but he had a leaking core plug on the Spitfire and was in the process of the repair and waiting for parts so never made it.

Our route took us down the A19 to Osmotherley and across towards Helmsley, Apparently this road is nicknamed the goat track, is it because its up and down and narrow and twisty for the whole 15+ miles. After a coffee / refreshment stop we continued up onto the North Yorks moors across Blakey ridge, this was when I was glad for the GT and it's roof, as the temperature dropped dramatically, from there we headed for Stokesley for afternoon coffee, then homeward bound, I covered just over 150 miles, and those from the North over 200 miles.

Our next planned Event is the classic show at Ushaw house on the 28th may, more on that next month

In June we have the **Teesside Airshow on the 11th** followed by **Morpeth fair** the next day, Quite a few of us will be attending both of these events, At the end of the month a group of us will be traveling down to France so we won't be having our monthly meeting in June

July 8 / 19th is Aln valley Railway vintage and classic show, we could incorporate that with a run out for Ice cream or fish and chips somewhere.

Deryck will be taking over for June's meeting as I will not be available for that one.

Many thanks to Joe and Martin who had printed and framed a photo of the GT6 taken on drive it day on the Goat track

So I will be in touch if anything pops up that we may be interested in and i will see you all in August



Geoff

Northants

e-mail: nigeljohnhawes@gmail.com

www.tssc-northants.org

Tel. 07879 491778

Hi all. So you wait for a weekend event and two come along at once. I fear this may be a recurring theme this year as things get going again.

I was going to say get back to normal but the event schedule is looking more busy than normal.

It seems to be a recurring theme that we have no rain for weeks but as soon as it comes to Earls Barton Car and Bike meet it rains. Hopefully soon we will get decent weather and be able to enjoy what is a good event in the right circumstances.

The two events that clashed were South of England meet and Stoke Goldington.



Northants Northern Ireland

Northants Continues

While Northants has been represented at SEM for several years this was the first time Tracey and I went. It was great to meet up with friends after what seems like a long winter season and the number and quality of the cars on show on the Sunday was incredible.

Jane Smart has written a piece about Stoke Goldington so now over to her.

"With the sun shining and picnic packed we headed out to Stokes Golden Classics for the afternoon. This show was a first for us in more ways than one, being the first ever Stokes Golden Classics event and the first car show Tom had ever attended with his own classic. Places were limited to 350 and we had been lucky enough to get cancellation passes. There was a superb diverse cross section of cars on show from vintage to classic to modern classic and even some future classics. Had some lovely conversations with other enthusiasts on the field and Tom's 2500TC got a lot of attention. We will definitely have it in our sights for next year. A grand day out."

Chris, Jane & Tom

We are now holding regular meetings at **Overstone Manor** as usual on the second Wednesday of the month at 8 o'clock so I hope to see you there soon. Cheers

Jane & Nigel

Northern Ireland

e-mail: heatheranddouglass@gmail.com

Tel. 07707 288233

After several months of having little to write about it changes just like the buses when they come along in twos and threes. In the middle of April we had, what has become by now our annual, Lift, Look and Lubricate at the home of



Colin (L) at Scarva. Thankfully he has a very large garage and a good electric lift that permits us all to have a good underneath view of many of the varied problems relating to our cars. We had a good turnout of members to make use of the opportunity that presented itself. Whilst we normally use the day to "oil our trunnions", as they say, there was such a variety of other work going on that I honestly think very few trunnions were really done.

There were some adjustments done to the exhaust system of Edgars Herald, other work for Robert on the TR6 whilst most of us had our rear diff and gearbox oils replenished to

the correct levels and our brakes adjusted. Just as well as I noted my levels on the TR6 were a

wee bit too low for my liking. Thankfully I had brought along sufficient EP90 oil for that purpose.

Even worse was to follow though as while the brakes were being adjusted it was "discovered" that I could be doing with two rear tyres. I might add that within days two new Zeta ZTR20's were fitted as I was unable to obtain comparable Bridgestone's this time around.

It was good to see the event so well supported with the variety of cars in the driveway although it has to be said that Heralds won the day, again.

I suppose though the fact that we were at the home of the Secretary of the Herald 948/1200/1250 section within our club had a bit to do with it. We were also given the opportunity to see the progress on Colins Herald which is now nearly ready for the road again as he waits a properly fitted hood and some adjustments to be made to the bonnet. It was good to see Stephen (K) there even though it was his 68th birthday that was celebrated with a birthday breakfast on the way down.

Talking about food, we were all well looked after throughout the day by Heather (L) with her tray bakes and scones a wee bit too often for some of us I might add!

In the afternoon we were booked to go to the Bann Valley

Heritage Centre at Laurence-town that was only a five-mile trip away



from Scarva. This consisted of a collection of items associated with the Irish Linen industry, implements used in everyday life in bygone years and a collection of tractors and implements that tell the Harry Ferguson story. I must say that we all enjoyed our trip that was very interesting indeed. It is run by an eighty-two-year-old man Norman Kerr, and he could really do with some more support from within the local community. Born in a farm outside Banbridge agriculture has always been part of his life. Over the last eighty years he has built up an impressive collection from a bygone era which now, as we found out, makes up the Bann Valley Heritage. Some are pieces he used himself when he was younger, while others have been donated to him and some he has picked up in local auctions, recognising the importance of remembering how things used to be for future generations. A few years ago, Norman decided to pull all his items together in one place, building a shed on his family farm to display the collection and he now offers private tours, guiding people through the whole story himself. The collection starts with Everyday Life displays showing how we used to live, showing guests everything from an old-style vacuum cleaner to a manual dentist drill dating back to around the late 1880s. This section features items that would have been part of many homes throughout the years

including butter churns, things for cleaning, a kitchen set up and even features objects from slightly more modern times, with a range of early computers and cameras.

Key pieces include one of the earliest prototypes of the portable defibrillator invented by Professor Frank Pantridge from nearby Hillsborough. The device Norman owns is heavy and is powered by a car battery, but the Professor eventually went on to develop a much lighter defibrillator, which was produced across the world and the idea has now saved millions of people in the last five decades as we now know. One of the large signs that he also had on display had me laughing as it stated the following "False Teeth Bought and Sold - Painless Extractions". I really wouldn't fancy buying someone else's false teeth - would you! Really worth a visit if you haven't already been or a look through his website that has some very interesting photographs of the museum. A big thank you to Colin and Heather for the day, very enjoyable indeed.

At the end of April, we made our way to The Argory at Dungannon but as there was no show taking place this year we made do with a long chat in the courtyard along with some food, of course, a visit to the bookshop and our Easter Egg hunt in the gardens.

Rather than a visit to the house this time around we had a walk throughout the pathways and the surrounding areas to walk off the food. Good to see Philip (A) making the journey to see us as we were joined by Peter and Nathan (M) as well as Colin and Heather (L) and our own Simon. The Hunt winners, in no particular order I might add, were Alan (For), he could see the highest, Heather (H) and then Alan and Pam (F) along with Max, their dog, who seemed to enjoy the open spaces.

Well done to all concerned and for Alan (For) for sharing his winnings with us all afterwards. Hopefully by April next year we will be back to normal and have the full show to go to as well as the crowds and the autojumble.

Photo 11 here) Attended Shane's Castle for a wee visit on the May Monday bank holiday. Not a lot of Triumphs there but I did meet up with Alan (For) who was along with Peter (M) and Nathan in their very tidy Wolseley 1500. Took me over an hour to get in and, for once, I was glad we weren't in the TR6 as I'm sure it would have overheated. Heather was slightly overheated though as I had changed entry roads about three times. As she stated, and right, it's like the supermarket queue once you are in it, stay in it!

In early May we had our monthly area meeting with a few of the regular members at Nortel where we talked about nearly everything but Triumph as we solved the worlds

troubles. Thankfully we eventually got round to Triumphs and a discussion on the way ahead for the refurbishments to my GT6 MkIII. The general opinion was that I shouldn't go for a full body off restoration and that I should have it "resprayed" with the body still attached to the chassis. I was inclined to agree to that as it would save a lot of time, space and the, all important, money.

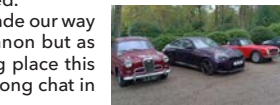
Well, that's about it for this month although I could mention the BBQ at Barry and Elaine's on the first Saturday, but I will keep it for June as we have another BBQ and a run to talk about for the June edition of The Courier.

This last while we have had a number of members suffering serious illnesses and we wish them all the best and a speedy recover. We also welcome Scott McNeely to our club who lives in the Holywood area and has a very tidy GT6 MkIII. Hopefully we will meet up soon and have a good view of his car. He returns home after a few years away from Northern Ireland.

What is happening over these next few weeks? Here are a few of the details. **Wed 1st June Area Meeting.** (Nortel, 7.30pm). **Sat 18 th June Area Run -Down/Armagh.** - (Colin L). **Sat 25/27th June Weekend Run Fermanagh.** We will be staying at the Westville Hotel, Enniskillen. Full details and programme later. Still some places available. **Wed July 6th Meeting at Carrick Castle at 8 pm,** to Rinkha for some ice cream, then to Brian Spurle for tea/coffee etc. **Sat July 16th Area Run - Sperrins** - (Douglas H). **Wed 3rd Aug Area Meeting.** (Nortel, 7.30pm).

Looking forward to meeting up with you all so come along and support the organisers of the events and come along for the craic if nothing else.

Douglas.



Notts

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

Tel. 07976 163006

We can not believe June is upon us already but things are buzzing in the air. At our last notts meet up we were joined by a new member peter. So we welcomed him to our notts group. We are hoping that events that are happening locally we are getting out and about. Myself and Nigel had a lovely ride to the ever lovely Griffins head who meet on a sunday for breakfast 10am til 12pm and i must say what a lovely place the setting is sweet and the service from the pub was fantastic. Griffins head also have there evening meet up every Wednesday night from 5pm onwards and ours is every third Wednesday at stags football ground. Keep a look out for the new stead abbey meet around July. I know some of you went to the April meet up there. We know a few of you went to Thoresby classic car show.

Ourselves attended the Isle of Wight weekend which was great. This is a popular event and with





Notts - Peterborough Scotland Central

Notts Continues

changes to the camp site it was fantastic. Our derwent valley mob were there and Julie and Adrian Hadfield joined us in the caravan. Camping was full and the club house was swinging. All in all a great weekend.

Our next meeting is on **Wednesday 15th of June** from 7pm onwards this is just before we descend the peak run so looking forward to the fun and laughter we have there.

Last thing is don't forget **Sunday 26th June is Notts tssc and little john classic car & bike show at berry hill park mansfield**. Wrist bands are still available come and see nigel or myself for purchases.

See you at Sandys Pates.



Nigel & Di

Peterborough

www.tssc-peterborough.webs.com

Tel. 01780 666045

In May we again met-up at The Gordon Arms in Peterborough. The meeting proper started at 7:30pm, with a pre-meeting meal starting at around 6pm. I think there were 8 of us eating, so the room booking fee was again waived.

We'll be meeting at the **Gordon Arms again on the 13th of June** with the same format.

Random engineering...

I've started getting what I thought was a rattle, or knocking noise on my Spitfire 1500. After much investigation, I finally found that the rear engine mounts (on the gearbox) were on their last legs, and the front of the propshaft (an early form of CV joint) was contacting a cross-member of the chassis. I'm glad I caught that when I did!

With new mounts there is easily a finger's gap between the CV joint and the chassis, and the engine mounts are easy to change. While I was at it I also replaced the aging differential mounts, which means getting the diff out and on to the "healing bench". I'll probably replace the front engine mounts soon.

Colin is looking at upgrading the driveshafts on his Spitfire with ones which have improved bearing surfaces at the hub end instead of the standard ones which run directly on the driveshaft. I'm interested to hear how he gets on with that.

Charlie.

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you

Scotland Central

e-mail: dave.fray25@gmail.com

Tel. 07557 659311

www.tssc-scotland.org

FB. www.facebook.com/groups/TSSCScotland

We had our drive it weekend in the highlands of Scotland this year, we based ourselves in The Panmure Arms Hotel in Edzell, A big thankyou to David and his team for look after us, If anyone else is looking for a base in the highlands we would recommend Edzell as a good location as a base. I have already had several members asking can we go again, The run on the Saturday took us up over the Cairn o mount where we stopped to look at the amazing scenery you can see right down to Edinburgh on a clear day, we then progressed on to Banchory, we stopped in



Braemar for Lunch, What Classic Car road trip would be complete without some sort of drama with one of the Cars, this one was no different with one of our member loosing his engine fan blade in the middle of the road, fortunately the fan blade did not damage the radiator or anything else when it fell off, The Blade was recovered and straightened and a bolt removed from a number of members car so as we had enough bolts to re-attach the fan blade, A big thankyou to all of those who took part in the rescue,

We have 2 shows coming up in June with the Thirlestane Castle Show on the 18/19th June and the Moffat Classic Car show on the 26th June, Alan wells is organising the Thirlestane Castle show and Michael Macallum is organising the Moffat show, In July we have 14 cars booked in from Glamis Castle Show

The Tickets for the TSSC National show is Stafford are now on sale and we look forward to see as many of you as possible in Stafford, most of us will start to travel down south on Thursday 18th August and will come back on Monday 22nd August

We are still having our club meetings in Glasgow for west coast members on First Thursday Night of the Month and for our east coast members we are organising meetings in the Edinburgh area, Venue for the next 2 month may be changed as our usual venue is under refurbishment

Dave

Somerset - Southern



Somerset

e-mail: somersetssc@gmail.com

Tel. 07778 923064

The April monthly meeting was a quiet one as it clashed with Easter and a lot of people were away on holidays or with families but April saw our first big event of the year with a drive and lunch on 24th April, Drive It Day

A few months ago, Steve Polden who is a long time TSSC member but new to our Somerset Area volunteered to organise a run out and Sunday lunch on Drive It Day on 24th April. Of course, we bit his hand off and left Steve and his



wife Nikki to sort out the days entertainment.

Steve put a route on the map and then drove it to make sure it worked OK. Then he put together set up excellent hand drawn tulip diagrams and instructions which he then had his son check independently by driving the 57-mile route using the instructions to make sure there were no mistakes.

He sorted out the pub and then put together an email to inform our Somerset members of the event. He then passed this to us so we could send it out using our mass emailing system.

Steve also extended the invitation to another local Triumph group, Club Triumph.

On the day, we all met at a car park in Langport which was a good choice because as well as having plenty of parking



at 10:00 on a Sunday morning there was also a kiosk selling hot and cold food and drinks. Everyone fitted their Drive It Day plate on the front of their cars and then at about 10:30 we all started to set off on the first 23 miles of the route. This part of the route took us east out of Langport and through Somerton before turning northwest and on to Ashcott. Then crossing the main A39 we used the lanes through Shapwick, Catcott and Edington and on to West House in Chiltern Polden for a drinks and cake stop. Although it was a bit chilly we found a protected corner outside and enjoyed the sun. After some time we tore ourselves away from this haven and set off on the next 34 miles. Despite the cake we were all looking forward to our lunch. Our route took us down onto the A39 and west past our monthly meeting place, the Knowle Inn at Bawdrip and then turned south until it joined the A38. We left the A38 just before North Petherton then on to North Curry, Mill Stream, Fivehead. These were roads completely new to us and was a really good route. It was about this time that we came across Steve and Nikki stopped trying to help out one of the Club

Triumph members who was suffering from fuel problems. He suspected vapourisation but nothing felt very hot anywhere under the bonnet. Anyway after about 10 minutes it fired up again and it was OK for the rest of the journey. We continued east through Westport, Hambridge, Kingsbury Episcopi and then on through Stapleton before turning north to Knole and the Lime Kiln pub which was the end of the drive.

We all had a good lunch with pub being quite busy even at mid-afternoon when we finished.

It is difficult for those that have not ever attempted to organise this type of event to appreciate the amount of time and effort that goes into it. A lot of time spent in front of a map on Google or using a traditional Ordnance Survey map. Then checking out roads and junctions using Google Street View or similar is the easiest way these days. Then actually driving the route to check all the distances between junctions and that the junctions really do look like they do in Street View. Then making the instructions. Then checking out the instructions by actually driving the route live to ensure there are no mistakes as we want our Triumphs to follow the prescribed route and end up at the pub and not end up being scattered randomly across the Somerset Levels. And, of course to organise a pub with enough parking and that can seat a big group together where the food is good but not too expensive.

Steve did a great job. No one got lost which meant everyone turned up at the coffee/tea/cake stop in good time and everyone arrived at the pub at the end of the drive in good time for our 2pm Sunday lunch. Watch out Steve or we may ask you to organise another one.

We have been following Colin Davies and his GTS Mk3 rebuild. The last we heard Colin had some issues with his bonnet alignment which after investigation seems to be a bit of a fundamental problem and not easy to resolve. Colin has decided to forget about the bonnet for now and get the car finished so he can use it as soon as possible this year. The bonnet issue can always be addressed in the winter. So we are looking forward to seeing the car out on the road very soon.

The next event is the Triumph Day at Lynton and Lynmouth on 22nd May organised by TSSC Devon Area and we know we have some Somerset members attending and will report on the event next month.

We have a stand at the Bath Festival of Motoring 18th/19th June and members will have been sent out details of this and how to be on the stand.

We look forward to seeing members at the Knowle Inn monthly meetings.

Alan & Denise

Southern

Tel. 01252 722432

Hi all, last month's venue for the roaming meet was the Hampshire Hog near Clanfield. nice enough venue but I stood in the entrance looking at Wendy. "What's wrong?" she asked and I said "it smelt like an old people home, it



Southern North Staffs

Southern Continues

smells of wee." . There was a large bouquet of lilies by the door . Anyway a small group of us were there to enjoy a good natter.

Popham show on the bank holiday Monday. Probably the last time I will attend that show. The queue to get in was the best part of a mile long. Plus the Vitesse had seriously overheated and the temp gauge was in the red, so not in the best of moods when I did park up. As a club we were spread about a bit with Mike and Barb, Dave and Wendy were with Suzie and Guy (Andover area) with myself further away down the field with Paul and Carol and Neil and Maxine. A lot of very nice cars but I felt the auto/aero jumble was lacking. Well at least it wasn't raining like it has in so many past years.

A big thank you to Neil for organising the drive it day run.

We started off with a dozen cars from the Seven stars and wandered through the meon valley and up to Corhampton down then to Morestead where we had our first casualty. Gil, his Stag, lost power and stopped. He did manage to start it again and turned around but it failed again. Dave B drove past the left turn at morstead which left Mike and barb in the lead . A flurry of position changes took place at Winchester, now I was behind Mike. We got to Waitrose junction and I could see Mike passing the map back and forth to Barb. Thinking they were lost and the last direction I could remember was something about Sockbridge, then the Auto Barn, so I hammered off only to find I was on my own. At Stockbridge I turned onto the A272 back to the Auto Barn then to Sutton Scotney thinking I couldn't have been that far behind. I got to Micheldever , still no sight of anybody so switched the sat nav on to take me to the Haskins garden centre.

When I arrived there were no others from our group. I had a voice mail from Vanessa to say Paul's TR5 had broken down near Overton. About an hour later they all started to arrive but we didn't stay long because of the restrictions Haskins had put on the numbers going into the cafe. There was only one answer, PUB. Well done Neil, great day.

Writing this, I have not long got back from the SEM. A great turnout of Triumphs and a lovely sunny day to boot. I was planning on camping but due to the Vitesse spewing coolant over the engine bay I thought I had better fix it. Wendy , brave lady, did camp but did say it was quite chilly. Sorry to say it was only Mike and myself to keep up tradition and take a wander to the Walking Horse. Well done to Micky and Julie Hazell for hosting a really good show.

Up and coming events - June

3rd-5th Laughton 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
21stRoaming 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

Mike did promise some news from the shows he'd been to, but I think someone had shot his carrier pigeon
That's all for this month folks Take care,

Mark

North Staffs

e-mail: triumphsportssixstaffs@gmail.com

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

Tel. 07939 603061

Hi Everyone. Hope you are all looking forward to some sunny days and trips out in your classic now the summer is here, there are lots of events throughout the summer and fitting them all in is impossible.

Check out what's on in Courier and the list of local events in the area's news on the club website.

We had a good turn out at the last meeting, no Triumphs due to cold damp weather and poorly cars, It was good to finally meet Andrew Best who came along for the first time. Andrew has been restoring a GT6 since the start of lock down and was about to get the car an MOT, so hopefully he will bring it along to the next meeting.

Andrew had been looking for a car for a while when he spotted a 1973-4 car and gaining approval from the better half, he then discovered it was a car he had owned in the 1980's, so of course he had to have it.

The first event back in April was at Weston Park which has often had poor weather, but the weather was very good and made for a great turn with a good variety of cars attending, not sure of the number of local cars there, just one other member with another Stag.

Drive it day also had good weather, we had just five cars

Suffolk - Surrey



for the run and all was going well until the lead cars got out of view due to a large number of tractors also out for Drive it day negotiating a roundabout.

We all know what is like getting stuck behind an old tractor, but 70 to 80 is no joke, fortunately we were going the opposite way, I'm sure those stuck behind the convoy would be really happy.

Being at the rear I just blindly followed but hadn't realised that the two leading cars must have still been out of sight of the MG, who was now leading the way not the Spitfire, and turned off the Wrexham road taking us off the planned route.

Not having any mobile phone for MG we carried on for some distance when the MG navigator stopped having realised the directions stopped making sense, a phone call to the leading cars was made and meeting place was arranged and we carried on via road we were on and finally met up again, then made our way the Pontcysyllte Aqueduct.

Having had a walk on the aqueduct and toilet break we made our way to the Boat Inn where we had a lovely lunch, a number classic cars turned up at the pub including a rather nice old Bentley, see it against Carl's Spitfire, an enjoyable day had by all.



Next meeting 29th June.

Tatton Park 4th - 5th June I'm away for that weekend

Eccleshall Platinum Jubilee 3rd June

Swadlincote Festival of Transport 3-6th June

North Rode 11th -12th

Retro Festival Newark 11th -12th

Lullington Village 25th June

Keep driving the dream

Dave

Suffolk

e-mail: suffolk@tssc.org.uk

Tel. 01206 250360

There were 10 members and 7 cars at the May meeting, a Vitesse, 2 Heralds (convertible and estate), GT6/Spitfire, 2 Stags and a 2000 estate. Although chilly, it was dry and the lighter evenings meant there could be more under-bonnet chatter. Most of that was circulated around Brian's GT6 convertible as he's trying to get to the bottom of a flat spot/hesitation he's acquired. Although it's not too bad when the car is being driven solo, he regularly tows a trailer behind it to events, and with that added drag, it's causing issues when he reaches inclines, even on fast roads. Many things were discussed, from ignition timing to carb set-up and vacuum pipes, giving him plenty of food for thought and adjustments to fiddle with.

Chris has brought his Stag for the first time since the engine swap. Apart from a stall while gathering the rest of the Felixstowe contingent and an annoying manifold leak, he said it's running rather well. The donor car for that engine, has now been sold to Mathew, as he was looking for a Stag project. His garage is being extended to make space, and once

Colin has assisted in getting it up to Downham Market, it looks like that will be the next one for his production line.

Regarding extending Garages, Andrew has been scraping out the footings for his new sandblasting shed. He's going to make good use of some freebie wood panelling and it sounds like he's going to have quite a set-up. Some volunteering work for his local Parish council required a digger, which has seen good use in his own garden for the preparation.

Lindsay's Stag is being prepped for the LeMans classic trip. He has an odd clutch problem, which showed itself up at the recent Ipswich - Felixstowe run. Once warm, there's a fair bit of judder to contend with, could be oil contamination, or it could just be worn mounts. With just 2 months to go and some further shakedown needed, he's booked into a local garage in Bentley for them to have a look at. They have a good reputation, as I know a number of other people that take cars there. My neighbour seems to have at least one of his fleet there on permanent rotation (he does have 15 MG Magnettes!)

Mike arrived in the Herald estate 1500. There's still a few teething issues with it, mostly at idle as he can't seem to get the mixture quite right. CO2 analysis seems to indicate that it's running weak, yet the plugs are quite sooty. He's off to the Shetland classic car show again next month, this time taking the 1850 Dolomite, which should handle all those miles in its stride. He was hoping to have the Vitesse 1600 done for the 60th year celebrations this year, but it's just not quite there yet. Another few months and it should be sorted.

Colin was away for the meeting, but reported that the Norfolk area have a stand at the Glemham Hall show on the 4th of September. They've invited us to join them, so if anyone's interested, please contact Colin.

See you all on June the 7th.

Russell

Surrey

e-mail: cliffdarby256@gmail.com

Tel. 07853 793341

Greetings all, well we are back from the Isle of Wight and the South of England jolly and to my knowledge, no fatalities ! For those who were too busy to make the IOW it was a great success, the new campsite is in a good location on a 45 degree slope which works well for those with vertigo. Beautiful views across the bay and the solemn towers of the oil refinery.

Most folk were in the snazzy caravans, but stalwarts like William, Charlie, Jeremy and Cliff were under canvas and despite frost bite on Friday night it was fine.

The strange object outside Will's tent that had a faecal appearance has probably now gone but it caused some merriment and mirth.

Some good drive outs and the Iron Horse at Haventree proved that steam is better than sail. The spring sunshine and the beer festival was also an easy way to while away a



Surrey - East Sussex

Surrey Continues

few hours. Jeremy and I had some fun in a restaurant when the dim lighting and lack of glasses meant we could not read the menu, fortunately two very charming young French ladies came to our rescue and translated the words and gave us succour. We thought all our Christmases had come at once.

No foul ups on the car front and the infamous "condenser" didn't burn out.

SEM also a great event and thanks to the helpers and the lovely Feltham family who sorted the plans. Also thanks to them for rescuing the take away boys who were able to eat a meal in the warm. I forgot the nail in tyre saga on the 2000 but again £20 was able to sort that one. It was nice to see Con and Liz at the SEM and Cons encyclopaedic knowledge came in helpful as ever, good luck to you both. Pitches have already been booked for next year and no doubt the campers will return.

Westy is off on a 2000 mile drive around the Scottish coast line in the TR5, and when this goes to print we will know if it all went to plan. Some talk of a meet with the Gatwick group to share drive outs, more on that later.

Right I'm off so enjoy the upcoming festivities and God Bless the Queen. Cheers

Cliff

East Sussex

e-mail: gwscarborow@gmail.com

Tel. 07833 944847

In contrast to March, April has been quite a busy month starting with a breakfast run to the Old Barn Garden Centre at Dial Post on the Sunday 10th. A very well organised kitchen ensures food is served quickly and the quality is excellent. Lots of people go to this venue. On 24th April we joined with the Southern Classics Society on their National Drive-it day run from the Chalet Café in Henfield (apologies to the motorcycle riders as we pinched most of the car park) to Penshurst Place, where we all parked up in a line and took advantage of their "tea room". The route to Penshurst Place was interesting with some narrow roads, one tight 180 degree uphill turn, pot holes galore and numerous cyclists. Anyhow, we triumphed (ha-ha)!

April ended with the Magnificent Motors Eastbourne weekend on Saturday April 30th and Sunday May 1st. East Sussex TSSC managed to get 6 places for both the Saturday and the Sunday. Weather was very kind to us on both days and all the Triumphs (GT6s (Kevin & Ian/Chris), Spitfires (Clive/Gill, Vic/Jean and Pete) Stags (Keith /Kate,



Kalam & Mark/Julie), a Bond Equipe (John/ Janice), and a Vitesse (Geoff/Wendy) drew a lot of people's attention as they keenly remembered these vehicles from their past.

One downside was that we did not have any banners / flags like the other clubs so I have approached the TSSC HQ to see if such items are available.



Club members Andy and Lynn Green (Andy is restoring a Vitesse Convertible) introduced themselves and spent a long time discussing his restoration. I think I managed to persuade them to come along to the next monthly meeting. On the Saturday Mike and Patricia turned up in their TR3 and as we had a spare place, they joined in with us. We must have made a good impression as they came back again on the Sunday and we managed to squeeze them in to our allotted area.

One of our long-standing members, Richard Long, made a trip to France in April and kindly recorded his adventure for us to share, along with a small mechanical issue that could happen to any of us, so next time that knock is heard from the rear think of Richard's predicament. Over to you Richard:-

Kathryn and Richard headed off to France in their Mk2 Vitesse (aka Victor) for the last ten days of April; celebrating Kathryn's birthday whilst over there. Simple journey from Newhaven (not P&O !!) to Dieppe, overnight stop in Rouen with friends then down to Reims for five days enjoying the Champagne region. This incorporated the Champagne de Route, taking in the wonderful champagne houses and glorious scenery plus a day visit to Troyes. A return trip to Rouen for a few of nights and then home via Dieppe to Newhaven. The car almost performed faultlessly for 630 miles and certainly benefited from an excellent RR session at BD Engineering in Sittingbourne in Kent before the overseas voyage. Andy the owner of the company certainly knows his stuff and the Vitesse was singing sweetly after he finished with it. Decent service for a decent price. The slight issue with the Vitesse occurred thirty miles outside Dieppe on the return leg. A significant clicking metallic sound suddenly emanated from the rear of the car and suspicion initially fell upon the rear propshaft UJ. That said, all seemed okay on examination and with gentle driving the car made it home without a problem; albeit the sound still remained.

Car up on the ramps the following day and with the help of "Gearbox Pete" the culprit was identified. One of the four bolts connecting the RH diff flange to the CV conversion driveshaft had become loose and kept catching on the diff - hence the metallic sound. An odd situation as all the bolts have been subjected to Threadlock during the conversion assembly, but perhaps over the years the security of the bolts have eased slightly. Fortunately, no damage to the diff or the CV coupling thread and with all bolts replaced with



West Sussex Thames



new plus a dose of Threadlock the car is up & running again with its next trip to the SEM. Marvellous !!

And so, to the May monthly meeting held on Wednesday 4th May. Eighteen people gathered at The Halfway House to partake of the excellent food and chat about all car related issues and in particular the S.E.M. at Leatherhead on 8th May. Andy and Lynn Green did turn up (I must be more persuasive than I thought) and hopefully at last, having been a member of the TSSC for 4 years, he will begin to enjoy meeting the other regular members and getting to know them. Two others, club member Chris Panting and his father in law, Richard (a.k.a. the "spy") Warner also joined us for the first time driving over in Richard's TR6 (he is a member of the TR Register). They drove over with the roof "up" due to rain showers but because the windows had been left down whilst the car stood on the driveway before they set off, they ended up with wet seats. I wondered why they were standing up for so long!

What's on in June? **There is the Cuckoo Fayre at Laughton on 3rd/4th/5th June** (even if your car is not entered go along to the show anyway and look out for some Triumphs) and a breakfast run to **Rushfields Garden Centre, Poynings on Sunday 12th June**. During the MM Eastbourne event we were invited on **Saturday 18th June to the Chailey Fete in South Chailey** (12pm to 4pm, cars on site by 11.30pm).

For more information go to the "Chailey Bonfire Society" website.

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. April's meet had a brilliant turnout of Triumphs with a total of 10 cars thanks to the summery weather. I enjoyed cruising down to the Selsey Arms in my Vitesse following Alan in his Herald convertible. Unfortunately Morgan's Vitesse didn't make it all the way to the Selsey Arms as a ignition system problem occurred causing the car to backfire like gunshots and he had to turn around and limp the Vitesse back home.

Richard enjoyed his first run out of the year in his vitesse to the Four Counties Classic fortnightly meet at the Bletchingley Arms. I enjoyed the fol-



lowing fortnightly meet and was impressed at the turnout and variety of Triumphs that also attended, I had never seen it so busy, the car park was filled with beautiful classic cars.

In other news, Johns Spitfire has passed its MOT and also Morgan stainless steel sports manifold has arrived from the club shop for his Vitesse. It looks great and I expect it's going to sound even better.

We'd love to see you at one of our meetings, we have a really great and welcoming group and a very nice variety of triumphs between us. We have some group drives out in the works so come along and join in. Many thanks,

George.

Thames

e-mail: thames@tssc.org.uk

www.tssc.org.uk/thames

Tel. 07773 623807

Greetings to you all, well you will be pleased to hear my Vitesse is back on the road, with a new rear spring and club shop brackets and shock absorbers, a new UJ on the drive shaft and replacement rotoflex, all topped off with a semi sport stainless steel back box. We have been busy sorting out SEM which will be just a memory by now, hope you managed to go and enjoyed it.

7th April - Prince of Wales Inn, Esher. Just George B & Chris C to keep me sane this evening, wonderful company, lovely venue, great food. Make my day and pop a long and say hello.

21st April - George Inn, Wraysbury. A lovely sunny evening with with a blessing of Heralds in the car park. Chris C, George B, Bob R and my self welcome Marnel W & Paul L along with the lovely Herald 1200, & Johnie R, who has just brought a 2000 saloon.

The other two Heralds were Bob's 1200 estate & Julie's 13/60 saloon. Work on our Triumphs has been my Vitesse (see above). George has a fresh MoT on his Vitesse, Marnel's Herald has recently been recommissioned and passed down to her from her Dad. Johnie is looking for help working on his 2000 saloon. Bob is working hard on his Courier hoping to be ready for Stafford. What a great meeting

Upcoming Events & Shows

JUNE

16th/19th Peak Run Derwent Valley

18th /19th Double Twelve Brooklands

JULY

1st/3rd Le Mans Classic France

24th Summer Gathering & Retro Jumble 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 South Wales

North Wales

e-mail: helenahill@btinternet.com

Tel. 01691 600215

Hi, folks. The monthly meeting on Tuesday 12th April went very well with a good attendance, yet again. Of course things are still getting sorted out, but our group is going from strength to strength, which is great! We were not able to go as we were away at the time, but Glen let us have a report, and there was a lot discussed and finalised. There is no doubt that things are moving forward, and we all feel certain that the season ahead will be a good one.

Drive-It Day on Sunday 24th must be classed as one of the best ever:- Julia and Alan had originally planned the route, but because Julia had not been very well Glen and Barry took over the responsibility of organising the run. The meeting point was at the Ponderosa, Horseshoe Pass. The run was very well sorted, and not too long:- we finished up in Gresford, where Julia and Alan had arranged a BBQ, which was greatly appreciated by everyone. It was pointed out that you don't have to do a long run or go to an expensive place to make the most of this special day, it all depends on the company you are in. A big thank you to Glen and Barry and Julia and Alan, you are stars!

Last, but by no means least, we saw in the May edition of the Courier that a tribute has been paid to Phil and Lyn Smith, formerly Area Organisers of the Coventry region. Very well deserved, and hats off to Paul and Joan Cheshire for putting this in the magazine. We have known Phil and Lyn for many years, from when we lived in the Midlands to when we moved up here to North Wales, and we regard them as long standing good friends. Best of luck to you both.

That's it for now. Please remember that our monthly meetings are held at the Trevor Arms in Marford on the second Tuesday of the month at 7.30 p.m. Hope to see you there.

Forthcoming events:-

June

4th June:- Classics at the College, Ellesmere.

4th - 5th June:- Tatton Park.

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

30th June:- Lunch Run.

July

10th July:- Caerwys.

South Wales

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

www.triumphwales.moonfruit.com

Tel. 07802 204068

The good weather window in March had allowed the South Wales club to organise an outing to Symonds Yat on Sunday 20th March. We met at our recently adopted meeting point of the Two Arches Café at the M4 Coldra junction 24. When I arrived Bern was already there in his TR4A with Thumper Watson in his Vitesse convertible and Heather and Mike in the time warp Acclaim.

We were then joined by the Haydon twins Kalib and Jared in their Spit 1500 and Andrew in his MkIV Spit. Johns very shiny MKIV Spit then rolled in and the line up in the car park looked like a 1970is Leyland dealership as Tony rolled in in his equally well turned out MkIV Spitfire followed by Megan and mum Sandra in the 13/60 convertible. Symonds Yat is a village in the Wye Valley and a popular tourist destination, straddling the River Wye in the English county of Herefordshire, close to the Gloucestershire border.

It is within a few miles of Monmouthshire and the Welsh border and is topped by The Seven Sisters Rocks an outcrop of rocks forming cliffs above the Wye, between Symonds Yat and Monmouth. We had a good run out and apart from the random diversions and getting slightly lost at one point a good day was had by all. As we were about to saddle up and leave the forest car park Thumper alerted the world that he could not open the door of his Vitesse. We all went to have a look and sure enough the interior of the Vitesse was well and truly off limits. Jared had the first attempt of keyless entry with two cable ties linked together and tried to hook the quarter light handle but this ended in the cable ties snapping as we needed a way of pressing the button at the same time. I remembered I had a piece of thin metal which could serve this purpose in my boot and by the time I returned to the Vitesse Meg had started work on the driver's side of the car with her house breaking kit which she keeps in the boot of her Herald with matching black mask and hoodie. Between us we managed to open the quarter light and get into the Vitesse.

Understandably we are not going to explain exactly how it was done and compromise the limited security of all the members who own Vitesse. Thumper breathed a sigh of relief and stopped cracking his knuckles and thanked us all for not going with John's idea of a brick through the window.

At our monthly meeting in March we concluded that April was going to be a busy month for Club Runs starting with the Malvern Classic Car Show on Sunday 3rd April which was attended by all the usual suspects. Details are scant as I was on a vacation trip to Northern Ireland but I am reliably informed that no Triumphs were harmed during the making of this run to Malvern.

The troops also attended Chepstow on Sunday 10th April which was also by all accounts a good run and well attended. The weather in April was very favourable and there-

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you

fore advantage was taken allowing the club to attend the Weston Super Mare car show on the seafront on Sunday 17th April. This had required an early start and the gang had met at the Coldra near Newport to wind our way along the M4 and M5 towards Weston. The AO got a certain amount of flak for setting off at an hour that meant waking the various roosters along the way as we approached Weston Seafront. Granted we were early but this allowed us to park up in prime position on the seafront display area. Fortunately Magpie had spotted that the local Brewers Fayre was opening to serve breakfast for the workers coming off night shift which gave us some form of sustenance until the sun came up.



On a serious note this run was organised by the club as a memorial to Action Man Gareth Dyer and it was great to see his son Stephen there supported by Gareth's old friend Mals. A good day out was had by all and we all got home in one piece. For National Drive It Day on Sunday 24th April we had planned an outing to Bourton on the Water and we managed to get 6 cars out on the day and passed many other Triumphs on the road going in the opposite direction. We arrived at Bourton on the Water late morning and after parking at the British Legion we searched out the best Fish and Chips and took our



ring side seats on the village green to watch the TR Register synchronised parking team attempt to park 14 cars in 3 parking spaces in front of the Cotswold Classic Car Museum. A great cheer went up from Kalib and Jared and their wives when a very well-manicured TR4 clipped and overturned a rather large plant pot. On the way home however justice was served when Jared's 13/60 broke down due to fuel starvation when his fuel pump fell apart north of Monmouth. Fortunately Kalib had a spare fuel pump in the boot and was able to do a quick change at the side of the road with Bern and myself lending assistance on which tools didn't fit.

We set off again and all was well and once again we all made it home.



Al

Events upcoming for June
Sun 5th June Abergavenny Classic Car Show
Sun 12th June Barry Festival of Transport
Sat 18th June Tredegar Classic Vehicle Day

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you

Wessex

e-mail: trevorcarlyle@btinternet.com

or e-mail: berry223@btinternet.com

www.triumphnewforestrun.co.uk

Tel. 01425 475376

Basingstoke, was over subscribed, so we were unable to secure a club stand; we were going as punters, but at the last minute our plans were scuppered. Beaulieu Spring Auto-Jumble, 14th/15th May, report next time. **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;** that is if they are able to get any coal! It has to be the right type of coal, and now that Britain has stopped producing with the closure of the last mine, it was going to come from Russia, need I say more; it now might have to be sourced from as far afield as Australia, so if you are intending on going, be prepared to see fewer steam engines and more diesel/electric, that is if they can afford the diesel!

Classic Cars on the Proms, 10th July, 24th July, 4th Sept., 25 Sept. For vehicles registered before September 2001 (the change over from the old style number plates). As with any of the dates I supply, please check for yourselves before committing, as things do have a tendency to change at short notice.

"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.

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.

Our April meeting was back to normal, with a good display of classics; I cannot say "Triumphs" as there were a few interlopers, but who cares! No more them and us, it is all classics versus the rest! I digress, the landlord kindly allowed us to assemble on their rear lawn, which if I had thought, I could of included a couple of photos (if I had taken any!). Most stayed with the cars, not coming inside until it was dark. For those going, Le Mans Classic was discussed and the final arrangements were made, like who was going with who and what cars were going to be used. The following Sunday, "Classics on the Quay" at Christchurch, which we had all been looking forward to, as is always the way, was let down by a constant drizzle most of the day, a total contrast to the day before which was beach weather.

I was not going to mention the A35, but thought this might amuse, you could not make it up! This is an extract from their official site; "The completion of the multi-million-pound A35 Holmsley bridge project could be delayed for at least another month due to nesting birds. The C10 Station Road has remained shut underneath the main road, which was reopened on April 11, despite assurances that the C10 would also be ready shortly afterwards. Upon enquiries, it has been established the reopening has been delayed due



Wessex - North Wiltshire Worcestershire - North Yorks

Wessex Continues

to recently hatched chicks nesting beneath a bridge support. A Hampshire County Council spokesperson said: "While it had been planned to open Station Road earlier in April, this has not been possible as work to move an over-hanging temporary support on the west side of the bridge has had to be rescheduled because of birds nesting underneath the support. The provisions of the Wildlife and Countryside Act 1981 require the nest to remain undisturbed until the chicks leave. The nest is being closely monitored [by an ecologist] and the work will proceed as soon as the chicks have left." Ringwood is still continuing with it's contraflow; off-peak is not too bad, though there will now be temporary lights & cameras added to assist with the control and flow around the affected areas.

keep smiling,

Martin

North Wiltshire

e-mail: north.wiltshire.triumph@gmail.com

Tel.07852 455242

It was great to see so many cars (and their owners!) at the meeting last month, many of whom had spent the day at Castle Combe, driving or spectating at the Triumph Track Day. A special welcome to Clive in his Zetec powered Spitfire who ended up driving all the way back to Brighton at the end of the evening!

With the evenings becoming lighter now, we look forward to spending more time in the car park admiring each other's cars and a bit less time huddled indoors!

Thanks to Jim for bringing the Herald spares, kindly donated by an elderly gentleman clearing out his garage. Not entirely sure what was there, but if you need anything give Geoff a shout as he now has them in his care.

Dates for your diary:

The Vintage Nostalgia Festival at Stockton 2nd to 5th June,

Lions on the Green at Devizes Sunday 12th June,

Heddington & Stockley Steam Rally 2nd / 3rd July

Club Triumph Weekend Gaydon 8th / 10th July

Atwell-Wilson Motor Museum Road Run & Annual Classic Vehicle Show 9th / 10th July

Chippenhams Cherished Vehicle and Family Fun Day 10th July

Swindon & Cricklade Festival 13th / 14th August

Triumph & MG Weekend at Stafford 19th / 21st August

Castle Combe Autumn Classic 24th September

See you all at The Foxham on 14 June.

Craig & Sarah

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

By 8th of each month - Thank you

Worcestershire

e-mail: vicky@richarddredge.com

Tel. 07745 299457

Not a lot to report again although a lively meeting, commencing with 5 new members in a very nice Vitesse and similar Herald. Sorry, my memory isn't what it used to be. I think, it was Ken & Cedric - sorry ladies I can't remember (possibly Pattie?)! 17 members managed to come along and we had 5 club cars in the car park - we will have to see if we can increase this number as the weather (hopefully) improves.

Most of the night was taken up with chat about 'Spring compressors', which Mike required (Apologies if spelt incorrectly), only to find an abundance of them amongst members and then discussion with reference to Le Mans at the end of June, now that it's getting that much closer and we are all looking forward to a 'jolly good time'.

I'm still working on my car, trying, in between other jobs and the intermittent weather, to repad my seats but having a few minor problems which I'm sure I will overcome - may have to use the gentle persuader however! Anyway, hope you all enjoy the month of May, both in and out of your Triumphs and keep safe and see you all at the next meeting, even those of you we haven't seen for some time.

Next meeting - Monday June 6th - limited number as some members will be away in France and then going back for Le Mans. Take care.

Stef.

North Yorkshire

e-mail: warrenr6@yahoo.co.uk

Tel. 07534 820155

It's been good to see many of the North York's group out and about so far this year, both at our two monthly meetings and at the recent Drive your Classic day. This was kindly organised by David in conjunction with the York Historic car club we had a trip from York to the Sherburn Aero Club and what a turnout it was so thanks David and hope to join in at other events this year.

At our meeting to the Motorist we were joined by the Sunbeam group and was good to see fellow enthusiasts with well presented cars so always makes a good evening with many classics on display.

By the time you read this we will have had our trial meeting in Pickering so hope to feed back on this. Looking through the mailing list I have a lot of the addresses bounce back so if you don't hear from me please drop me a line with your current details.

Please let me know what your plans are during the summer month with your Triumph?

Keith





More details and booking forms on our Facebook page and website - www.peakrun.weebly.com



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.tssc@btinternet.com

Useful links: www.tssc.org.uk

www.greatbritishcarjourney.com www.drivedadscar.com

New Dalesrun 2022 10th, 11th & 12th June

The 2022 60s/70s themed Dales Run will be based at High Lining 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 Dentedale. 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)



 Join us for the Northants Area

CAMPING WEEKEND

Friday 15th July - Sunday 17th July 2022

At Top End Farm Campsite,
Colworth 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	0779804415	J.muschalli@ntlworld.com
Dave on	07770650802	davesmith.triumph@hotmail.co.uk



2022 Tour of Devon

Sunday September 4th 2022




Organised by
Devon Area TSSC

A non competitive event that is run as a social get together.
Invites have been sent to all the local and national Triumph Clubs

Three start points all finishing in central Devon about 5pm
Each route will cover approximately 230 miles

Start point 1 - 8am Tesco Lee Mill
Start point 2 - 8am M5 Services J30 Exeter
Start point 3 - 8am Torrington Old Bowling Green

Please register via email to sue@jassy.org.uk

Full details of the routes will be emailed in August



the TSSC Herts & Beds Area

DUXFORD



ALL TRIUMPH & IWM Duxford CLASSICS DAY

Jct 10. M11
Sat Nava use
CB22 4QR

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

TSSC Club Shop on site – TSSC Valuations
On site quotes from Peter James Insurance

Raffle & Refreshments Available
Covid rules of the Day will apply

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