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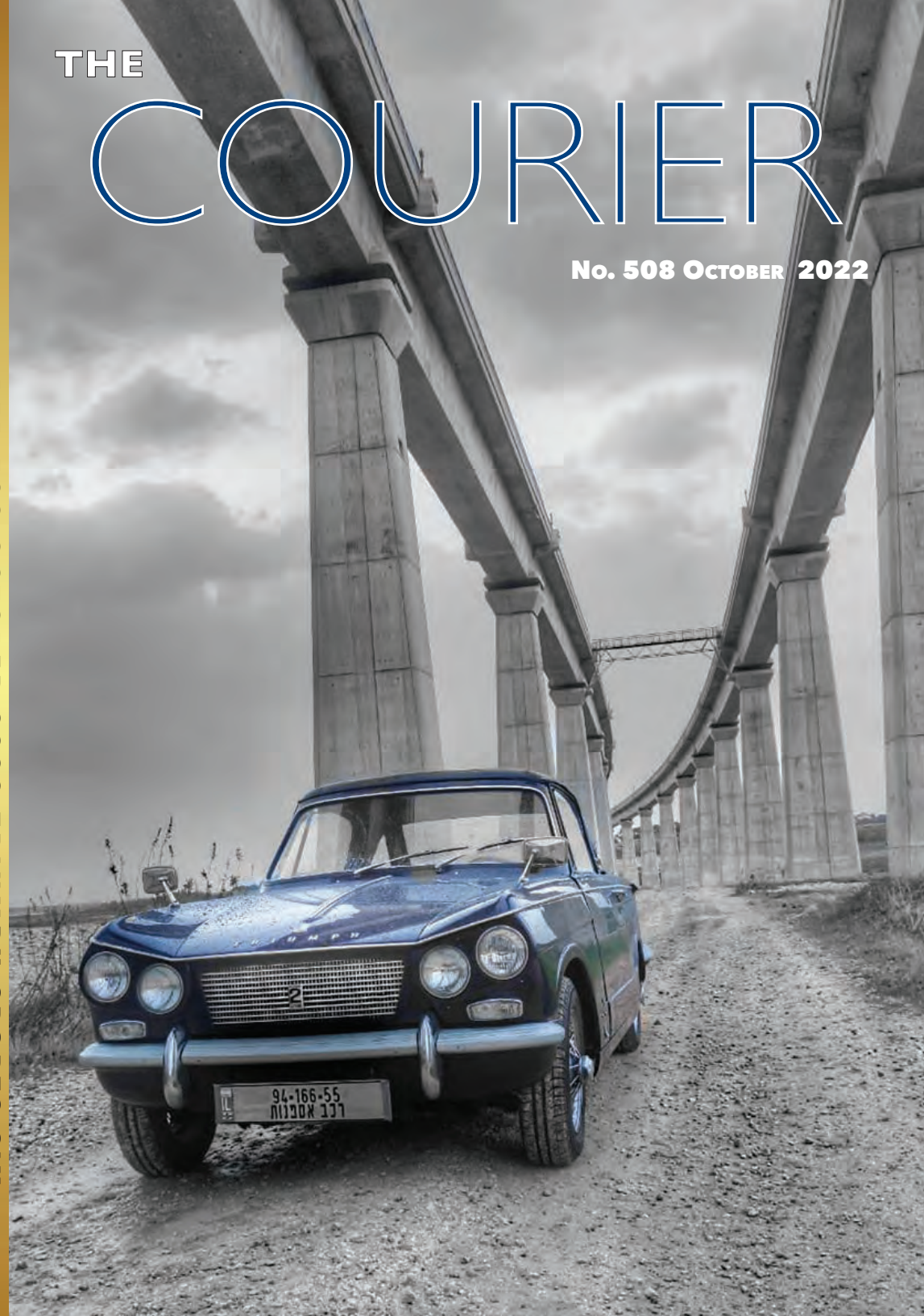
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THE COURIER NUMBER 508 OCTOBER 2022 TRIUMPH SPORTS SIX

THE COURIER

No. 508 OCTOBER 2022



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Tracey Hawes - Financial Lead



Nigel Hill - Area Liaison



Jane Rowley - Director



Carl Swanson - Director



Neville Wright - Director



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

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



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



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THE October 2022 COURIER

Price £3.50 Free to Club Members.

THIS ISSUE - 508

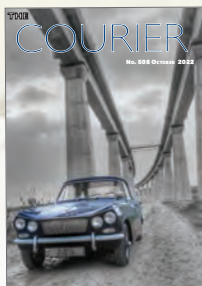
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IT WASN'T SUPPOSED TO RAIN!
SEE INTERNATIONAL LIAISON
REPORT PAGE 32
PIC BY **Michael Kaye**



Courier Copy/Area news

Editor. Bernard Robinson

e-mail: courier@tssc.org.uk

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NO Word/etc Document attachments please

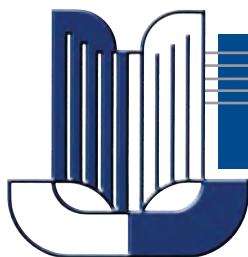
Courier Copy By 8th of Each Month

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

THE GET OUT

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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.

9am to 2.30pm - Friday

TSSC MEMBERSHIP & RENEWALS

Worldwide Membership & Renewal £51.00

Young Member (Age 17 to 25) £25.50

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

Young Member (Age 17 to 25) £22.50

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

TSSC MEMBERSHIP ENQUIRIES

Angie Hill, TSSC HQ - Sunderland Court, Main Street, Lubenham, Market Harborough, Leics. LE16 9TF. Tel: 01858 434424 Fax: 01858 431936

e-mail: info@tssc.org.uk Website: www.tssc.org.uk

INSURANCE VALUATION SERVICE -

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

Email Valuations

e-mail Form To: TSSC Valuation Service

e-mail: courier@tssc.org.uk

Form on Website: www.tssc.org.uk

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FJ Breakdown Recovery - 0800 132 278

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CLASSICLINE INSURANCE

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TSSC ACCOUNTS

Trudi Prettyjohns, TSSC HQ, Sunderland Court, Main Street, Lubenham, Leics. LE16 9TF

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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:

23rd October

and 15th Jan 2023

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

Support your Local Area

Welcome to October's edition of The Courier as the summer draws to a close I hope you have had a good one with your Triumph. I have really enjoyed lots of sunny miles with finally lots of events and trips out with my local area.

Local areas are a great asset to our Organisation, bringing people together, friendly helping out with suggestions, problems or modifications. We hope that you join in locally, but if you have never made contact I would like to suggest you pop along to a local pub meet I'm sure you will be pleasantly surprised. Don't wait until your car is on the road, you may find somebody there that has just the part you are looking for to finish that rebuild.



I did have a slightly slow start to the season as I was plagued with fuel problems and had to seek the recovery that I have included with my insurance supplied by Classic line from the TSSC Insurance panel.

All fixed eventually with new fuel hose from the TSSC Shop and then I was back on reliable Triumph motoring again.

I would like to take this opportunity to Thank **Angie Hill** for all her hard work over the years with the TSSC. She has helped most of us getting a phone number or a part dispatched, tickets added for Le Mans and all with a cheery smile. Angie we really are going to miss you, but hope that you have a long and happy retirement and maybe will pop and see us on an open day or two.

We are well ahead with our plans for the Classic Motor Show at the NEC 11th – 13th November the discount code is in the Courier, we hope to see as many of you on our stand as possible over the three days. We have a great display planned and love to welcome our members for a Coffee and a chat on what is a very large show with lots to look at.

There are still some nice autumn days out there to enjoy your Triumph – they are better used and really do make people smile as you drive past, so get out and...

...Do More with Your Triumph!



JANE ROWLEY

TSSC COUNCIL OF MANAGEMENT



EVENTS CALENDAR

e-mail courier@tssc.org.uk

TRIUMPH
SPORTS SIX
CLUB

TSSC NATIONAL, REGIONAL & EUROPEAN EVENTS

See also further adverts in Courier

December 2022

SUN 4 DECEMBER 2022

TSSC HQ CHRISTMAS OPEN DAY

TSSC HQ - 10AM TILL 4PM

LE16 9TF

SAT 10 DECEMBER.

TSSC CORNWALL

CHRISTMAS DINNER & DANCE

TREGENNA CASTLE HOTEL

ST IVES

CONTACT CAROL 07979 464643

OR 01726 824523 AFTER 6PM

EMAIL. carol.63@hotmail.co.uk

CLASSIC CAR SHOWS (CLUB INVITED)



November 2022

FRI 11 SAT 12 SUN 13 NOVEMBER

NEC CLASSIC MOTORSHOW

DISCOUNT TICKET CODE N22CC137

www.necclassicmotorshow.com/tickets

Insurance Valuations

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

Valuation Forms Available from here:

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

with Minimum of 4 Pictures attached.

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

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

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



THE TRIUMPH
SPORTS SIX
CLUB

www.tssc.org.uk

Triumph Sports Six Club VALUATION CERTIFICATE

TSSC INSURANCE
PANEL

POLICYHOLDER'S DETAILS

Insert Name of TSSC Insurance Company Here

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

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

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

Address (Including Post Code) Post Code.....

Daytime Tel. No. Evening Tel. No.

Fax No. Email:

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

VEHICLE DETAILS - MUST BE COMPLETED

Model & Mk.	Reg Number	Body Type	Engine Size CC	Tick if 1st Drive	Manual / Auto	Year of Manufacture	Recorded Mileage at Submission	Date of purchase (Year)	Purchase Price
-------------	------------	-----------	----------------	-------------------	---------------	---------------------	--------------------------------	-------------------------	----------------

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

Body	Paintwork	Chassis & Underbody	Interior	Engine Bay	Transmission & Suspension	Electrical equipment	LAST Known Valuation Figure of Vehicle Here
------	-----------	---------------------	----------	------------	---------------------------	----------------------	---

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

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

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

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

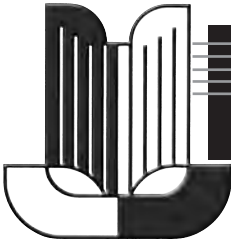
P - PROJECT: The vehicle is usually in need of a full restoration of all its components.

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

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

Provided the details and member's valuation are in order, a file will be opened. If the Club Car has been over or under valued by the member, a more realistic value will be set and you will be advised accordingly.

In the event of a dispute, the Club valuer may request more information or a personal inspection.



NEWS REVIEW

Monthly News

Her Majesty Queen Elizabeth 1926 - 2022



A remarkable lady, an inspiration to so many, who we will all mourn the loss of. Our condolences to the Royal Family and our thanks to Queen Elizabeth for her Duty and Service.

“God Save the King”

THE UK'S BIGGEST & BEST CLASSIC MOTOR SHOW

11-13 NOVEMBER 2022 | NEC BIRMINGHAM



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CARS

THE UK'S
LARGEST
INDOOR
AUTO
JUMBLE

300
CLASSIC
VEHICLE
CLUBS

TO BOOK TICKETS



SCAN ME

PLUS DRIVING EXPERIENCES, MOTORING CELEBRITIES, COMPETITION DISPLAYS AND MUCH, MUCH MORE!



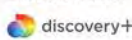
EXCLUSIVE £4 DISCOUNT ON ADULT DAY TICKETS WITH YOUR CLUB CODE*:

N22CC137

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Official Show Partners



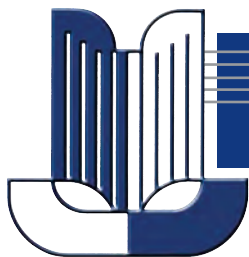
Detailing Partner



Lubricant Partner



*Exclusive discount code is for club members use only. Applicable to advanced adult day tickets booked online before midnight on Thursday 10 November 2022. Code also offers £2 discount on family, child and multi-day tickets. Full ticket information: www.necclassicmotorshow.com/tickets.



TSSC Event Survey

By Chris Gunby - Chairman

**You can also complete this survey Online at:
www.tssc.org.uk/tssc/survey.asp**

Dear Member. Sadly we had to cancel our international event this year at the Stafford show ground in August due to poor ticket sales.

The TSSC event team and the TSSC Council of Management have put together a small survey that we would like you all to fill in either on the TSSC Website or post it back to me at the address below so that we can see what your preferences are for our biggest event of the year.

Please fill in the survey with your name and membership number enabling us to see that we only get replies from current TSSC members.

As an incentive we will be putting all the entries into a draw to win a first prize of a £50 TSSC Club Shop voucher and a £20 agreed value insurance valuation voucher.

The information will be processed and the results will be published in December's Courier magazine. All the information received will enable the TSSC team to move forward in a positive way and create better events for the TSSC.

*** Required. Tick to answer.**

Your Name*

Your answer.

Your TSSC Membership Number*

Your answer.

Did you plan to attend the joint TSSC / TR Register / MGCC International Event at the Stafford Showground on the weekend of 19th to 21st August 2022?*

- ☐ Yes, for the weekend
☐ Yes, as a day visitor
☐ No

What would make you want to attend the TSSC International Event, the Club's biggest event of the year? (please tick all that apply)

- ☐ Cars
☐ Catch up with friends
☐ Traders
☐ Autojumble
☐ Entertainment

Are you happy for the TSSC to work with other classic car clubs to put on larger events?*

- ☐ Yes ☐ No. ☐ Don't mind

Do you attend your local TSSC area meetings?*

- ☐ Regularly. ☐ Occasionally. ☐ No

Do you attend local non-TSSC events? *

- ☐ Yes ☐ No

How far would you travel to an event in your classic Triumph?*

- ☐ Less than 25 miles
☐ 25 to 50 miles
☐ 50 to 75 miles
☐ 75 to 100 miles
☐ More than 100 miles

Do you prefer single day or weekend events?*

- ☐ Single day
☐ Weekend
☐ Don't mind

On a weekend event, do you camp, or would you prefer a hotel or B&B?*

- ☐ Camp
☐ Hotel / B&B
☐ Don't mind

Would you attend a winter event held overnight at a hotel?*

- ☐ Yes ☐ No

***Post survey to Chris Gunby, Riverside Forge, Water lane, North Witham, Lincs, NG33 5LJ.
or email: chairman@tssc.org.uk***



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

Le Mans Classic & the GT6

In this month's article the plan was to have an article on Stafford 2022, but of course that was regrettably cancelled. So as a back up I have some pictures gratefully received from Jane Rowley from the Lemans Classic earlier in the year.

GT6s at the Le Mans Classic

This is one of the events on my list of things to do that I've never got around to, I still intend to get there in the GT6 in a future year though! GT6s at the Lemans Classic earlier this year:-



A familiar GT6 MK3 owned by Stephen Goddard.



Another French works replica Spitfire coupe, this one certainly looks like a replica and hasn't got the proper window profile used on the works cars, possibly either a one off roof or a modified fast back hard top.



A very purposeful looking French car with door roundels showing it's entry in the Grand Prix Automobile Historique de Bressuire. Noting the sticker on the rear wing stating 1147cc it's not actually a GT6 but a Spitfire, possibly a works rally car or maybe even one of the repu-



Don Cook's MK3. I know this car well as Don was a member of the Essex TSSC area when I was living in Essex prior to 1999. Don uses his car extensively in Europe and has completed

many events including the long distance Club Triumph 10CR (10 Countries Run). In fact I can see that Don was entered for the 10 CR this year which took place last month.



Another familiar car, Jeremy Silver's beautiful Valencia Blue MK2 which was restored a couple of years back. Fitted with Revolution Alloys.



Another picture of Jeremy's MK2, with a sign post very much confirming it's location at Le Mans.



Another nice MK2 also sporting some purposeful looking revolution alloy wheels.

Mike Percy's GT6

I've been having some email conversations with GT6 owning member Mike Percy around GT6 commission numbers. He has sent me some pictures of a '72 MK3 GT6 that he has re-



Mike in Car in 1977



cently starting restoring. It's been in his family since 1974 having originally been purchased by his Dad from a colleague at Canley. It's nice to have a car with such a known history, so good luck with the restoration Mike.

Dent Fixed

I've now got my GT6 back from the body shop with the dent in the rear wing from a petrol pump hose that I reported in last month's article repaired. Not a cheap repair but good to have the damage sorted and as usual a fuss free and quality job from my favoured local classic car bodyshop AL Coachworks. They had another GT6MK3 in that has had a full body restoration that has recently finished paint and is nearly ready for the customer.



Dent Before.



Dent repaired.

Cosmic Wheels restored

One job I've been meaning to have done for some time now was to have my Cosmic Alloys restored. Cosmic Alloys are pretty sought after nowadays so although I could have brought a brand new set of popular pattern alloys like Minilites or Revolutions for less than it cost to have these restored I think it was worth it to retain the period aftermarket Cosmic Alloys that were on my car when I bought it back in the late 80s.

It was quite a major job to restore them, the alloy wheel refurbishment specialists had to acid dip them as part of the preparation, then powder coat all over glass black. They were then diamond cut to expose the alloy spokes and finally finished in a Clear powder coat over the whole wheel. The diamond cutting had to

be done carefully to try and remove as much of the alloy pitting on the wheels without taking off too much material. A couple of the wheels were quite badly pitted and it wasn't possible to remove all the pitting but they do still look pretty good. Hence why it was not a cheap job. However, I arranged it through the bodyshop that repaired my dent and they get a healthy trade discount from the alloy wheel specialists. I've put a bit of work on my car through the bodyshop and recommended them to several TSSC and Club Triumph members plus given them some technical advice when they have been restoring a couple of GT6s so they were happy to arrange the wheel refurbishment with the trade discount passed through and no additional charge to me.



Wheels before refurbishment.



Refurbished Cosmic Alloys returned from the wheel specialists.

I finished off the job by ordering a new set of wheel nuts and touching in some chips on the Cosmic wheel centres.





Refitted to my GT6 with new nuts and refitted centres.

From the Archives

So having mentioned **Don Cook** in the Le Mans section above here are a few old pictures I have of him and his car, note the one of him dressed as Bart Simpson doesn't actually bear any resemblance to the real Don!



Don dressed up as Bart Simpson at Stafford in 2003 with my sister Lizzie dressed as Laura Croft.

Andy



Don's car on the Club Triumph 10 countries run in 2015, I seem to remember this picture was taken in Germany at a Curry Wurst Kiosk.



LEFT: Don's car at the end of the Club Triumph 10 countries run at Rolduc Abbey, Netherlands in 2015.





STAG

Ben Carney stag@tssc.org.uk

A Model of a STAG

During the Summer I attended a few classic car events and always found myself when walking around the auto jumble areas, stopping in front of the stalls selling model cars.

Now I didn't buy anything this year, but I'm always fascinated to look at the various models of the Stag. I will admit that some years ago I did collect almost all the Stag models that were available. I've probably still got most of them hidden away under the stairs, but I do remember giving a few of my model cars to a friend's little lad! Also, I'm not the only one who collects these cars. When I've visited fellow TSSC members' homes, I've noticed model cars dotted about in discrete corners of the room. And anyway, when you visit HQ there are dozens, if not hundreds of these beautiful little cars on display.

Whilst I was looking on the web for Stag information, as per usual, I yet again found myself on the late Andy Simons brilliant Stag website, www.stagbytriumph.co.uk. So, I am yet again grateful for use of this website, the purpose of which Andy stated, was to share information about the Stag! The website provides some excellent pictures of the various Stag models that are available or have been available in the past, so could be available on the second hand market. Here is a sample of what this brilliant website has to offer:



Picture 1 shows the White Stag of scale 1/18 made by Jada, catalogue number 98111, prices

vary considerably.



Picture 2 shows the Pimento Red Stag of scale 1/18 again made by Jada, catalogue number 98112.



Picture 3 displays a White Stag of scale 1/43, made by Dinky, catalogue number DY-28. There are various versions of this model, with a special boxed collectable limited edition (picture 4) catalogue number DY-28A. Again prices vary con-



siderably, I have two, the first cost £5, the second £15, but I've seen them advertised at £40. A model that I have not personally seen before is the Dinky, catalogue



5.



9.



6.

number DY028-B, Green Stag, (scale 1/43), pictures 5 and 6.

The next two model Stags are actually my



7.



8.

favourites, pictures 7 and 8 show the Tahiti Blue hardtop version made by Vanguards (scale 1/43), catalogue number VA10100, this being a limited



10.

edition of 3510. This is followed by pictures 9 and 10, which show the open top Tahiti Blue model, again by Vanguards (scale 1/43), catalogue number VA10102, this again being a limited edition of 3510. I will admit to having both models that only cost me £5.99 each. Current prices seem to have increased.



11.



12.

Now a model that I haven't got is that of the Stag from the James Bond Car Collection

(pictures 11 and 12), that was issued as part of the magazine collection covering cars featured in the various James Bond films, so I am informed by the website. There are a few on eBay (at time of writing) for about £15. The scale is 1/43.



Another model I have never owned is the Java Green Stag in pictures 13 and 14, (scale 1/43) by Vanguards, catalogue number VA10103, this model is a limited edition of 3510. Vanguards have also produced two other 1/43 scale models,



the Russet Brown Stag (pictures 15 and 16), catalogue number VA10104, (limited edition of



4410) and the Mimosa Yellow Stag, (picture 17 and 18), catalogue number VA10105, (limited edition of 3410). Again, as before there seems to be a variation in the prices.

A final Vanguards model (catalogue number



VA10101) is that of the Hidden Treasures Pimento Red Stag, pictures 19 and 20. This was a limited edition of 4010, but has now been reissued de-certificated. Again I've never own this model, but it looks like a good winter project!

So, there you have it, some details of a range of excellent Stag models, provided for your enjoyment and information by the late Andy Si-



20.

mons excellent website. The prices seem to vary, but there are some models at reasonable prices. So, get another Stag for your collection, you can always hide it under the bed!

Again, I must state my gratitude to the late Andy Simons for his website for sharing information about our fantastic Stags.

If you haven't visited the website, **www.stag-bytriumph.co.uk** do so ASAP, for vast amounts of very interesting information.

It's a must!

That's all for now,

Keep those V8's purring!



Have you checked Yours?

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e-mail. clubshop@tssc.org.uk

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B post mounting bracket 703625/6	£30.00
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Herald 948/Vitesse rear centre valance	£120.00
Herald 1200/13.60 rear centre valance	£132.00
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All chassis outriggers/side rails/boot extn.	£30.00 each
Herald/Vitesse Body Mounting Kit	£36.00
Rear overriders 703708/9	£75.00
Bonnet corner mouldings 706161/2	£36.00 pair
Wheel arch/bulkhead seal 704033	£4.00
Chrome bonnet catch 607663	£60.00
Boot hinges	£36.00 pair
Door to glass outer weather strip	£12.00
Front suspension shim 122022	£1.80
Caliper repair kit inc pistons type 12	£30.00
Caliper repair kit inc pistons type 14	£30.00
Caliper repair kit inc pistons type 16P/16PB	£36.00
Recon exchange caliper type 12	£60.00
Recon exchange caliper type 14	£48.00
Recon exchange caliper type 16P/PB	£72.00
Brake pads type 12	£19.50 set
Brake pads type 14	£12.00 set
Brake pads type 16P/16PB	£15.00 set
Her/Vit Recon steering racks RHD (exchange)	£96.00
Track rod ends	£9.60 each
Rear shock absorber GSA385	£18.00
Front shock absorber	£24.00
Herald 3 Syncro (exchange gearbox)	£480.00
Vitesse (exchange gearbox)	£480.00
Fibreglass Gearbox Tunnel Cover	£72.00
Recon Exchange Diff	£540.00
Recon Exchange Diff (NCW&P)	£720.00
Herald recon exchange drive shaft assembly	£240.00
Herald/Vitesse non rotoflex drive shaft	£90.00
Universal joint grease nipple type	£9.60
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TR7

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Door skins YKC74 LH	£150.00
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Petrol tank	£360.00
Petrol tank sender TKC3408	£42.00
Rear lamp assembly R/H TKC232	£150.00
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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
Rear shock absorbers	£20.00
Upper steering joint UKC2449	£60.00
Lower steering shaft TKC1084	£60.00
Track rod ends GSJ185	£18.00 pair
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Brake discs TKC780	£18.00 each
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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
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Recon brake master-cylinder (exchange)	£120.00
Recon Servo (exchange)	£180.00
Rear wheel cylinder GWC1211	£15.50
Viscous fan coupling TKC101	£90.00
Stag Mk II Rostyle wheel trim	£120.00 set

TR6

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

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Track rod ends	£9.60
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Recon Exchange Diff	£540.00
Recon exchange brake caliper type 12	£60.00
Recon exchange brake caliper type 14	£48.00
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Steering joint 142140/FAM1718	£42.00
Fibreglass Gearbox Tunnel Cover	£72.00
Gearbox exchange	£480.00
Recon exchange D Type O/D Mk IV	£600.00
Recon exchange J Type O/D Mk IV	£720.00
Recon exchange J Type O/D 1500	£600.00
Recon Exchange Diff	£540.00
Recon Exchange Diff (NCW&P)	£600.00
Rear wheel bearing kit GHK1029	£15.00
Early/late rear drive shaft	£90.00
Recon exchange drive shaft assembly	£240.00
Rear shock absorber GSA385	£18.00
Rear leaf spring 159640	£120.00
Recon exchange brake caliper type 14	£48.00
Brake disc 208715	£15.00
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Caliper repair kit inc pistons type 14	£30.00
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Clutch slave cylinder GSY103	£36.00
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Recon distributor 1500 (exchange)	£60.00
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GT6

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Dash veneer set 2000TC/2500TC - 730397	£65.00
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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Herald

948/1200/1250

COLIN LINDSAY herald@tssc.org.uk

Overdrive the easy way?

I've converted a lot of my cars to overdrive over the years. Why? Because it's there.

I just like the concept of the extra gears and lower revs at cruising speed, and once you've had it, you're always looking for that mythical '5th' gear in cars that don't.

I've grown so used to the conversion process that the last time seemed almost absurdly easy; but maybe that's because it was.

Did I actually need it? No idea. It's a Herald, so 60 mph feels like a lot and the engine's hardly racing its' heart out at that speed. Did I want it? Yes. There's something about driving through the town, 30 mph, flicking overdrive 3rd in and out at the column stalk that just feels so... right. Lazy, almost. Look at me, I don't even go near the gear lever...

Figures show that the Herald, in top gear, does 15.7 miles per 1000 rpm so at 60 mph it will be sitting at around 4000 rpm. An overdrive with a typical 25% reduction will drop that to 3000 rpm. It's a lot less harsh on the ears and gentler to the engine, and might even benefit the fuel consumption, too.

Worth doing, except for all that faffing about, cutting here, balancing there...

I know articles on overdrive conversions have been covered many times over the years, but

they always seem so daunting to some. That's where the lazy-man's method comes into its' own. We're talking Herald. Conversion is simple and with a minimum of parts and effort, no cutting, repainting or other bother. You'll need a replacement box, rear mount and plate, propshaft and switch. It's up to you exactly what spec you want these - you can make your own



Pic 1.

mounting plate and to be honest any kind of switch will do, as long as it's within easy reach of the driver. You can, if you want, use the gearlever switch of later cars which may even come with your replacement gearbox, but I prefer the earlier lever arm ([pic](#)



Pic.2.

1). I was able to buy a used Spitfire box for my current Herald for £175 ([pic 2](#)). Heralds of course used the D-type overdrive and those boxes, assuming you wanted one, are harder to find than

later Spitfire boxes, which use the J-type O/D. The design of the J-type uses a lot less electrical power, so its' simpler to connect up. My replacement box had an FK prefix indicating an American-spec Spitfire, I assumed a 1300, which has the same final ratio as the Herald. You do need 3-rail as single rail is an inch longer and will not be such an easy fit, but Spitfire boxes abound and if you get the correct version it will use



Pic.3.

the same clutch, so check that there are ten splines on the input shaft ([pic 3](#)). Make sure, too that you get the remote assembly with the cam and switch bracket otherwise you'll end up with overdrive in all gears, which isn't good for the unit.

Top cover removed, the gear teeth appeared damage-free, so all that was required was a good clean, a rebush of the re-



Pic.4.

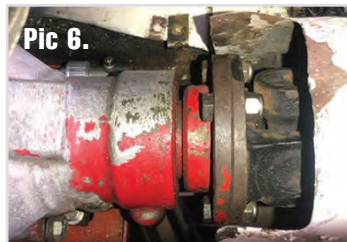


Pic 5.

note assembly, and fresh gaskets, and for no other reason other than it was sitting there, I also fitted an alloy bellhousing and replaced the worn interrupter switch ([pic 4](#)). I also replaced the cranked Spitfire gearlever with a more-upright Herald version; you can see the difference in the photo ([pic 5](#)).

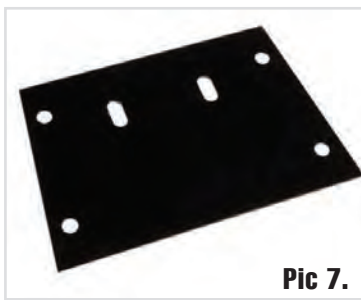
The bonus about using a 3-

rail box like this is that although it comes in at 3.5 inches longer than non-overdrive, it fits within the confines of the existing bodytub so that there is no requirement for cutting



Pic 6.

the tunnel, nor for any kind of cover plate afterwards ([pic 6](#)). This makes things so much simpler for connecting the propshaft, which is the other end of the stick so to speak. The flange and the bolts are clearly accessible, just slightly further towards the rear. The single-rail box is an inch longer so the bolts would be under the lip of the tunnel cut-out. The overdrive box uses a different rear mount, not the more common 'bobbins', and the re-



Pic 7.

placement metal plate 148897 ([pic 7](#)) allows for this to sit further towards the rear whilst still using the existing holes in the chassis rails ([pic 8](#)). If you use the original Herald mounting plate, no matter that the holes may line up, it will raise the rear of the longer overdrive box too high and put strain on both mountings and UJs. Go for the flat one! Sadly, the Herald propshaft is now too long, and will require replacement. The original version for the Herald is 50 inches, and with the

gearbox now sitting 3.5 inches towards the rear we require around 46.5 inches. Normally this means cutting, rewelding and balancing, but once again with the 3-rail box there is a simple alternative of using a Vitesse



Pic 8.

propshaft. The Vitesse non-overdrive propshaft, by an amazing coincidence, is 47 inches ([pic 9 at Bottom](#)) - mine fitted first time with no problems, no apparent compression required by that extra half inch and no visible strain on the flanges or mounts that may cause wear or concern. You may need to swap over the end flanges from your Herald prop - I didn't - so replace the UJs while you're at it, but that half inch seems to make little difference.

With the box and propshaft now fitted the only remaining thing to do - other than fill with suitable GL4 oil - is to connect the speedometer cable, which should again be a straight fit for your old cable, and connect the electrics. You may need an angle drive for your speedometer cable ([pic 10](#)); however I've spoken to other owners who didn't need one and just routed the cable in a gentle curve - it's the same threaded fitting, either way. As I mentioned earlier, the J-type uses very little current so requires no relay; the power originally would have come from the reversing light circuit which your Herald will not have. It's a simple circuit to recreate - one straight line from power to earth with two breaks along the line, the gear selector interrupter switch and the column control switch.



Pic 10.

One terminal of the solenoid is earthed; the other is wired to the interrupter switch. Use a good cable, mine is silicone coated, and make sure it's securely fixed so as to not work loose



Pic 11.

and get caught in any moving parts, or wear through by abrasion. I've used a pair of 'P' clips on the gearbox ([pic 11](#)). From the other terminal of the switch a cable runs to the column lever in my case, or your own switch, and from the other switch terminal to a source of power. I found the easiest solution was to connect to one of the spare terminals on the ignition switch - the one that powers the radio - with a 10amp inline fuse for safety. The overdrive can only operate if both 'breaks' are joined by having the gearlever in 3rd or 4th and the column switch turned on. You can test the circuit with just the ignition on; the solenoid will give a healthy 'click' as power runs through it.

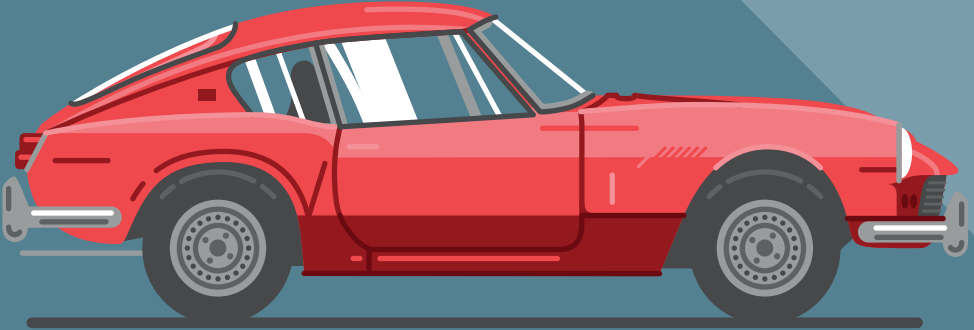
So that's overdrive as lazily and easily as I can make it - Spitfire 3-rail J-type box, Vitesse propshaft, gearbox mounting plate and simple electrical connection to switch. No cutting of bodywork or shortening and balancing of propshaft. I had to iron out a few little problems, one being a sticking solenoid, but it works very well and really drops the revs on long runs. I'm going to fit a rev counter shortly and that will let me know just how much the engine revs are altered. In total, around £200 plus my own labour, although admittedly the propshaft was free from a local member.

Colin



Pic 9. Vitesse Propshaft 47 inches

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Herald Restoration Update

It seems there are plenty of you out there that are interested in painting your cars, as I have had more contact from the readership on my recent series of articles than on anything I've written about before.

I'm really glad you have enjoyed them and should you want me to cover an area in more detail, just drop me an email, WhatsApp me, find me on Facebook....whatever method you use I'll be happy to hear from you.

As the title suggests I do have news on the restoration of my Herald. The last major work was on the chassis; repairing, painting, getting it rolling and running brake & fuel lines, but this was way back at the end of last year, so progress had stalled completely.

I decided to take a month off painting cars at the start of the summer as we'd had a camping pod installed in our garden and I needed some time to do the second fix, install kitchens etc. What's that got to do with cars I hear you say, well because of that I ended up having some time to reorganise the smaller workshop where the dismantled Herald was being kept. Out came the chassis, rear and front tub, massive tidy up to generate space then it all went back in, but this time in a way I could get access to the two body tubs which would then allow me to do all the cutting, grinding, swearing, fabrication and welding.

Front Tub.

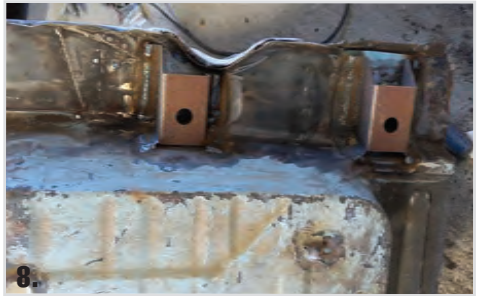
All the usual issues here, the 4 body mounting brackets weren't great and the metal underneath wasn't good either. I had purchased all the replacement body parts I thought I'd need ages ago, so I had the 4 mounting brackets to hand. Positioning of these is of course fairly critical as they need to line up with the mounting holes on the chassis. To make this easier I removed just one at a time to ensure I always had a datum point to measure from and fit the replacement accurately. I took measurements between the existing brackets from hole centre to hole cen-

tre, then I compared to the chassis, they matched thankfully. One tatty bracket was removed, repairs done to areas they attach to, the new bracket was positioned with grips, measured, re-measured and measured one more time for luck and when I was happy, they were



welded on.

The front and rear body mounts are different on the front tub, but you can now only buy the one type for all four positions. This isn't a big problem, you just need to trim the rear ones down a little to fit within the semi-circular indent at the bottom of the A-Post.



Pics1-8 are the fitting of the body mounts.

That's the repairs completed, but we're not quite done yet. I will be fitting a brake servo



and a larger, modern washer bottle with an in-built pump. I've never been a fan of how servos in Herald's are squeezed onto the bulkhead in between the heater and master cylinders, so I wanted an alternative. The solution was to remove the battery tray completely (Pic 9); this will be re-used but will now be in the boot, creating plenty of room (Pic 10). For those concerned about the battery in its new position, there are two things to consider, the explosive gases that a battery emits when charging and the chance of something falling on the live terminal and shorting. To negate this risk a battery vent tube will be fitted that passes through the boot floor allowing the gases to escape into the open air. I will also use the quick release battery



11.

terminals which completely isolate the terminals (Pic 11).

As my Herald has Electronic Fuel Injection, under the dash is a plethora of fuse boxes, sensors, relays and ECU, all of which were mounted using nuts and bolts, the trouble here was trying to reach under the dash and in the engine bay at the same time to connect the two, you see the issue here. To simplify the remounting of these items when



12.

needed, I took the opportunity of inserting lots of Rivnuts and a couple of captive bolts (Pic 12).

I have made a start on the rear tub, this is in need of some more serious repairs of which I'm currently

2/3 of the way through. Hopefully I'll have this completed in time for November's article, so tune next month for that.

Like all the other Register Secretaries, I always get a bit excited when we do have contact from our members and especially when they supply something to add to our articles, so thank you to **Christopher Pay** for taking the time to email me your Story.

Hi Darren,

I've just seen the Facebook post asking for any stories of our cars that have been featured in The Courier before, so thought you might be interested in the following:



13.

I have owned a 13/60 dhc since 1985 (Pic 13), and managed to get it featured in an advert and a film back in the late 80's.

In 1989 a cinema film was made called Paper Mask featuring the actors Paul McGann, Amanda Donohoe and Tom Wilkinson, and Paul's mode of transport was my white Herald 13/60. It appeared on the screen in a few scenes as he travelled up and down the country posing as a Doctor!

It was chosen by the film company Transport Manager, who had previously seen my car featured in a national TV and cinema advert for Natwest Car Loans, and he contacted the then Chairman of the club, John Griffiths. Strangely enough, John had just published my article about the filming of the Natwest advert in The Courier, (John worked for Natwest at the time!) and he was able to pass my details on to the film company.

I subsequently did a write-up for The Courier, which was published as two double-page spreads in the November 1989 issue - not sure if you have access to the old copies, but if not, I could send photos if you would like to see it?

Keep up the good work!
Kind regards,

Chris Pay

P.S. It also struck me as an interesting coincidence that the actor Peter Capaldi drove a Herald in a film, then went on to become a Dr Who - my Herald was driven in the film by the actor Paul McGann, who also went on to become a Dr Who!



I know you like to see what's keeping me busy in my workshop, so it's been a couple of white Stags this time. The first from fellow Devon Area AO's John & Sue Franklin, theirs needed a small amount of welding around the end of the NS sill

and to deal with a few rusty areas developing under the paint on the NSR wing and rear panel (Pics 14-16).

Secondly from local members & friends Simon & Max Whenmouth, whose car needed a new NS front outrigger, a rust hole sorting in the OS rear under the fuel tank and a



very9scabby8front7valance. The plan with this car is to have a full respray next year, this work was just done to stop things getting worse, so as these areas were low down I just used some paint I had in stock which was close, rather than matching perfectly (Pics 17-19).

That's it for another month.

Darren
27



1600, Mk 1&2

DAVE RUMENS vitesse@tssc.org.uk

French 2022 Roadtrip

Hello all. October is now with us and after one of the best summers for a long time I hope you all had your Triumphs out there in the dry warm sunshine.

Now over to Chris & Rachael Stoddart who did just that.

Thanks Dave. It says above that its 2022; however we started planning the trip in late 2019 to happen in 2020. This ambitious notion was well and truly consigned to the round filing cabinet next to the lap-top due to a certain pandemic. After some excellent advice from Dave Rumens re spares and the club's French connections (re places to visit), Victor Thompson and Ray Lomax, we set off on our trip in late June.

Our trusty 1968 Vitesse at least had the benefit of being pampered during the long lock down. First port of call was to the Chapel Down Winery, (excellent trip if anyone is in the area), and then off to Poole for a ferry to Cherbourg the next morning. The intention was to motor down the west side of the country, spend 10 days just outside Perpignan, then onto Provence for a while, back through the Central Massif, head to Sancerre, Chartres and back to Cherbourg, all spread over 4 weeks +

We used only accommodation that provided parking that was as secure as can be, many establishments offering their own garages which was a big bonus. First night was spent just outside Alençon, an enchanting setting by a lake, involved a very agreeable meal outside on the terrace, some banter with a DB2 owner heading to Le Mans and an enthusiastic French national who had previously owned a GT6. This set the pattern for the trip, lots of enthusiastic chatter from locals and



Pic.1.

travellers alike. Our car is not perfect by any means, it has strayed from the original spec. At 6 foot 5 I need a bit more legroom than the 1960's designers intended, so MX5 seats have been installed, along with SU's and replica Minilites, apology to the purists, but it works for us.

At 11pm Rachael decided to have her last "sanity stick" for the night. This usually goes without mishap, however, when she opened the door, a two foot long snake dropped onto the floor from above the door. The hissing sound was clearly as concussed as her ladyship was

surprised. It recovered its composure first and streaked through the open door and dived behind a rotary shoeshine machine. Now, not being sure if this was a bitey or a cuddly reptile, I was consulted in our room as to the way forward.

Rachael decided that she would get up early to meet up with the breakfast staff and see what was to happen. They were totally unfazed by the incident, evidently it was not venomous from the description given, so all was well.

Hit the road after an excellent breakfast, we were heading for Cognac for two nights and decided to use the Autoroute as the most direct option. The overdrive was much appreciated then, however the heavens opened, so up

the hood went for the first time. It rained so much over the next three days, the hood stayed up. On our way to locating a Pineau producer from 20 years ago, a deer launched itself at the car, thankfully it missed by millimetres causing a sharp intake of breath on both our parts. And just for good measure, that evening our host's German Shepherd bit me on the wrist, without provocation I assure you, thankfully no Rabies jabs were required as they are not fun at all. I did advise our host to keep an eye on the dog, as the last one that bit me, died 24 hour later!!!

Arriving not far from the Spanish border, via Carcassonne (historic city is excellent), we were



greeted by a forest fire about 7 miles from us. Had to admire the organisation of the fire fighters, land-based crews plus 5 planes swooping down to the lagoon picking up water and dousing the flames. Took all evening to get under control and thankfully, no evacuation needed. We thought we deserved a break from mild mayhem on the trip south and so enjoyed the local food and beaches for 10 days. Not wishing to be ignored, Rachael on one night had such a massive nose bleed that the owners of the restaurant and myself, firmly believed medical attention was in the script.

Following what seemed to be the use of all the kitchen roll in the village, we avoided sampling the French health system.

All our time in the region, the weather was never less than 33 degrees and ticked up to just under 40 when we moved to Provence. The Vitesse did get a little warm at times, but soon as you we got moving, it quickly recovered, it did not boil once thankfully. Neither of us had been through the Central Massif area, it features some serious inclines and if you get behind HGV's as we did, the opportunity to overtake is limited. To drive along at "altitude" looking over to Eagles circling the valley at the same level as us was a bit special, worth including this area on a trip if you can. Again, the Vitesse took it all in it's stride, no hiccups.

Sancerre was really interesting. They take their wines very seriously indeed and the views arriving and departing the town are impressive. Chartres has a Luminaire show every night through the summer, take the

train ride, I know it's not cool riding on a pretend kiddie's train, but you see all the locations on the night. The whole show is stunning and shows off the city really well. Best get a hotel in the city centre, saves a lot of angst.

So back to Cherbourg and Blighty then home to North Yorkshire. The car never missed a beat all 5 weeks we were away. we covered just



over 3200 miles, it was the centre of attention wherever we travelled, never saw another one all the time we were in France. In fact we thought we were the only Triumph in France at the time. Fuel consumption varied between 28mpg in towns and local running. On those long flat N roads we averaged 36 and once got 41mpg. Just shows what these little cars can do, even in very hot non-UK weather. Appreciate we were very lucky to be able to do the 5 weeks, one really good advantage of being retired, pleased we made the effort, it was a blast!

Chris & Rachael Stoddart.

Well what an excellent road trip, thanks Chris for telling us all about it. See you all next month and...

...*"Keep Running on all Six"*

Dave



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INTERNATIONAL LIAISON

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

"It wasn't supposed to Rain"

This month, we are grateful to Bern for granting us a cover photo - but given the photo in question, we weren't really surprised. It accompanies another report from Michael Kaye, or Israel Country Contact, who is clearly really enjoying life with his lovely Vitesse - whatever the weather. This is his report:

It wasn't supposed to Rain

Every Friday afternoon my local classic car group meet up for a chat over coffee and cake in my little town's cultural centre. However a meeting earlier this year was cancelled, due to expected rain.



One of the organisers suggested instead a short road trip to take place a few days later,

when it was set to be a fine and dry day. The destination was the Ayalon Valley, which is located in the western foothills of Jerusalem and where the new high-speed rail link between Jerusalem and Tel Aviv spans the valley on a spectacular 1.2 km viaduct. The idea was to take interesting photos of our cars in 'the juxtaposition between nature and engineering'.

The Ayalon Valley is located only 25 minutes from my house and I was eager to join the trip and I duly set off to meet everyone. However, I didn't even get to the end of my road before the heavens opened. I pulled over under a tree canopy and hastily erected my soft-top. So much for a fine and dry day!

I decided to continue despite the rain and I must say my little Vitesse handled the rain with aplomb. The demister and wind-screen wipers worked adequately and I was nice and warm inside with Bob Dylan and Lou Reed to keep me company.

I arrived at the agreed meeting point to find that only 6 others had braved the weather. In the rain we were a motley collection huddled under a solitary umbrella, and after a few quick hellos we decided that this just would not do. So we split into small groups and decanted into the cars. I joined a woman named Adi in the front seat of her grey Ford Anglia. Now I'm not really one for other makes of classic car but it was a nice experience explor-





We finished the trip in a café where we dried off and swapped photos and car stories with one another.

I am already looking forward to the next road trip. Wishing you safe journeys

Michael

Thank you Michael for this report - and for the striking images.

If you have any trips - however short - or any pictures that you think fellow members might enjoy sharing, please drop us a line at tssc.international@gmail.com

and we'll take it from there.

Jess & John



ng her very cool motor. The feel was so different from my Triumph, the Anglia has a stark metal dash with minimalist controls and instruments, (photo above).

Soon the rain relented a little and so we drove in convoy in our own cars to several viewpoints in the valley. I actually enjoyed the rain and I think the weather choreographed some excellent photos of our cars and the valley.



Norfolk Tea and Cake Run

by Paul Girling, TSSC Norfolk AO

Many thanks to all those that took part on a blisteringly hot Sunday afternoon in TSSC Norfolk's Tea and Cake Run.

The tulip route included a forest track and waterfall. A great turn out with 23 classics in the line up at the finish including 6 Spitfires, 4 TR3s, 4 Big Triumphs, 2 Heralds, 1 Vitesse, 2 TR6s and 2 TR7s along with a 3i Capri and Porsch. It was great to see members from the Cambridge area along with the TR Wensum TRs.

Also imbibing in the tea and cake were a number of locals who came along for a look at the cars. The donations this year came to £210 of which £160 will go to the East Anglian Air Ambulance and £50 will find its way into club funds.

Many thanks to David and Justin for some of the pics. And a big thank you to Christina and Gill for doing us proud again with the baking.





Loads Of Trouble Usually Serious

Another month passes by and another search for inspiration for another piece.

And what turned up, coincidentally, had a connection with my piece last month. As soon as I saw the image on screen of the burgundy red "Lotus Sevensque" car and read that it was in fact Herald based, I suffered a full blown whet.

My initial excitement did wane a little as I tried to find out more about the car. I found the car on the web site **classic-trader.com**, which is, apparently, **"The International marketplace for classic vehicles"**. To confirm the internationalness (I claim a new word) the car is

for sale from Germany. When I show you cars for sale I normally keep the asking price until I've told you more about it, but I'm going to change that around... £25,122. Yes, a little over £25k... phew... what do we get for that princely sum.

Let's start with the ad's description, which was in German:

"1966 Triumph Herald 12/50 "Super Sport" with 1854cc Dolomite Sprint engine.

A 1966 Triumph Herald 12/50 **"Seven Sport"** with a 4-cylinder 1854cc Dolomite Sprint engine with aluminium body and FIA historic papers is offered. This vehicle was purchased in England in 2021 and

imported to Germany. All duties and papers included. In 2022, the Triumph was completely disassembled and rebuilt in a specialist workshop for classic cars. A part of the work carried out is listed below, a detailed picture documentation of the work is available:



- **Stainless steel tank 49 litres and new tank sensor**
- **Overhaul of the braking system on the rear axle**
- **Master brake cylinder with brake booster**
- **Radiator with integrated electric fan with adjustable thermostat**
- **New alternator and clutch**
- **Rebuilt wiring harness**
- **Rear axle overhauled**

During the restoration, the Triumph received a new paint job and a custom leather interior. The vehicle is registered in Germany with an H licence plate and is immediately ready for use. TUV November 2023."

That doesn't tell us much really; the seller can't even decide what to call it, **"Seven Sport"** or **"Super Sport"**. I find interesting the reference to Triumph Herald 12/50; I wonder how the current owner knows the car started life as a 12/50, if it really did at all, it's not as if we can see a 12/50 sun roof or a 12/50 front grille, or the 12/50 engine's subtle differ-



ingly, I can't find anything. All I can do, then, is speculate on its gestation and history based on this advert.

The first question is where did the Seven-style body come from? Is it a JC Locust, the marque I wrote about last month? It could be. There's something, and I can't explain, that suggests to me that it's not. Lotus Seven shape body panels can be sourced from many suppliers; they are needed, obviously, to repair actual Lotus and

Caterham Sevens, but also there have been dozens of kit cars over the years, and some current, with a body shape very similar the Seven (some too similar, which I'll touch on later). And, the shapes are not complex, so someone with some pretty basic skills in glass-reinforced plastic could knock them out.

We can clearly see from the photos the car has Herald front suspension, but we can't see what rear suspension it has, nor can we see what type of chassis there is to connect the front suspension to the



ences from Herald 1200 engine!

The web page includes 20 images of the car, one of which is a short Youtube video, but there is a strange omission, I think it strange anyway, there is no picture of the engine. Surely a Dolomite Sprint engine must be one of this car's strongest attractions, along with its shape obviously.

Quite often when I see a Triumph connected kit car or special for sale I can make use of my legendary Internet search skills to find more pictures and more information about the car, but in this case, very frustrat-



rear. The wheels are clearly not from a 1966 Herald 12/50; there are not many alloys wheels that fit the Herald/Spitfire



Robin Hood Seven

1989. Not long after the donor was changed to the Dolomite, thus allowing for a choice of engine size, from 1300cc up to the 2-litre Sprint.

It was during the period of Triumph-based Seven copies that Robin Hood Engineering was taken to court by Caterham Cars for copyright infringement; in a way, you can't really blame them, can you. Robin Hood made certain agreements with Caterham

hubs, one source of correct hole spacing alloys is the MGF.

I'm not going to learn any more about this car from this advert; I will probably never know its detailed mechanicals or who built it, or when... unless someone reading this buys it? The mysteries aside, we can see from the photos that the car does seem to be very well finished, and if the engine and running gear have been set up to a similarly high standard it could be a very good car to own, and drive. Whether it's £25,000 worth of good, I'm not sure... I suppose the market will decide.

To carry on a bit more about Triumph and the Lotus Seven: it is a fact, and one that I have written down here before, that for the first series Lotus Seven Colin Chapman bought front suspension units, rear axles and steering gear from Standard Triumph (the rear axle was as used on the Standard

10). I'm not about to make a case that the Lotus Seven was a Triumph-based kit car, but there has been another Triumph-based Lotus Seven look-alike, other than the JC Locust.

The Robin Hood Engineering company is well known in the world of kit cars; it was founded in 1979 and produced many variations of kit cars up to 2006, when it was taken over. I'm no way going to attempt a detailed history here. One of its first products was a Ferrari Daytona replica based on a TR7. Later it moved onto Lotus Seven copies, including a TR7 based option, introduced around

and carried on producing kits. Over the years Robin Hood produced many hundreds of cars, but I've no idea how many Triumph-based Robin Hood Sevens were built, or how many exist today. I did really struggle to find a picture of a Triumph-based Robin Hood Seven, the red and stainless, unregistered, car here is taken from a Robin Hood sales sheet.

And, finally, I include a photo of yellow-nosed



TGF277L, a car that has appeared several times in my column here over the years, first in July 2002. It shows what can be done by an enterprising home builder. The builder of this car was John Culpin, who is, I'm pleased to say, still a Triumph owner, and it is a GT6-based Lotus Seven-style car, which John christened, GT7.

(My title to this piece... obviously doesn't apply to LOTUS cars built with mostly Triumph parts!)

Trevor

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VEHICLE DETAILS - MUST BE COMPLETED

Model & Mk	Reg Number	Body Type	Engine Size CC	Tax if U Drive	Manual / Auto	Year of Manufacture	Recorded Mileage at Submission	Date of purchase (Year)	Purchase Price
Overall Conditions - CONCOURS, A1+, A1/5 - Serviceable, P - Project									
Body	Paintwork	Chrome & Trim	Classics & Underbody	Interior	Engine Bay	Transmission & Suspension	Electrical equipment	LAST Known Valuation Figure of Vehicle Here	

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

A1/5 - SERVICEABLE: The vehicle must be in excellent condition with bodywork/chassis mainly free from rust.

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

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

TSSC INSURANCE - CAR VALUES

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

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

Please remember originality and rarity will always add to value

For guidance on Triumph cars not listed please phone the Club Office 01858 434424

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

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Headline Sponsor

Spitfire Mk 1/2/3

SUZIE SINGLETON spitfires@cadley.org

Stafford Substitute

Sadly we heard that the show to be held at Stafford would be cancelled - sad as I was rather looking forward to the nostalgic aspect of returning to Stafford, the first event my friends in Southern Area persuaded me to attend and to camp at.

Even more sadly, I was looking forward to the celebration of the Spitfire's 60th Anniversary, we were going to take Sybil (albeit, catering to my old bones by towing her on a trailer behind our campervan) and I was anticipating seeing several more early Spitfires, particularly Mk1s (or Spitfire4 to give them their proper title).

Saddest of all, I was banking on that event to give me some fodder for this article!

However, almost as soon as we had heard that the event had been cancelled, a call went out from that intrepid traveller, **Jane Rowley**, asking if anyone fancied



a chunter around Cheddar – or something of the sort. Having our diary clear for those dates we decided to join them, for their 'Cheddar not Stafford' weekend but, as getting up from the floor in a tent is somewhat beyond me these days, the obvious combination was Guy's 2 litre Bond Equipe convertible towing our little caravan.

My shame in not taking Sybil a whole 2 hour drive to Cheddar was compounded when **Ron & Petra**

Verlaan arrived in their lovely early car together with several others from the Netherlands and Germany.

At least that gives me some more appropriate pictures to include here.

We had a lovely time, some interesting routes around the West Country and a very pleasant lunch break at Haynes Motor Museum. Many thanks to Jane, Chef Andy and everyone else who made it such a good weekend.

And as I don't seem to have anything else particularly Spitfire based to share with you I'll sneak in a couple

of photos of our Doris, the 1924 Standard Kenilworth, misbehaving on a run around Worcestershire a couple of weeks earlier, on the Standard Register Rally, during one of the heatwaves. I don't really blame her for 'failing to proceed', particularly after being stuck in a traffic jam at Upton on Severn for about 20 minutes (no cooling fan or water pump), and having just a few miles earlier achieved the milestone of having travelled a total of 4,000 miles – according to her speedo.

I was lucky I had her broolly to shelter under in the 30° heat, unfortunately there wasn't much room underneath it for Guy to also shelter while waiting for her magneto to cool down so that we should join the rest of the group at lunch.

So, what did you do with your Spitfire when you didn't go to Stafford? – do please let me know, preferably with photographic evidence, so that I can include it in these pages next month.

Suzie





Toledo-Dolomite-1300-1500

Andrew Burford toledo@tssc.org.uk

"Change of Direction ?"

Hi and welcome to the small saloon register again. Well First of all I hope you have had a fantastic Summer and managed to get to the many classic carshows that happened this year.

As I'm sure you all saw the various clubs pulled out of the Stafford International which was a shame, and the decision was made to hold a few events at the HQ and one is the celebration of 1850 Dolomites anniversary and also Angie's leaving. I won't be able to attend as had a long standing commitment on the 24th Sept.

When we use to do the IVR





scheme there was a good many 1850's of which again about half were HL spec and a good many Auto to. I think the number is much fewer now and its good to see the values have increased.

Always happy to receive pictures and articles for inclusion on the page, in that absence I try to bring you news of what's happening on the scene.

There has been some very big shows (catch up from Covid) which has been great to see, one of which was the Hagerty Festival Of The Unexceptiona.

For those who haven't heard this about those family cars that were once common but now rare and if it's the base model then it fits even better.

1200 cars attended and many younger car owners which is good news for the classic car movement as a whole. Now we could discuss that some cars attending where not Unexcep-

tionable which is the aim of the event however I feel this year there was very few.

In the Triumph "Camp" I did spot an Acclaim, Dolomite 1850 a Stag (er not rare or unexceptional) and I was very pleased to make the only Triumph in the top 50 Concours section.

This was a great honour and our little Dolomite 1300 drew much attention and comments on the day. The judges laughed at how we found the car listed on ebay and that the one bid won the car...

I thought I should show you how a little "cheap" base model can be as much fun as those Sprints. Here are a few pictures.....

In all the years I written I've never written to much about our cars and this was written to encourage and inspire that you don't need to spend £1,000's or even have the top spec.

Hope to see more base models (and others of course) out at the shows soon.

Safe Autumn Motoring.

Andrew



TR 4/4A/5/250/6

BERNARD LITTLEWOOD tr4-tr6@tssc.org.uk

BUYING A TR ?

One of the most frequent questions that I am asked is from those who are looking into TR ownership and they want to know "what to look out for".

I usually reply listing the basic TR weaknesses and assume that they have a decent knowledge of classic car engine, gearbox, differential, suspension, brakes and other basic mechanical skills, adding that if they require more basic help to let me know and I will attempt to give a more in-depth response.

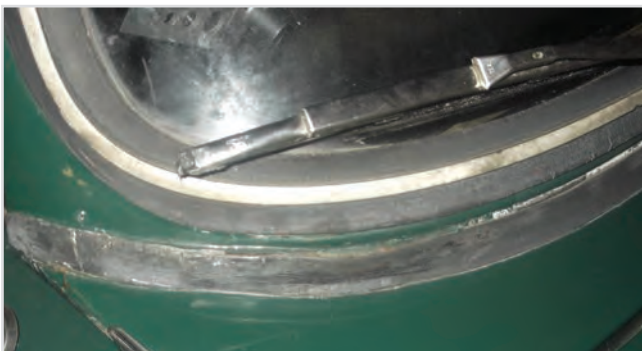
As I recently received yet another request, I thought it would be an idea to put a very basic guide in print so that I could always refer any future enquiries to it. I have read many times **"Don't buy the first car you see"**. Why not? If you have seen many examples of the model at shows over the years, have built up a knowledge of the potential issues, researched what to look for and the first car you see is a pristine example with a comprehensive history file, currently owned by an enthusiast who has lavished care and attention over many years on the car and the price is right, wouldn't you be a fool to discount it then spend months looking for another example that is as good and then find that the first car was a better example and cheaper than any others viewed afterwards? After

all there aren't an abundance of TR2 – TR5's for sale. So, arm yourself with as much information as you can, take an experienced TR owner with you if possible and use your common sense.

Below is a basic check list of what to look for which covers points relevant to most TR models apart from the monocoque TR7 & 8's, this guide can be used for TR5, TR250 & TR6 as they are separate chassis cars but with the main

difference from earlier TR's being that they have a straight six 2.5L engine (TR5 & TR6's also have fuel injection instead of carburettors) which originated in the STANDARD VANGUARD 6 as a 2000cc engine and was used in later Vitesse's and all GT6's.

If there was a Surrey Top available for the model that you are looking for and the genuine (not plastic, fibreglass or polycarbonate) rear screen panel and hard top insert and/or soft top insert come with the car you are viewing, it will add up to £2000 to the value of that car against a similar condition car that doesn't include the Surrey Top (if you don't want it, sell it on and get £2k back from your purchase price). Also, an overdrive gearbox example will have an added value of £1000 over a non-overdrive example.



Screen frame looked quite good

BODY WORK

This can be the costliest thing to put right. To check how "straight" the car is, view it from the rear, TR4, TR4A, TR250 & TR5's should have a gradual curve from the front to rear. If you find that one side has a very curvaceous side and the other is straight, it is a sign of accident damage, a "cut and shut" or even a poor restoration.

Check the underside of the car for corrosion in



A bit of prodding revealed...

the floor pans, chassis, inner wings, boot floor



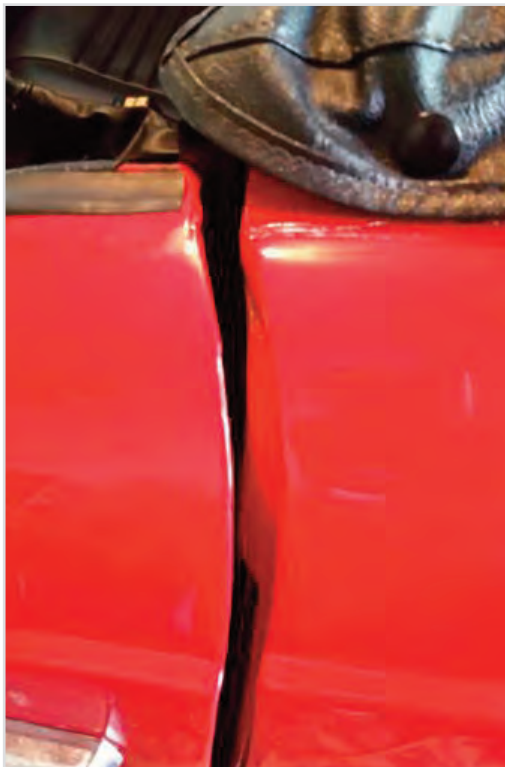
Screen Frame removed

and leading edge of the bonnet as well as for signs of filler and external body repairs. On the TR4-6 the bottom corners of the windscreen surround also rot and any small bubbles in those areas will indicate serious rot. The windscreen surround can be removed and replaced (The Spitfire 4 – MkIII) frame will fit, but requires some simple modification for the top trim.

CHASSIS

Visual signs without jacking the car up- The door gaps can indicate (especially on the IRS models, TR4A – TR6, although some TR4A's

had a live axle) chassis condition. If the trailing edge of the door to rear wing gap is too uneven or too large and if the chassis has "settled" or been welded incorrectly too small ($1/4$ " / 6mm, which should be the maximum gap for the leading edge to front wing and door bottom to sill) it indicates a broken, rotten or poorly repaired chassis (it could just be a badly fitted door or door skin). If viewed from the rear of the car you can see the rear chassis ends beneath the valance it in-



You don't want this!



Acceptable gaps after my careful chassis work

indicates a broken, rotten or previously poorly repaired chassis.

If the vendor allows you to jack the car up you can check for corrosion, accident damage or poor repairs (take a good jack and axle stands



Good gaps but could do with door trailing edge being built up

with rubber padding or similar to place between the chassis and jack and stands). Jack the car up alternatively at the front offside, front nearside, rear offside and rear nearside, opening and closing both the doors each time. Even a strong TR chassis will flex, but you should be able to open and close the doors with the car jacked up, if

you can't, there could be a major chassis issue which may be disguised visually with under seal, filler etc, I have come across chassis repairs that have looked good, but had been made with the wrong gauge steel or had been welded by someone who didn't possess the required skills, giving a weak repair. If the seller won't allow you to jack up the car ask yourself if they are hiding something, it's best to ask the question before you

leave home to see the car, it could save you a long journey. A mobile phone or camera on a "selfie stick" can also be used to check underneath if the seller won't allow you to raise the car.

TRIUMPHS ARE GREAT, A TR IS MORE, (MUCH MORE)!

WELLAND SHOW 31/7/22

The S. Wales area had never attended this show as club, but with the good reports that we had received from individual members who had, we made a point of booking in for this year, so after a 67 mile run in my TR4A with AO Al riding shotgun our 5 cars entered the showground, and what a show ground it was, one of the largest that we had ever seen!

It was a great day with non-stop activities including a Centurion tank crushing a car which burst into flames and which was dealt with by 2 Green Goddess's. I also managed to find the time to "snap" these TR's, so if you were at the show in one of these cars, please get in touch, the readers would love to know more about them.



Lovely 4A at Welland



Beautiful TR6 at Welland



Terrific TR3 at Welland

To the Welland show, you must, must go!

**GWYN EVANS
MEMORIAL
RUN/CLEVEDON
FLOWER SHOW
AUGUST 2022**

This show is one that the S. Wales Area has supported for many years and as our much-missed area ambassador Gwyn Evans loved this show, as a matter of great respect we have designated the run as **"The Gwyn Evans' Memorial run"**.

Our procession of cars set out in the lovely sunny weather along the M4 &

M5 for the 50 mile run with us all trying to keep up with Sandra who was driving Meg's 13/60 convertible as Meg is a learner driver and Sandra was going to pull over after we exited the M5 for Meg to drive her car to the showground.

Gwyn was smiling down on us as the great weather continued all through the day, the only issue that we had was that a troop of Star Wars Skytroopers had been tipped off that Chewbacca was part of S.Wales TSSC and they arrived in force to take him away, however, the sight of Meg sitting in her Herald distracted them and Chewbacca was able to make his escape.

A big thank you to those who were able to support this run, it meant a lot to Gwyn's family and friends.

Bern



Where's Chewbacca?



BOND EQUIPE

GUY SINGLETON guy@bondequipe.org

Trains, Planes (or Boats) & Automobiles

The Bond Equipe Weekend was I think very successful – not large numbers but as many Equipes together as I have seen this year, and I think everyone enjoyed themselves.

The weekend started with a trip up the Thames on the Cotswold Canal Trust's replica Thames Launch Inglesham. We were taken from St John's

lock on the Thames & Severn Canal, where the canal joins the River Thames.

The lock has been the subject of a clearance and restoration project by the Canal Trust, it still needs the gates to be installed, and the small task of restoring the remainder of the canal, before it can be used. We travelled on beyond

where the canal joins the Thames, even going beyond the official limit of navigation, and then turned and travelled back through Lechlade to our starting point at St John's Lock. We then drove to the Royal Agricultural University which was to be our base for the weekend, and here we were joined by those who were unable to make the afternoon trip.

After checking in and finding our room etc, we then met in the bar for



a few drinks and to catch up before moving to the Bathurst Dining Room for our evening meal, after which a number of us returned to the bar for more of a natter.

On Saturday morning we left the RAU, having had a good breakfast and travelled to the Cotswold Motoring Museum and Toy Collection

Lock – the highest lock on the River Thames, upstream to Inglesham Lock – this being the last

in Bourton on the Water, we managed to park 4 Equipes – one of each type: 2+2, 4S, coupe and



Cotswold Museum

convertible 2 litres – outside the Museum which attracted quite a lot of attention

We had a nice wander around the Museum and its eclectic collection – spotting some Bond parts as well!



Cotswold Museum



itage diesels for a while due to the fire risk). In fact the outward leg was steam powered, with the Merchant Navy Class Loco Peninsular & Oriental attached to the front of the train and a heritage diesel to the rear – so it hauled the train on the return leg.]

Whilst it was quite a short journey we all enjoyed it – and some were nodding off to the old fashioned click clack of the track!

From Toddington we returned to the RAU and, in what is now a

We then made our way to Toddington Station where we joined the 3.10pm to Broadway, returning on the 3.30pm to Toddington. We were fortunate in that, as the dry spell had broken, the Gloucestershire Warwickshire Steam Railway were able to live up to their name and run a steam train (they had been replaced by her-



time honoured tradition, met up in the bar before our evening meal which was again held in the Bathurst Dining Room. En-route to the dining room we did manage to get a group photo, and my pint just survived without being knocked over for a change!

Many thanks to Costa for taking the photo. [Next page](#)

After our evening meal, we had a few awards – the first and by far the most important one was provided by Claire Hutchings who had beautifully set Paul



sprayed the Mk 1 2 Litre Coupe which had previously belonged Paul Hutchings – a very small world!

A special mention should also go to John Ungar who has done a lot of work on his 2 Litre Convertible in the last year, respraying it in wedgewood blue.

Another special mention goes to Costa,

up – the evening was their 45th Wedding anniversary so we were honoured that they wanted to spend it with us – Claire had bought a lovely cake so Paul and Claire cut the cake – 45 years after the Wedding. Thank you Claire and Paul, it was lovely.

The next award was for the Shortest travelled to the event which went to Jeff and Julie Baker 15.66 miles (as the crow flies), then the longest distance, of 150.39 miles which went to John & Miranda Ungar.

It was then time for the Best Equipe Award which was voted for by the attendees, this went to Mike Carter who had re-



who has been helping Paul with his Convertible over the last year, and has now made the car so



Pictures: Bob Buckby's Convertible outside the Wellington Museum and below Chris Gardiner's & Bob Buckby's convertibles outside of Chris's house).

This year's attendees were:- **Andy Belcher - 4S**

Mike Carter - Mk 1 2

Litre Coupe

Chris & Jane Gardiner - 2 Litre Convertible

Guy & Suzie Singleton - 2+2

Jeff & Julie Baker - 2+2

John & Janice Kempshall - 4S – which unfortunately developed a bad misfire so they had to come in

their modern car – it had taken the RAC over 10 hours to recover them when it broke down the previous day.

John & Miranda Ungar - 2 litre Convertible

Steve Brent – 4S – but attended in his Lancia

David Westgate – 4S

Paul & Clare Hutchings - 2 Litre Convertible

Costa Hajiloizis (Who has a Vitesse but was acting as chauffeur for Paul and Clare that evening)

I would like to thank everyone for attending and look forward to the **60th Anniversary Event** which hopefully will be within range of Preston so we can visit the cars' birthplace.

Guy

that it a pleasure for Claire to drive, Costa joined us for the evening meal – he had never seen so many Equipes!

He also kindly took our group photo.

On Sunday our plans were slightly upset as Suzie woke up feeling very unwell, so ex TSSC Bond Register Secretary (from the early 1980s) Chris Gardiner led a reduced group to the Wellington Museum at Morton in the Marsh, he was also met there by Bob Buckby the Bond Owners Club Equipe Secretary.

Bob enjoyed the museum having a personal interest in that his Aunt Marge had built Wellingtons in the Wolverton Factory.



PRACTICAL CLASSICS

OCTOBER ISSUE ON SALE NOW!



This month, we try four classics for size that we reckon are cheaper to buy due to the fact that they're not the most economical of motors. Plus, our Buyer's Brief offers up all the best advice you'll need when buying something from the Triumph 2000/2500/2.5PI range and **James Walshe** heads over to Europe on an epic trip down to Monaco.



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FEATURES



SAGAS





Some like it Hot (or Not)!

I received this Email/article from Rae and Geoff Thomas about their 1971 MKIV Spitfire which they have owned and have used regularly for the last 25 years!

"My wife bought me a 1971 Mark IV Spitfire for my 50th birthday some 25 years ago. I was the second owner and it came with a full service history. Since then it has been in continuous use, every year it has passed its MOT with little fuss. It is a fair weather car, only driven when the sun is shining and not driven very far only around town. I am not an enthusiast, we

don't go to rallies or meets, we use the car as our town car, to and from the shops and friends.

Last year with travel restricted we used it more often than previous years, we enjoy driving it along the Southend seafront with the top down. However, this last year, it has not been as reliable as we hoped.

It does not like it too hot. One sunny day with temperature around 30c I took it for a run, I

soon ran into heavy traffic. Both main roads out of Southend were blocked with accidents and all the local roads were jammed. After 45 minutes of stop start, covering about half a mile it gave up on me, it was overheated and would not re-start. Luckily I was across the road from a garage. A young lady got out of her car and with help of others that followed her example I was pushed into the garage.



An hour later the queues had cleared, it started easily and drove back home with no problem.

It does not like it too cold. In the autumn I changed the soft top for a hard top so we could continue driving through the winter. I am not a mechanic and this simple task of undoing and doing up 8 bolts takes me all afternoon, with the roof being balanced on my head. One cold but bright winter morning I it started easily enough but then stalled and flooded. Being winter it was 2 days before it dried out and started easily again, I was more careful warming it up from then on.

It does not like damp. It is kept either in the garage or wrapped in a cover under a car port. One morning as my wife opened her door the arm that holds it open broke, it had rusted through. It

was quickly replaced by the garage, D&G motors, that has always looked after it.

Bits of old cars fail slowly. A month or so after its MOT in September it started playing up. First sign was one day outside the local shops it backfired as I started it and made everyone around jump. A couple of days later I drove it as far as the main road before it started misfiring and losing power. I pulled into someone's driveway and looked under the bonnet and pushed and pulled various things. I limped back home.

The next time it would not get as far as the end of the drive. Called up a recovery truck and sent it to the garage. They replaced all the easily exchanged electri-

clubs motto...**Do more with your Triumph!** I hope it now continues to run smoothly and you get many more years of motoring.

Props away!

As many of you probably know I work for HORIBA-MIRA or The Motor Industry Research Association as it was known when I was an apprentice back in the late 80's. MIRA has a vast amount of test facilities and the oldest is probably the Wind Tunnel which is a converted aeroplane hanger.

At the end of the 1950s an extensive investigation of wind tunnel testing was carried out using the 24 foot diameter aircraft wind tunnel at RAE Farnborough. The conclusion was that the automotive industry required a purpose-built wind tunnel, and that MIRA should set about designing and building the world's first full-scale wind tunnel. It was built inside the remaining aircraft hangar on the Proving

Ground and was one of the first purpose built facilities at MIRA which started a series of developments that would continue throughout the 1960s.

cal items and I drove it home happily. Spitfire parts are easily obtained and it was not too expensive.

Later in the winter it suddenly just would not start. It would appear to fire whilst the starter motor was running but as soon as I let go, nothing. I looked up the manual and talked to the garage. I cleaned the plugs and warmed them up. I sprayed damp start over all the electrical items. I checked that fuel was getting through and sprayed petrol all over myself to prove it. Did not start. Rang up recovery truck again and off to D&G. One of the contacts on the switch had broken. Took a week to get the right switch from the suppliers.

It is running smoothly again now and is enjoying the sunshine and turning heads as she glides by."

Rae and Geoff Thomas

Both, thanks for the article and it's great to hear that you still use the vehicle daily and despite the recent 'issues' you continue to do so, it really embodies the



Lincoln Bomber



The flared entry contains a wind straightener in the form of a 3ft deep sheet metal honeycomb with 1ft square cells.

At the opposite end of the tunnel are four Fans/Props 13ft in diameter (**taken from a Lincoln Bomber!**) each driven by a 325hp

electric motor.

The fans can run at 9 fixed speeds between 200rpm and 1000rpm and some additional air speed can be obtained by pre-setting the pitch of the fans. The maximum air speed that can be obtained is 90mph! Although most aerodynamic measurements are typically made at around 40mph.

The control rooms are located at either side of the working section. The balance for measurement of the aerodynamic forces is set in a pit in



the floor of the tunnel – on which I worked several times during my time as an Apprentice Toolmaker.

Many of the cars manufactured in Britain at that time would have used the MIRA Wind Tunnel (and various manufacturers from around the world still do today), I've included some



pictures (old and new) of vehicles in the tunnel and an old black and white image taken from inside the hanger of the exterior construction of the tunnel which illustrates the vast size of it, you can just make out a Technician or Engineer in a white lab coat at the front of the tunnel (right hand side) peering through the wind straighteners.

I have never been able to find any pictures of a Triumph being tested, therefore I thought I would ask if it would be possible for a group of us from the **MIRA 1381 Motor Club** to be allowed access over a



lunch period to try and recreate some! You can see the results for yourself...

...Thanks to HORIBA-MIRA and **Ian Lindsay and Ivan Starkey** who allowed us to interrupt their lunch break to do so. Cheers,

Steve





Derek 'Giles Gems'

OF MICE AND MEN

This month Overhauling Master & Slave Cylinder Seals and following on with some timely seasonal advice

Bern ed.

**I HAD INTENDED TO
CHANGE THE CLUTCH ON
MY CAR AND WRITE ABOUT
IT THIS MONTH**

As they say the best laid plans etc. Due to the weather and small garage I now have to work outside, it has been put on hold. In the meantime I hope that by going through the hydraulic side of things it will help those of you contemplating doing the same job. This may also be the time to change to silicone fluid??

Probably best to start by disconnecting the battery and then remove the cap on the master cylinder. Then to make access easier, remove the front passenger seat, unless you are agile enough not to mind a little discomfort. The tunnel carpet is next along with the gear knob and rubber

boot. Remove the 10 screws around the gear box cover and lift out the cover; there is a rubber seal between the cover and floor pans which may or may not be intact and could stick so a good tug may be needed. The underside will be **OILY** so use gloves of some sort and try not to get dirty oil over a seat or the interior as you remove it from the car.

You can now see the gearbox in all its glory. About 1/2 way down on the left-hand side you will see the slave cylinder with hydraulic pipe and bleed nipple and clamp bolt in situ. Now is the time to drain the fluid, so fit a flexible pipe to the nipple and put the other end in a jar/container to collect the old fluid, use a 7/16 spanner to undo the bleed nipple a couple of turns to allow the old fluid to drain into the container. Make sure all the fluid is drained, remove the tube and wipe up any drips just in case. Now undo the pipe nut, pull the pipe gently away from the slave cylinder and out of the way. Undo the 2 bolts holding the bracket to the bell-housing (the pushrod stays in the bell-housing) and working on a bench, remove the long clamp bolt and push the cylinder out of the bracket. Remove the rubber boot and internal circlip, hopefully the piston will pop out, if not tap cylinder, open end down, on bench and the internals will come out. There may well be more fluid so be careful!



You should end up with the items as in (photo 1), pull the seal off the piston and discard, now wash all items in hot soapy water to remove most of the crud.

Dry thoroughly and if any corrosion still exists, wire brush it off carefully. If the steel bore is damaged then a new cylinder is needed!

Using the grease provided in the seal kit, reassemble in reverse order (note the cylinder has a groove on one side, this is to accommodate the long clamp bolt) and fit to the bell-housing making sure the pushrod goes through the rubber boot. Attach the fluid pipe making sure **NOT** to cross the thread!

The master cylinder is next. Undo the fluid pipe (7/16 spanner) and ease out of the way. Prise up the

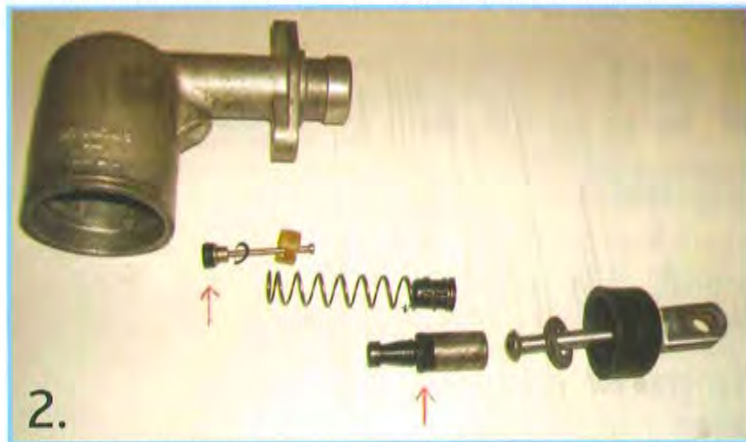
reverse order with plenty of grease, fit new boot and bolt cylinder to car. Refit cotter pin, pipe etc, again making sure **NOT** to cross pipe nut thread!

Refill reservoir with clean fluid and bleed the system in the normal way until you are sure all the air is out of the system. This can be done single handed, if you don't mind lying awkwardly inside the car and pushing the pedal with one hand and working the bleed nipple with the other. I assure you, it **CAN** be done, even though you have to get out to top up the reservoir at times.

Re-connect the battery and try the car before you put the interior back.

Just a tip that might be of help keeping the fluid under control, I use a syringe to put the fluid into the cylinder, I find it saves **ALL** the drips on the paintwork.

Hopefully the above will guide you in the right direction on this fiddly job. As usual though if you need



rubber boot over the pedal fulcrum, remove the split pin/R clip, washers and cotter pin (**photo 2**) this releases the pedal shaft from the pushrod. Remove the 2 bolts holding the cylinder to the bulkhead bracket one easy, one less so (beware grazed knuckles) and lift away cylinder. Take off the rubber boot and remove internal circlip, again the piston should pop out, or a tap on the bench will dislodge it. Carefully dismantle internals (**photo 3**) and remove seals etc (there are 2 seals, and a curved washer) all held to the rod by what looks like a top hat with a lever on its side. Prise this lever out slightly to release rod etc. Wash and dry parts as before and assemble in



clarification on any part get in touch with me. Cheers for now,

DEREK



Derek Giles

Seasonal Advice from Derek

I GUESS BY NOW (DEC),
THOSE OF US WHO LAY UP
OUR CARS FOR THE
WINTER HAVE ALREADY
DONE SO

But I believe it never hurts to remind you of some things to help keep the car in good order during its lay up.

Whether you have a garage or not, a clean dry car will inevitably fair better than one just pushed inside (if you have a garage) or left under a cover.

Damp is probably the worst enemy, and often attacks unseen areas quickly; it can linger in/under fabrics, electrics and many other places.

So having washed the car, make sure you dry it thoroughly, especially places you don't normally think about such as inner wings, under the bonnet and the valances.

DAMP IS THE WORST ENEMY

Better still, if it is a dry day, go for a drive before you leather it off. I mention leathering as it is one of the better ways to get rid of water, but I have also found the modern micro-fibre cloths are just as good and require less looking after to keep in top condition.

Once you are satisfied the car is dry, this is the time to polish it. With all the modern super resins/cleaners etc available now the choice is bewildering so if you have a favourite use that, just bear in mind modern chemicals and resins are designed with up to date paints in mind, so they may be harsher on a cellulose finish. Some protect best, only



if they are buffed at high speed. Just watch a good valet at work and see what he uses.

In the early years of our cars lives most polish was wax based and usually came as a soft wax, they often contained extracts of carnauba which is still rated as one of the best natural cleaners and preservatives to use on car bodywork. So if you are in the market for polish (stocking fillers perhaps) then have a look on the net and see what's available. I found Proshine 'spray-n-shine' which happens to

be a waterless clean and polish formula that you spray onto a DIRTY car (no washing first) this actually works, and gives an impressive finish!

For vinyl hoods, tonneau covers, rubber moldings and tyre sidewalls good old fashioned shoe polish works wonders. Fabric or d/d hoods on the other hand, do require specially formulated chemicals such as 'Renovo'. For the bright-work one of the oldest and best cleaners is 'Solvo Autosol' or like me you can use a fine metal polish which is also good for removing overspray.

Most 'register secs' have mentioned at some time the inherent problem regarding unleaded fuel left unused in the tank and fuel lines. It seems to go off, or the additives drop out of suspension and form

sticky deposits in carb jets and pipes, so I suggest another old fashioned remedy to help prevent this. Try a dose of 'Redex' petrol system cleaner in the tank, and run the engine for a few minutes every couple of weeks during the lay-up. Used regularly the rest of the year it helps keep the system in good order too.

The old and new can live together especially when you're running a classic car, and why not?

Who knows one day even 'I' might just get myself a mobile phone.

It just remains for me to wish you all a very happy Christmas and a credit crunch free 2009.

Cheers for now,

DEREK



Fuel Costs Rising!

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e-mail. clubshop@tssc.org.uk

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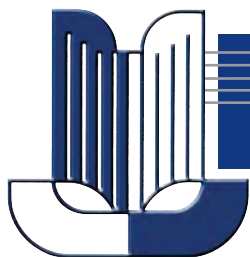
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Readers Write

e-mail: courier@tssc.org.uk

Visit to St James Palace

Remembering the Royal family with a Triumph

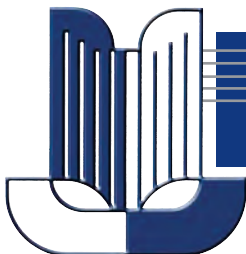
Hi Bernard,

I thought you might like to use at least 1 or more of these pictures of my Vitesse Mk2 right outside St James' Palace, London in the Courier magazine in light of Queen Elizabeth's passing. (Photos were actually taken on 31st October

2021 when I was touring London with a friend in my Vitesse, but my thoughts and condolences are with the Royal Family at this saddest of times.)

Rohan Ranasinghe.





TSSC OFFICERS

Triumph Sports Six Club

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

HERALD 948/1200/1250

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

HERALD 13/60

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

SPITFIRE Mk I/II/III

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

SPITFIRE Mk IV/1500

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

VITESSE 1600/ Mk I/II

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

GT6 MkI/II/III

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

BOND

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

SPECIALS

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

BIG SALOONS

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

TOLEDO/DOLOMITE 1300/1500

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

TR 4/4A/5/250/6

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

TR7/TR8

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

TRIUMPH ACCLAIM

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

STAG

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

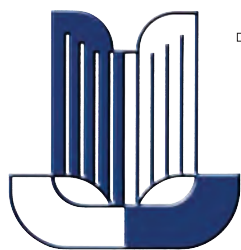
Nigel Hill, 32 Hollyhill Road, Selston, Notts. NG16 6EF. Tel: 07976 163006
e-mail: nigel.hill@hotmail.co.uk. TSSC HQ: e-mail: info@tssc.org.uk

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.
Tel: 07745 299457 e-mail: pro@tssc.org



THE

COURIER

Classifieds

Spitfire

MKIII 1967 RED. One owner from new, all original parts, genuine 55,000 miles. Undersealed from new, engine and gearbox original, dry stored since new. Original logbook, colour Red. £12,000. **David Lovesy (Cornwall)** 07709 983302.

Herald

13/60 SALOON. Registered Oct 1967. MOT, Solid body & chassis, Electric ignition, alternator, stereo & rear belts. Paint needs some attention. Genuine reason for sale. TSSC valuation £5250 looking for offers around £3,500. **Martin Monaghan (South Yorkshire)** 07878 991649.

TR6

TR6 PI 1974 Sapphire blue. Authentic example in good condition, too numerous to list work carried out with bills over last 19 years, includes gearbox, new hood, Bosch fuel injection, tyres. heritage certificate. £18,750. **Will Flack (Newbury)** 07989 344695

GT6

MK3. PIMENTO RED 4 owners from August 1971. Mileage only 23,400, 3k miles in the last 20 years. Please get in touch for further information. £15,250 **Peter York (Devon)** 07891 023579.



1971 MKIII Great condition inside & out. Reliable 2.0L with O/D. Great paintwork, good panel fit, sound floorpan, no rust. Garaged all year round. Large history file. £16,500 **Rob Howell-Jones (Reading)** 07762 068307.

DISMANTLED 1200 CONVERTIBLE FOR SPARES OR REPAIR.

F Reg 1200 convertible. Running car dismantled (years ago). Engine, gearbox, diff not stripped. No registration document. NAO 190F. Can provide photos on request. No sensible offer refused. **Paul Williamson (West Cumbria)** 07859 941144.

**www.tssc.org.uk****Tel. 01858 434424****e-mail****clubshop@tssc.org.uk**

Cars Wanted



WANTED TRIUMPH GT6/ STAG /SPITFIRE. Wanted any model of Triumph from restoration to good condition. GT6. Spitfire. Stag. I have a trailer to move. **TRADE Roland Andrews (Nuneaton)** 07884 314760.

**YOU CAN NOW
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Parts Wanted

HARDTOP WANTED. After a hardtop for a Spitfire 1500 / MkIV, any colour or condition considered. Local to Southampton/Bournemouth area. **Dom Weaver (Dorset) 07932 697620.**

SPITFIRE 1500 / GT6 MK3 HEADREST FRICTION ROLLER (ZKC1271). Does anyone have a Spitfire 1500/GT6 Mk3 nylon headrest friction roller from a scrap seat frame? Search for ZKC1271 and this

will identify it. Part is NLA new. **Chris Bayne (Cheltenham) 07960 088646.**

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CONVERTIBLE FIBREGLASS HARDTOP Vitesse / Herald fibreglass hardtop. Black. For Convertible. Collection near Conwy. £100 **M. Tapley (N. Wales) 07932 484977.**

1200 HERALD PARTS. 3 gear-boxes, includes 2 with Clutch Housing. 3 Cylinder Heads, 2 with Valves. Text First. Offers. **Iain Fender (Bath) 07977 907877.**

VITESSE REAR NUMBER PLATE /REVERSING LIGHT ASSEMBLY. Stanpart 146735. Used but good condition with plastic inserts. Buyer courier/collect Morpeth NE61. £75. **Joe Grundy (Morpeth, Northumberland) 07831 097659**

VITESSE 2 LITRE STAINLESS STEEL DOWNPIPE. Used but A1. Photo on request. Buyer courier/collect Morpeth NE61. £70 **Joe Grundy (Morpeth, Northumberland) 07831 097659.**

TR7 BODY PANEL. Left lower wing

repair panel, original genuine part ! To purchase from specialist 70 pounds plus vat. I am happy to pass it on for 30 pounds, will fit perfectly. £30. **Grant Cumming (Southend on sea) 07837 880417.**

VITESSE SEATS. A pair of black Vitesse front seats. Could do with refurbishment but in a useable condition. Collection only. £40. **Martin Allen (West Sussex) 07974 132545.**

GT6 MK3 SEMI SPORTS BOX. New TSSC Twin Tailpipe, Semi Sports rear Box. Never fitted, see Courier article August 22, P59, top. Buyer Collects or Courier. £135. **Gary Looker (Bournemouth) 07961 219734.**

TR ROLLBAR & HARNESS. TR3/4 Rollbar and Full Harness Seat Belts (Drivers). £200. **Paul Whybrow (Sevenoaks, Kent) 07944 510677.**

CAR COVERS. Spitfire Outdoor Cover £89. Medium Size Outdoor Cover £89. Indoor Car cover to Fit XK120 £100. **G S Guerrini (London) 02085 424876.**

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Peter James
 0330 124 9539
www.peterjamesinsurance.co.uk

Classicline Insurance
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www.classiclineinsurance.co.uk



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

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

This Christmas Open Day is going to be one to remember. You will be able to meet some of the Directors & Staff of the TSSC **The Club Shop will be Offering 10% Discount over the Counter** Offer NOT applicable to Club Gift Vouchers, Website & Phone orders or on Items already discounted as December offers.

Sunday 4th December 10.30 am to 4.00pm

Don't miss Out this Year! - Lubenham, Leics. LE16 9TF

Tel 01858 434424 - www.tssc.org.uk



October 2022

AREA NEWS

AREA Directory • News • Events

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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**

Danny Stroud: 07823 539047

Various - see report in Area news

1ST THURS. 7.30PM

2ND MON 7.30

LAST THURS. EVES.

SCOT N. EAST

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

Hoghton Arms, Blackburn Rd, WITHNELL. PR6 8BL.

LAST TUES. 8PM

WIRRAL

Richard Lloyd: 0151 625 3172

The Red Fox, Liverpool Rd, Thornton Hough. WIRRAL. CH64 7TL

2ND TUES. EVES.

NORTH YORKS

Keith Warren: 07534 820155

The Greyhound, 82 Main Street RICCALL. YO19 6TE

The Motorist Sherburn - ELMET. LS25 6JE. (November is last meet)

4TH TUES. 7.30PM

2ND THURS. 6.30PM.

SOUTH YORKS

Richard Oakes: 07702 492349

Crown Inn, Barnburgh - DONCASTER. DN5 7JQ.

1ST & 3RD TUES. 8PM

WEST YORKS

Alan Heaton: 07944 909823

New Inn - 170 South View Rd, East Bierley. BRADFORD BD4 6PP.

2ND TUES. 8PM.

MIDLAND AREAS

COVENTRY

New AO/s Wanted Contact Nigel Hill 07976 163006

DERWENT VALLEY

Colin Wright: 01773 531580

Smalley common ex-servicemens club, STANLEY COMMON DE7 6FY.

Roaming Meets.

1ST MON. 7PM.

CONTACT AO

LEICESTER & RUTLAND

David Smith: 07770 650802

Rose & Crown - 45 Main St, THURNBY - LEICS. LE7 9PJ.

1ST TUES 6.30PM

LINCOLNSHIRE

David Samways: 07709 565118

The Kings Head - 31 High Street, NAVENBY. Lincs. 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 Pear Tree</i> , Smitte Lane, SMITE, WORCS. WR3 8SY	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>Contact AO for Details.</i>	
NORFOLK	Paul & Christina Girling: 07584 000442 <i>TBC Contact AO for Details</i>	
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	New AO/s Wanted Contact Nigel Hill 07976 163006	
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 Pheasant</i> - Goathurst Common - IDE HILL - TN14 6BU <i>The Castle Inn</i> - Main Road - BODIAM -TN32 5UB	LAST TUES 7.30PM LAST WED AT 7.30.
NEWBURY	Dave Rumens: 01635 868640 <i>The Two Water Mills</i> , Newtown Rd, NEWBURY, RG14 7HB <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>Fairmile Inn</i> , Portsmouth Rd, - COBHAM. KT11 1BW <i>George Inn</i> - 29 Windsor Road, - WRAYSBURY. TW19 5DE	1ST THURS. 8PM 3RD THURS. 8PM

SOUTH WESTERN AREAS

ANDOVER	Guy & Suzie Singleton: 01672 514241 <i>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>The Star Inn</i> - LIVERTON. TQ12 6EZ. <i>Ring A.O. Details</i>	3RD WED. 6.30PM 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>Contact AO's for meeting venue</i>	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.	1ST THURS. 7.30PM.
SOUTH WALES	Alan Gourley: 07802 204068 <i>The Lighthouse Inn</i> , Beach Rd, St Brides - NEWPORT NP10 8SH.	LAST WED. 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
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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

Autumn is very much upon us and weather still not bad for us getting out and about in our classics. Myself and Nigel had the pleasure of taking the Club Shop with Julian to the Herts and Beds area event at Duxford. For me my first time at this lovely event. Hospitality was second to none so a big thank you to Pete Lewis and his team for the loveliest tastiest home made cakes and sausage rolls. Delightful tea and coffees and a fantastic array of Triumphs and a few other classics set in a wonderful scene at Duxford airfield.

All day there was something happening on ground and in the air. Weather was very kind on this day.

Valuations and a few members joined on the day. It was certainly worth the few hours journey down to Cambridge.

The next club event is at the NEC in November we have the Club Shop with only regalia and books taken to show but Shop Pre Orders can be made and we can bring them along for you to collect from the stand. We will be in **Hall 5 stand 5-255** with free tea/coffee and biscuits for our members a chance to catch up with us and the team over the weekend. We are glad that this year more events have taken place and look forward to 2023.

A quick reminder for area organisers to please don't forget around November, December, we would ask you to send your Area Organiser Registration Forms to us - but as normal, unless you have any changes to your area details then we don't need a new form. **ONLY** if you have changes, for instance venue changes or email and contact telephone number or change of Area Organiser you must send a new form in to us or to head office.

As you know our very own Angie Hill membership secretary has retired so we would like to say a Big thank you Angie for all your hard work and we know you won't be a stranger around the Triumph club and wish you the very best from all of our Area Organiser's.

The Club's next open day is on **Sunday 4th December** for Christmas celebrations from 10am til 4pm.

We will be there in sparkles and lights for mince pies and mulled wine so please come and join us and the TSSC Hteam.

Keep up the good work team and hope to see you soon.



Andover

e-mail: guy@bondequipe.org

e-mail: spitfires@cadley.org

Tel. 01672 514241

Firstly to partially correct an injustice last month, the young driver who arrived at the Clatford Arms in a Spitfire in July was Rowan, who had restored and recommissioned a Spitfire that his dad had owned for many years. We heard a little more about that recently as both Rowan and his dad, Richard came to our lunch in September, the car has been in their family for over 40 years so great to see it out and about again. Rowan is now turning his attention to a TR7 he got from Ed a while back so we look forward to receiving updates on that project.

Part of the reason I am now able to provide this information was that we had mislaid our attendance book, in which we note who has been at each meeting. We hunted everywhere, but no sign of it.

The mystery was solved when we arrived at the pub in September and the landlord kindly handed it back to us - he had not been around last month hence its return being

Nigel & Di.

a little delayed. He noted he was puzzled by who might have left it behind - until he scanned through and spotted things like Spitfire and TR7 generously sprinkled through it. I have now, belatedly, taken the precaution of putting our contact details inside the front cover!

We thought we had had a good turnout in August with 4 club cars and 9 people but exceeded that in September with 5 Club cars, plus Bob's MG (honorary Triumph) B both times, and 10 people.

Guy & Suzie

9th October - Bicester Scramble, OX27 8AL
12th October at 12.00 - The Clatford Arms, Goodworth
Clatford, SP11 7RN

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you

Avon - East Berks Cheshire



Avon

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Cheshire

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Greeting Triumph lovers, as we come to the end of a lovely summer season I am sure many will have tales to tell about their visits, trips and show attendances. Some will be 'sad' (as in breakdowns?) but hopefully most positive!

Why not pop along to the monthly meeting to share with others?

Members report visits to the Kingswood Wooton village show recently, lovely cakes for exhibitors and about 150 cars on show!

A small Vintage Steam show in Coalpit Heath South Glos had a small but wide variety of exhibits, from stationary engines, trucks, tractors as well as classic cars. I managed to resist the Pic'n'mix!

I know that some have recently attended the South Cerney show and look forward to reports.

We are actively discussing a change of venue, please share your ideas.

I have a drive out route planned for the near future before some cars go to bed for the winter. Drive safe,

Dave

East Berks

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Tel. 01189 321390

7 at the Shire Horse tonight.

John's recommissioned TR7 is sold, went for a good price.

A problem with flies tonight, John unable to swat any with the signing in book, our resident entomologist, Bernie, tells us flies take off backwards and have 6 pairs of eyes which is why John has no chance.

Andy has black ribbons on his GT6 at the moment, for some reason. Would make a good front cover for the Courier but he didn't bring the GT due to the rain, so no picture.

Last month Andy got a dented wing when a petrol pump fell out it's holder, Tesco refused responsibility. However he's had his wheels duffed up, at eye watering expense and the garage did a deal on the dent. The wheels look stunning so well worth it.

Good to see other Chris who's in the market for a TR7, he had a long chat with John who's up on the TR7 market at the moment.

Steve hasn't sold his GT6 yet, some interest at the Twyford village fete, but no takers.

I made it up to Duxford, 180 miles round trip. My carbs were in pieces the day before, the crud that came out of the fuel inlet valves! E5 is eating even Barricade. Duxford was great as always.

Doug

So, with the sad demise of the meeting at Stafford, I applied to Tatton and got tickets for both days. Then I started my usual look at the weather forecast, and with 10 days to go, the forecast for both days was light rain. As the days roll past, the forecast keeps changing.

With 3 days to go, we are offered sunny intervals followed by light cloud. I dare not ask the elves whether they will follow the forecast.

On Saturday morning, it was grey and a little cool to start with. The queue within Tatton Park was 'only' 23 minutes this time, and Heap the Vitesse behaved as it wasn't that warm and the cooling system was recently topped up. I started off parked between a Ferrari California and a Ferrari 308, and shortly after another Ferrari parked behind me and another next to the 308. Are they trying to tell me something? I did a little shopping, and (as ever) talked to a lot of people, some of it about Triumphs, some of it about gearbox tools, and a lot of it I just can't remember. I did notice a fair amount of open space in both trader and exhibitor sections.

Sunday morning also started a little cool, but it soon brightened up. There was almost no queue within Tatton, and this time I was parked between a Mercedes and a Mini. I just had a pleasant day!

I was offered a lift to our meeting by the Managing Director of Cast Iron World, and we had an interesting evening. This started with Hilbel Road being shut with blue flashing lights and a detour to get back onto the Silk Road. Our man from Crewe had a similar experience, and simply followed the car in front (which was fortunately going the same way). A tonneau was transferred from one Spitfire owner to another, and the missing 'popper' on the tonneau was highlighted at least a dozen times. We even went outside to point out where a tonneau fits on a Mk3 Spitfire. The conversation drifted onto cruises (as in those large boat things) which didn't quite fit the definition of 'old car related', but never mind. We welcomed Stuart, who I had met at Capesthorne in May. He was spotted discussing GT6 things with the Managing Director.

The Head Office GT6 has made a little progress. The chassis underneath where the engine ought to be had required repainting, and this has mostly been carried out.

The propshaft (Ford box) is now at Head Office, so 'all' that is needed is to finish painting, whizz the engine and gearbox into the orifice in the front, and add the peripheral bits. Simple.

There was also some discussion about replacing light bulbs in the dashboard. When I reassembled Heap the Vitesse, there was no driver's seat and I lay on the car floor on my back with my head under the dashboard and did the wiring up from that position. Later I find that it's easier to wire the dashboard up off the car and present the assembled item to the car. These days there is a problem lying on my back - the world takes a significant time to adjust.



Cheshire - Cornwall

Cheshire Continues

just to this position, and an even more significant time when getting up afterwards. It seems I am not alone in this one.

I've just had something in the post about the **Classic Car Show at the NEC 11 to 13 November**.

Our next meeting is on **Thursday 6th October at the Cock and Pheasant**. Another 8:30 start.

Henry

Cornwall

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Hi All, Wow what a lovely summer for getting out about with our cars and I asked for you to let me know of your adventures and Claire and Cathy have shared theirs, first one from Claire. St Buryan Show is always the last weekend in July. It is a small show with lots of "lovely little tractors" and a few lovely old classic cars and Malcolm likes to support it and this year he did it in style entering all 4 of his pride n joy Triumphs! So of course 4 cars needs 4 drivers but he had that all planned out too! Malc in the Sprint, Craig Mann often drives and joins up with Malc, he drove the Vitesse, but myself and Malc's daughter Lin were being roped in on this occasion.



A lovely thought for Malc but as much as I really love the old cars, driving hurts me now sadly, especially when it's not my automatic and Lin was so nervous she would prang the Herald on a Cornish hedge and be forced to reverse she hung onto the steering wheel for dear life, it hurt! We did it though, I absolutely loved the hum n whirr of our 2000 with it's new 2500cc engine and sports exhaust system and at least in my favourite power steering! Our granddaughter, goddaughter and Sparky enjoyed the ride too! It was a great day out as the family were down on holiday, so we had to "Drive on" even tho it was mizzly and not the best of days but it could have been a lot worse. Our family highlight was taking the 2000 and the herald in the main ring which I don't usually and Lin certainly wasn't keen initially but the things you do for your little 'uns eh!

The children loved it as did we all!

The next report comes from Cathy and Ian

A few lines to summarise what we've got up to so far this year. First outing with the Vitesse & the Herald estate was to KOVC Rally at Penhalow on 9 & 10 July. Super show with lots to see including tractors, bikes, commercials etc. Camped over and enjoyed the entertainment



and lots of options to buy food.

Second outing, just the Herald this time, was a day trip to Trewithen Country Classics show organised to raise money for Marie Curie charity. Lovely show with entertainment including the town crier, several choirs, stalls to buy bits and bobs, dog show etc and you could take a stroll round the beautiful gardens.

End of July found us with a night away at St Buryan Rally. Great show with steam engines as well as cars, tractors, beer tent and band etc. Camping field was 'lively' til early hours!

Two trips out in August, first to WESES. From conversations with people it seems this was a bit smaller than previous years but we enjoyed it, including the unplanned convey through the fairground!

Then to Lizard car rally at end of August. Great setting right in the middle of the village. Over 200 cars, relaxed atmosphere and a lovely day out. Where to next?

Ian & Cathy

Thanks guys for your news, great write ups and photos too. It was good to welcome a new member at August meeting



Geoff with his Yellow Vitesse, good to meet you Geoff.

I attended the Pizza and Pirelli night at St Mawgan and had a good time meeting like minded people, great food and music.

Onto events to come

Thursday 13th October Club Night at The Hawkins Arms Zelah 7pm, please let me know if you are attending and wishing to have a meal.

Also this month, will see us gathering for a small tour of Cornwall to remember good friends and raise a bit of money for **Mount Edgcombe hospice Sunday 16th October**. Email has been sent out on our group io email account, What's App and Facebook. If you have not received this and would like to join us please give me a call.

Saturday 5th November Its Fireworks at Carol's home followed by food, just bring along 1 large firework and a plate of food to share, Carol will provide Tea, Coffee soft drinks if you fancy a tipple more than welcome to bring your own. Email will be sent out with more details nearer the time.

Thursday 10th November Club Night at The Hawkins Arms Zelah 7pm please let me know if you are attending and wishing to have a meal. At this meeting we will be planning for the year ahead, so please do try to attend and share events and help in any way you can. It will also be time for discussions of an new Area Organiser for Cornwall.

Thursday 8th December Club Night at The Hawkins Arms Zelah 7pm please let me know if you are attending and wishing to have a meal.

Saturday 10th December Christmas dinner and dance see main advert

Take care everyone Safe and Happy Motoring

Carol

Cumbria - Derwent Valley Devon



Cumbria

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Tel. 01229 316501

Apologies for the lack of news in the last Courier, for some unknown reason it did not get printed (*Sorry Guys I dropped the Ball on that one so Don't blame Roy! Bern Ed.*)

August was another busy month for the area with members going to different events up and down the county. 7th August two events clashed - Grange and Netherby Hall. Those members who live in the north of the county went to Netherby Hall, organised by Tony and three of us from the South went to see what the Grange show was all about. From the three cars that went to Grange, Dick and Eileen - Herald - were the only regular event visitors that had been to the Grange show before. Nigel and Christine were in the Triumph 2000 and Anne and I in our Spitfire, which has now finally had it fuel problem sorted. It was a very good show and it was nice to meet up with Pip again with his Mk1 Spitfire. It is definitely a show we will attend again.

13th August Maryport Rotary held an event at Maryport Rugby club and Tony, Helen, Roger, Joan, Rod and Nigel attended. Tony put up the club tent the previous day and the TSSC were the only club at the show.

21st August - Dalemmain show. With over 800 cars it still proves to be a big crowd puller. We had our usual club stand with members doing various things and displaying at the club stand and in the central arena. The show held in the north of the county was a good chance for local members to come and show their cars. Tony Borgogno - Spitfire Mk5, Carol and Des Haines - Spitfire Mk3, Glyn Kilsby - Spitfire Mk5, Tony and Helen - Spitfire Mk5, Roger - Acclaim, Andy Hodson and son with their very tidy GT6 Mk3, Phill came over from Halifax with his white GT6. Anne and myself - red Spartan, the green Spartan is going to an auction. Dick, Ray and Gill were in the main area. The show gave us another chance to catch up on valuations and I spent most of the afternoon doing these.

Monday 29th August - Bootle show. Another great day out with plenty to do and see, one of the attractions was a huge climbing frame which proved very popular with the young ones. It is always good to go to this type of show and promote our cars and the club. In the afternoon I spent a few hours talking to people about the cars and it culminated in being invited to display the club cars in the centre arena. Having been given the microphone it was a chance to tell people about who we were and promote the club. Once again it was another great show and I thanked the organisers for allowing us to bring the club regalia and cars again. Entry was free for us.

We have to thank Lei Mashiter for organising the Triumph cars for the funeral of Nuala Dowie. Nuala had 4 triumph rally cars and the family intend to keep two of them and sell the other two.

By the time you are reading this some of us will be on our Scotland trip to the Isles of Bute and Islay, hopefully the weather will be kind to us and we will not drown again.

Sunday - 11th December. The Pennington Arms at Ravenglass has been booked once again for our Xmas dinner. If you intend going please let me know.

I know that this is early but for those who want to book accommodation for Ripon next year the date for **Ripon show** is **July 30th 2023**

Safe motoring

Ray

Derwent Valley

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Tel. 01773 531580

Hi All. September's monthly meeting was well attended and had an eventful start. Our usual meeting venue had decided to close on a Monday night and open on a Tuesday instead but had not told us. We had a suspicion that this might be the case by the doors to the club being locked shut and a quick phone call to one of the committee members to confirm. After a bit of head scratching and waiting until 8pm for any late comers, we decided to relocate to a classic car friendly pub a short distance away.

Monday night was obviously a quieter night at the pub as they were surprised when 18 people all arrived together and lined up at the bar. We were made to feel very welcome by the staff.

A quiz had been prepared for the evening but was not needed as we filled the room with merriment and some great banter. We had a lot of catching up to do since we last met. Extended trips to Australia, Grand children being born (so baby pics were circulated).

One of the highlights of the evening was the surprise birthday cake complete with '59' candles and a chorus of happy birthday to Adrian, who managed a few extra celebratory pints even though it was a school night.

Well, it is only once a year.

Change of monthly meeting arrangements for October. We will be at the 'Top Club' but on the Tuesday night - 4th October.

he November meeting will be at Top Club on Tuesday 1st November when we will be eating more Birthday cake.

Cheers

Colin

Devon

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August Club night was when the rains came, beforehand, for most. So, the Herald stayed tucked up in the garage whilst we had a vile journey on a very wet A38 seeing idiots leave the road.

Devon Continues

Getting to the Star, the rain stopped and we had a really good turnout of cars in the end. The pub's outside area is well lit and heated and the food is great. We met Jenny's lovely Vitesse for the first time, brought along by husband Keith. There were 2 Stags, John Richardson's which had recently done wedding duty for Mathew, and Steve's which we have not seen for a long time. Good to see that one back on the road. 2 Spitfires, of Robert H and Graeme, Dan's Acclaim, Julian's Bond, and Mark's TR6 but, considering the storms sweeping South Devon that night, it was a good show.

Instead of our planned trip to Stafford, we held an Area Organisers' Picnic at our place in South Devon on Sunday 21 August. Around 35 people, children and assorted dogs found us in the wilds of Devon and it was lovely to be joined by everyone, with our farthest travelled Chewy & Tina, along with Graham & Karen. Fabulous to have Maurice & Mary with us after



a very long break away, and Jackie & Allan made it too after his horrible fall.

The weather gods were again not kind for our second running of the Triumph Tour of Devon on 4 September. With the forecast torrential rain a number of people understandably cried off beforehand. However, lots of Triumphs braved the weather starting from all points around the planned run, not just the three main starts of Torrington, Exeter and Ivybridge. Jon & Phil

started at Ivybridge along with Steve W, Darren & Zoe met up with the North Devon contingent at Torrington whilst John and I wimped a bit and set off from Dartmouth to drive the last two sections of the North Devon route. We all experienced all sorts of weather, from lovely sunshine to the forecast heavy rain, but it was still a lovely drive, however much or little people did. The worst of the rain saved itself for the very end at Okehampton's Whitehouse Services so our gathering there was cut a little short. I know, standing with my back to the rain, I looked for all intents as if I had wet myself! It was a damp drive home in the Herald - wish I'd taken a spare pair of jeans. The Whats App group was busy all day, with participants posting pics as they went along the various routes and we have some great pictures on the TSSC Devon Facebook group. Huge congratulations and respect to those who completed the whole 250 odd miles around our lovely county, not that the best bits could be seen through the rain.

Jon already has ideas for a tweak for next year, along with a new idea for a 'Sunrise Run' probably in mid-summer - so watch this space and our regular emails and Facebook posts for news.

Steve Woollett has an idea too for a few days in Brittany which we will be exploring, but this will probably be in 2024.

WHAT'S NEXT

Sunday 2 October – a drive around MID DEVON - Meet at 11am at Tesco car park at Crediton, with 1 o'clock lunch at the end of an approximately 30 mile drive, at the Waie Inn at Zeal Monachorum.

Hopefully you will already have told us you are coming as we will have had to book numbers at the Inn. Great venue with lovely lunches and not expensive.

Thursday 6 October - North Devon's Club Night at the Crealock Arms at Littleham near Bideford EX39 5HN

Wednesday 19 October – Devon Club Night at the Star Inn at Liverton, nr Newton Abbot TQ12 6EZ

Sunday 6 November – our annual Treasure Hunt, this time in the EAST DEVON area. Always great fun and this year organized by the Frost and Botham families, last year's winners. More details soon.

Wednesday 16 November – Devon Area Club Night and AGM at the Star Inn Liverton - very informal as are all our meetings, but your opportunity to vote for the Area officers for the coming year.

Sunday 27 November – our annual Inter Triumph Club Skittles and Lunch at the Waie Inn at Zeal Monachorum. Always a fun event, with special trophy for the youngsters among us. As usual, we must have numbers at least a week beforehand.

Saturday 3 December – Our Christmas evening meal at the Dartmoor Lodge Hotel at Ashburton. Menus will have been circulated by the time you get this edition of the Courier, and we will need your menu choices and money at least 2 weeks before the event. Discounted accommodation is also available if you quote Triumph Club dinner. As I write this, the rain is pouring down, now the wonderful if slightly too hot summer weather has left us, will it ever stop raining?

Still plenty of opportunities to enjoy your Triumphs. Re-

Devon - Essex



member, your Area Organisers can undertake face to face valuations under the Club's Agreed Value insurance scheme. Also don't forget the huge amount of info and advice available on the www.tssc.org.uk website and Forum. Happy Autumnal driving.

QUICK DEVON DIARY

Sunday 2 October Mid Devon Drive and lunch

Thursday 6 October North Devon Club Night at the Crealock Arms, Littleham EX39 5HN

Wednesday 19 Oct Devon Club Night at the STAR INN, LIVERTON TQ12 6EZ

Sunday 6 November Treasure Hunt – East Devon Area

Wednesday 17 Nov Devon Area Club Night and AGM. Star Inn Liverton TQ12 6EZ

Sunday 27 Nov Inter Triumph Club Skittles Waie Inn Zeal Monachorum

Saturday 3 December Christmas Evening Meal – Dartmoor Lodge Hotel

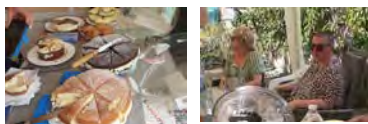
Sue, John and Nigel

Essex

e-mail: miketitchen@aol.com

FB - Triumph Sports Six Club Essex Area
Mike. 07860 708356

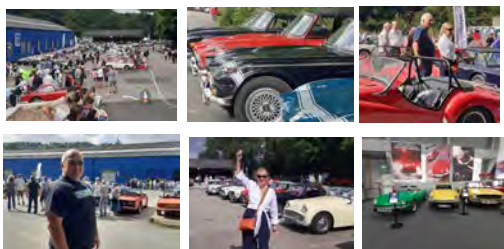
August club day was held at mine and Sue's house for our annual Area BBQ. Everyone started to arrive around 2pm onwards, we hope that we supplied plenty of food as Sue



was on her way back from Devon so the fault was on me. I cooked

pulled pork, burgers, sausages and many other sides. A big thank you to everyone who brought along cakes and sweets for the after's. We had plenty of soft drinks and also no alcoholic beers and lagers for those who were driving and something a little bit stronger for those who weren't. As the Stafford weekend was unfortunately cancelled we could not get our money back from Premier Inn as it was too late to cancel by 2 days! Myself, Sue, Mick and Linda decided to still go up to Stafford to enjoy ourselves. Mick and Linda kindly picked us up in their Range Rover, having one stop on the way we arrived about 4.30pm. We got settled into our room and went down for dinner.

The following day we arranged to go to the Great British car journey Museum in Belper where the TR Register In-



ternational were showing their cars. This turned out to be a really good day out, there were plenty of different TR's, GT6's and Spitfire's. We walked around the museum it was very interesting and had a cuppa in the cafe this made the Saturday a good day for us. On the Sunday to finish off the weekend we just had a relaxing day in Stafford walking in Victoria park and look at the shops. Although Stafford was cancelled we made the best of being in Stafford.

On 4th September there were 3 car shows running on the same day so Essex Area split up and attended all of them.



Duxford was run by TSSC Herts & Beds Area with approx 85 Triumphs in attendance. Robin & Stewart went and had a great day, there were also other makes as well and they both had a good look around the aeroplanes, and military displays.

Brian, Jean, Steve and Janet went to Brightlingsea Car Show, they had a great time.

Myself, Sue, Arnie, Mick and Linda went to Capel Manor,



lots of cars to see but was disappointed that there were not many auto jumble or craft stalls there, but we still had a lovely sunny day catching up.

A write up from Mick and Marian.

Hedingham Castle : A few of us attended this event. Mar-



ian and Mick met up at Brian and Jean's and then met Janet, Steve and Melvin at the show. We were all able to park together with a few other Triumph's all up the drive, We had a lovely time and were parked opposite the ice cream van which was really good, as it was a very hot day. Tony and Caroline turned up to say hello.



Essex - Gatwick

Essex Continues

We had a lot of children coming up to see lightening and mater and they had their photo's taken with them. It was a lovely show and one we hope to do again.

Corringham and Stanford le hope Carnival and car show : When we arrived we were welcomed and shown to an area for the cars. When we arrived there were 4 cars, members of a local club an Austin English A40, a Ford Granada, a small VW campervan and a TR6 which we parked next to. After a while a Porsche arrived then a 1930's Jaguar and 2 big American cars just before the Carnival arrived.

The whole group were very welcoming and invited us to join them.



Buntingford Classic Car Show is set in the village high street, four of our members went, Brian & Jean, Melvin, Arnie, Steve & Janet.

Up & Coming Events October 2022

Sunday 9th - Essex Area Club Day - 12 noon at The Castle at Leighs, Main Road, Great Leighs, Chelmsford CM3 1NE - If you wish to have lunch please book with Mike November 2022

Sunday 13th - Essex Area Club Day - AGM at Mike & Sue's - Buffet lunch will be provided - Please let Mike know if you are coming. December 2022

Saturday 10th - Essex Area Christmas Meal - 12 noon at The Ferry Boat Inn, North Fambridge, Chelmsford CM3 6LR - Places must be booked.

Mike

Gatwick

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Hi all. Hope you've been making the most of this great weather, perfect for triumph outings. It's certainly be a busy August, despite Stafford being cancelled.

Bletchingly meet on the 6th saw Chris & I do our customary convoy to the Bletchingly pub. We managed to park up in what is becoming our regular parking spaces. Heres Chris's mk2, my mk1 Spitfire & Trevor's Herald .



On Chris & my return journey we stopped for this great photo opportunity at the Outwood windmill. Apparently

the Mill is still open, but by appointment only.

The monthly meet at the Lion on Tuesday 9th, was quieter than lately, but it didn't stop us having a good time. Chris & I were the only triumphs in the car park which was a shame as this was the last of the light evenings. (It's now dark by 7.30!) So this month's meeting (September), remember to bring your torches!

Phil & I went along on the last of the hot days, to the Cranleigh Classic Car Show on Sunday the 13th where we met up with the Surrey Area & joined them on their stand. An impressive display of cars. This is a great show for anyone into cars! There was a large number of club stands & even more individual cars in a separate area, including Trevor's Herald estate. Apparently the numbers were down on previous years, which was put down mainly to the heat, but I wouldn't of known. I did notice there were less trade stands.

But all in all a very good show & well worth joining Surrey Area again for next year.

Before we left, Cliff invited us to Surrey Area's Stafford replacement camping weekend on the 19th, 20th & 21st at the Bat & Ball just outside Billingshurst.

I finished work early on the Friday afternoon, loaded up the spiffire with everything I would need for the camping weekend.

On arrival after a very pleasant journey (it's so nice to be able to avoid the motorways!) most of the Surrey Area had already pitched up at the Bat & Ball campsite & were sitting back enjoying a beer. Cliff had booked a table for us in the pub, so in due course we crossed the camp site to the pub, where we had a very enjoyable meal. The agenda for the Saturday was discussed & the plan was to travel over to Petworth for the day. I was reluctant to do this as I wanted to catch up with the guys at Bletchingly meet, so I decided to drive back home & have a good night sleep & be that bit nearer Bletchingly. What a great drive home! Nothing beats driving in the dark with the hood down on a warm barmy evening.

Next morning up early to the Bletchingly meet, no Chris to travel with this time. Again another fantastic meet, lots of cars. I finally met up with Richard & his Spitfire mk3. Richard's Spitfire appeared in the Kray brothers film 'Legend' a few years ago, before he bought it.

Trevor was also there with his special, which was good to see as I normally see him in one of



his Heralds.

Later that afternoon I returned to the Bat & Ball, when I had checked with the Surrey gang that they were on their way back. So first things first, was to put the tent up, which after a little hassle I did, with some help from Cliff. Now for that beer, I'd brought some Harveys, so it went down very nicely!

Then before we returned to the pub for another slap up meal, we grabbed the opportunity for a photo, with the Triumphs. Not euro boxes! (Adam & Tom!)

The meal went down a treat. We all agreed to come again next year, possibly the end of July? Finally we headed off to bed. Not too bad a nights sleep. Another beautiful day lay before us. So down came the tents & packed away safely ready for our return journey. Tom was staying for another night in his period caravan, he was treating it as his summer holiday!

Cliff, Jeremy & I all opted for a scenic route home, via West Hoathly & The Cat for a coffee break! ☺ Jeremy's mk2 GT6 parked outside the Cat.

Cliff's mk1 Vitesse waiting for us to get ready for the off again. This is where we parted company, as I wasn't too far from home.

Friday the 26th saw Phil & I travel up to Silverstone for the classic weekend, sadly it was just the Friday & no Spitfire! It was an amazing day something we both definitely want to do again.

Just some of the cars being prepared for the track. Reminds me of my old scalecater! What fun that was.

Next time we'll have to get on the Club stand. It was right up against the track! Pic 12

Sunday 28th saw the Barns Green classic car show for charity. This was a first for me, I'd not been before. As I came through the gates, I was told I was no 300! The queue into the pub (Queens Head) was ridiculous, but I got there in the end for my pint of Harveys. Whilst looking round the many cars I came across George & Morgan with their Vitesse. Trevor was there too with his Herald estate.

While looking around the cars a GT6 turned up & parked in the line of cars. It belongs to Justine, she's had the car for about 20 years it came in boxes! During that time she's been working away on it, to

get it to this stunning GT6 mk1 condition. It's been on the road for just 4 years.

George & Morgan checking the GT6 out. Very impressive! Chris came a little later due to a brake problem on the MOT at the Village Garage, but all sorted.

Peter & Maria went off to show Maria's 12/50 at the Oxted & Edenbridge show on the bank holiday Monday. It's always a good show, I'll have to try & join them next year.

The first Bletchingly meet of September saw Chris & I heading over. It was another good one, Morgan was there with his early mk1 Vitesse.

And Cliff was there in his 1500 Sunday the 4th saw the first ever East Grinstead Classic Car Show, held in the High Street.

Phil's 1500 was in the line up of classics.

Maria's Herald 12/50 was also on display

With Vic's Spitfire mk3 just behind.

The upper end of the High Street full of people enjoying the cars!

We met Joseph there & Edward also came along, both sadly without their Spitfires. A group of us went for some lunch at the Ship. Which caused us to miss Cliff who had come with a friend who had brought his MGB. I Bumped into Geoff who has been working on my Spitfire mk3 body. It's coming along nicely, getting closer to getting some paint. Steve from the Village Garage was there too in a very nice MGB GT.

Chris's & my Spitfires, were described by one viewer as not being very aero dynamic!!

Our next pub meet at **Red Lion is on the 11th October**, so don't forget your torches!

There is some thoughts of changing pubs, so let me know your views.

The Crown has been suggested as a possibility?

Dare I say that maybe we should also be thinking of a date for a Christmas meal? Again your thoughts.

Let me know if there are any shows left this year that would be worth going to?

That's it from me this month, I hope I haven't bored you too much with area show news.





Gatwick - Herts & Beds Leicester & Rutland

Gatwick Continues

Enjoy your Triumphs while you can, before the dreaded salt is spread on the roads.

Tony

Herts & Beds

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Well what to say? we had a brilliant day at Duxford with around 90 cars and 132 members through the gates

With a lead up of mixed weather reports we wondered how this might play out but it cleared up, the sun shone many got a bit red faced with sun and breeze, so some would glow on the way home.

There were concerns that IWM minimum hire fee of £1800 would finish us off but with all your support we have not broken the Herts and Beds bank but made a small profit. Phew!

So you know IWM take £18 per adult we add £2 to provide funds to run these events

With Julian, Nigel and Di running the TSSC Club Shop and Phil from Peter James insurance there was plenty of advice available and Bern was busy doing the Car Valuations for members, we managed to keep the visitors fed and watered we never sold out the sausage rolls but Pasties went like fury with Maurice, Linda, Roger, Sue and Jill keeping the Kettles and hot plates running all day.

The raffle was its usual blind tickets, double pulls, and the ongoing, you think you have prizes that would be liked but years have proven its impossible to pre judge who likes what, my new years resolution is just stick to booze and chocs always a winner.

We asked TSSC Chairman Chris Gunby to present the best car awards, nothing flash but some nice wooden shields for worthy owners of well loved family cars brought back from the brink and here today in all their splendor

1st prize TR5 LER 324G 2nd prize Herald Estate EVX 655H 3rd prize Herald Coupe SPN521, all rebuilt by owners from long owned family cars, all quite exceptional.

Here I must apologise but the Paper with all the names and history on has disappeared in the clear up (sorry about that) we even had a visit from a Morris Oxford on Tour from Belgium as the longest travelled and of course can't leave Kevin Rochfort out as the Shortest travelled!

So thank you all for your support, including the TSSC Staff, Peter James, and all my happy helpers, without them this would never take off and if you blinked you would have missed the Blenheim flight and Sally B taking off.

Like all event planning when it all goes to plan there is little to show the work behind the scenes to make it all happen, this is run by an Area Known as Herts and Beds, its amazing what you can achieve with so little.

There was a supported plan from HQ if the income failed but you all made it happen and everyone is solvent

Thank you all, so till next time....

Pete

and the Herts & Beds team

Leicester & Rutland

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Tel. 07770 650802

Hi all. During August some of the Leicester & Rutland Area had a weekend in Mid Wales and I thank Gary for the following write up.

Some of the L&R members spent a long weekend on a Classic Car Tour of Mid Wales, with a team well known to many car clubs who use the excellent services of the Llanerchindda Farm Team. For two of us, it was our first visit and it came highly recommended from friends in the TSSC and other car clubs too. We were not disappointed. Good accommodation, excellent service and the food ticked all the boxes. The driving routes suggested were brilliant, with big smiles over lots of miles in and around the Brecons, many roads of which you would likely never have travelled before. Plenty of places on route to see and stops built in for the benefit of cars and drivers. Each day's drive had a full route booklet with road information and a Tulip guide to use too. In addition, a full OS map for reference and to assist in variations for those that wanted (or got lost). We found the day's drive was just enough to enjoy without pounding the tarmac too much and still have time for tea and cake on return to the hotel.

The team at Llanerchindda are dedicated to providing facilities for bikes, cars and walkers alike, but the owners are clearly motoring enthusiasts, and the attention to detail was outstanding.

All our cars behaved themselves and no spanners were needed in anger and as all returned with smiling faces this would suggest that drivers and navigators had not come to blows either.

The popularity and good packages means an early booking is needed to get the few places left for next year, so a chat needed soon to see who else wants to go and when. As the feedback from the 'other half' was so positive I guess we will be at the front of that queue.

As Stafford was cancelled many of the Leicester & Rutland Area took up the offer of a free BBQ on the 20th August at HQ. It was great to catch up, and we even picked up a new member (Keith) who had just moved into our area, and visiting for the first time.

The August bank holiday weekend saw many of the area members attend the Stapleford Steam Rally, a Rally that since Covid seems to be growing. Its a great little event and FREE to attend and camp if you are an exhibitor. There is a beer tent, traction engines both big and small, a beer tent, lots of vintage and classic tractors, caravans, bikes and cars "O" and did I mention a beer tent with a special offer of £2.50 a pint for exhibitors who are camping over. Great fun with good friends, three nights free camping and cheap beer. I think we might be going back next year.

Our Area AGM will be held after a long ally skittles evening

M25 East



on our meeting night on **Tuesday 1st November**. If you are not a regular and wish to join us for the skittles and super then please get in touch. There will be no area meeting on the first Tuesday in December, but our **Christmas dinner is to be held on Saturday 17th December**.

Dave.

M25 East

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Hi Guys, hope you've all had a good month and earnt a few quid. That's about it now for the summer and car shows for this year but I must say the weather all through the summer has been simply loveleh. I don't think any of our days out were rained off. There is something to be said for this global warming ha ha. Never fear though, without doubt we will be busy thinking up things to amuse us during the winter months. How about a trip up to London for an evening again, I know we all like that. We will probably have a night away for the Club Open Day in December - we normally do something on the Saturday followed by dinner and drinks in Market Harborough, a night in a hotel and then off to HQ for the Sunday. I'll let you know what's happening when the club decides on a date.

We were busy bees back in August, going to shows every weekend - the first was the Echoes of History Show which was predominantly military based. It was a lovely show in a real nice location but because of the extreme hot weather not many paying public turned up. One to consider for a camping weekend next year.

The weekend that should have been Stafford was hastily rearranged for a show down in Biddenden in Kent called Tractor Fest. Thanks to the organisers we managed to all get booked in last minute.com. It was great, we stayed for the whole weekend. There were masses of craft, food and toot stalls. Steam, military, cars and bikes. And not forgetting the button hook display - Andrew !! Myself and Mrs Hill had a ukulele lesson courtesy of a local ukulele club, think I might have to buy one now ha ha. Evenings were rounded off with awning party's courtesy of Barry n Laura. So, what initially looked to be a disappointment turned out to be a bloody good weekend and one I'm sure we'll do again.

Hellingly Festival of Transport has been our go to event for the past few years over the August bank Holiday weekend. This year saw it clash with Silverstone but as we have done Silverstone a lot we decided to stick with Hellingly. The show itself was great, a proper old fashioned steam show with all the usual exhibits, including button hooks Andrew ha ha. Lots of toot on sale and a nice second hand toilet was snapped up, just what we've been looking for. Only £2 but it did need a scrub lol. Both evenings were spent over in the beer tent



enjoying the live music followed by lots of rum back at camp. The camping field is the only downside to this show. Once again it was in the rough stubble field. Hard going to drive over and muddy when wet or dusty when dry. Either way everything comes home dirty. It might be time to call it a day there as we were all a bit fed up with the conditions.

As it happens Silverstone Classic has already announced that it will be on this weekend next year. So, it looks like that decision has already been taken care of.

A real surprise show was at the beginning of September at the Shuttleworth Vintage Airshow Weekend at Old Warden in Bedfordshire. Some of us, somehow got an invite through the post. We still don't know how they got our details. Anyway, they didn't mind us copying the invite and handing it out to others.

We ended up having a joint weekend away with some of the lads n lasses from the Northants Area, Tracey n Nigel and Jane n Chris. Camping was in the beautiful grounds of Old Warden House and we were positioned right in front of the airfield. Shuttleworth holds a collection of aircraft dating back to the dawn of flight. These are all on display and nearly all are still airworthy. Saturday was a normal open day but our cars were still on display, as were steam, military and vehicles from the Shuttleworth collection.

This gave us the opportunity to visit all the hangers to see the aircraft up close. Sunday was Airshow day and it was packed. We were parked right on the flightline and had a great view of everything. A bonus was that one of our cars was chosen to take part in a vehicle parade airside, on the live airfield. Our car was the lucky winner, but only after drawing straws with everyone.

The airshow was amazing ranging from WW1 bi planes right up to more modern jets. There were even some very precarious looking vintage gliders. Evenings were spent back at camp, mostly sampling different rums. Thanks to Jane and Chris for putting us up in their caravan when it rained Friday evening. Saturday night was better with an alfresco takeaway and then sitting under the stars enjoying some lubrication and a good ol chinwag. This has got to be a must for next year and as it's in the vicinity of quite a few areas we'll see if we can get more people there.

Other members were also busy this weekend at the Buntingford Classic on Saturday and the Brightlingsea Show on Sunday - we do get around don't we!





M25 East - Manchester Norfolk

M25 East Continues

Right, back to the present. We should normally be resurrecting our monthly meetings this month but as we haven't yet found a decent venue there won't be one. Maybe we could just book a Sunday lunch somewhere?

There's one outside show this month at the **Ipswich Transport Museum on Saturday 1st**. Form is on our files page if you fancy it.

Anyway that's all for now, be seeing you

John.

Manchester

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Hi Manchester ! I am writing this October report before the October meeting takes place. So have absolutely no clue as to what happened, who (if anyone) turned up, or any discussions we may or may not have had.

But, anyway we will try another meeting on the **2nd November** Same venue for now, **The Sheldon Arms, Lord Sheldon Way, Ashton under Lyne OL6 7UB**.

Any member wishing to contact me please email Jeff.booth1@icloud.com

Jeff

Norfolk

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It's finally here... TSSC Norfolk now has a regalia shop!

For those of you that have been asking about Norfolk area t-shirts etc your wait is over... We now have an online shop hosted by RedBubble. There is currently three versions of the logo available - TSSC Norfolk, T2KR Norfolk (Triumph 2000 Register) and generic Norfolk Triumph, available on a selection of goods.

Go take a look:

www.redbubble.com/people/NorfolkTriumph/shop

All profits from the shop will go towards area funds.

August Meet Report

Another good sunny evening at our monthly meet at the Swan with 11 Triumphs in the car park.

Plenty of bonnet up time with two Triumphs failing to start at going home time, both thankfully sorted.

Up for conversation was the recently cancelled Triumph/MG Weekend and what could be done to make it more appealing to Norfolk members. The fun had at Helmingham, with some members eager to participate in the next car show, a convoy down to Duxford for the TSSC Herts



and Beds event on Sunday September 4th (see Above).

A great turn out for TSSC Norfolk's Tea and Cake Run

Many thanks to all those that took part on a blisteringly hot Sunday afternoon in TSSC Norfolk's Tea and Cake Run. The tulip route included a forest track and waterfall. A great

turn out with 23 classics in the line up at the finish including 6 Spitfires, 4 TR3s, 4 Big Triumphs, 2 Heralds, 1 Vitesse, 2 TR6s and 2 TR7s along with a 3l Capri and Porsche. It was great to see members from the Cambridge area along with the TR Wensum TRs.

Also imbibing in the tea and cake were a number of locals who came along for a look at the cars. The donations this year came to £200 of which £150 will go to the East Anglian Air Ambulance and £50 will find its way into club funds.

Many thanks to David and Justin for some of the pics. And a big thank you to Christina and Gill for doing us proud again with the baking.

Whitwell and Reepham Station lunchtime meet

A couple of members spent a most pleasant lunchtime at Whitwell Station, a nice location and good inexpensive grub. Many thanks to the TR Wensum lot for the invite to TSSC members to their 'alternative meet' held on the last Tuesday of the month.

Dates for your diary

October Monthly Meet - At the Swan, Ringland, Monday 10th October from 8pm. Come along and say hi, no need to bring your Triumph along.

What could be the last run of the year...

TSSC Norfolk Area Autumn Navigational Treasure Hunt

Date:- Sunday 16th October 2022 - Meet 10-15am Wymondham Waitrose Car Park (toilets if required) - Cars will be set off 10-30 to 10-45.

There will be two easy rounds of driving around the East of Norwich between the A11 and A143 visiting various locations looking for simple clues some of which are worth more than others. There will also be a some white marker boards with a code on for extra points in prominent positions.

Route is from Wymondham Waitrose Car Park to Norfolk Tank Museum for a short break, then Norfolk Tank Museum to Pura Vida Coffee Den, Wortwell, near Harleston. Very little walking will be required. Printed Clues and a small printed map will be provided on the day for planning purposes but we also recommend a standard road atlas is used. Pen and clipboard will be useful.

Paul & Christina

North East Northants



North East

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Well the summer is over and we are now noticing a change in the weather, gone are the hot sunny days, and light evenings and as September starts so does the rain and its now dark just after 8pm, before long the clocks will change and the long dark nights will be upon us, so now is the time to look ahead to next year and start thinking about what events we would like to attend,

Those that attended Silverstone Classic in August said they had a great time and plan to go again next year, but again it will be held over the August Bank Holiday weekend, so I know I won't be able to attend, so it will be a miss from me, Those that did attend and camped on the Woodland site, said it was a lot Quieter this year with Silverstone circuit pushing the Golf club site, a few who camped on this site said the facilities were not as good as Woodlands. A big thanks goes out to Nigel & the Northants area team for running the club stand, and the Coffee and biscuits.

Angie at HQ is retiring, I would like to thank her for the service that she has given over the years.

We have sent a small donation from our members who attended our September meeting, to the giving page that has been set up by Chris Gunby.

Septembers meeting was the first in a long time that it was wet and miserable so we had only one club car braved the damp, that was Josef from Durham in his 13/60 herald, Josef has been a member for a number of years, he also has a Spitfire that is ongoing restoration.

Also new to our meetings was Michael Wilson, who has a TR7 fitted with a V8 engine, he is in the final throes of getting the car back on the road.

We hope you enjoyed your visit to the meeting, and look forward to seeing you again and getting the cars out on the road.

NOTE: Martin is now the man to see if fitting a new hood, he has just completed the hood on his Vitesse, I haven't seen it yet, but he did have it out in the rain and said it never leaked, so he must be an expert now.

AREA AGM in October: Any ideas how to promote the club and suggestions are always welcome

Remember the more you put in the better it will get.

Geoff

Northants

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The Following report should have been in Septembers Mag but missed it due to Technical Problems.

You may have noticed that my reports have been a bit thin on the ground, but in my defence we have been a bit busy. Going back to June 2022 we attended a perennial favourite for Northants members in the Peak Run.

As usual the entertainment was too a very high standard and very well organised.

This year Tracey and I went there from our holiday in Cheddar, as someone said we called in on our way home. Personally I think they need a lesson in Geography, but the trip was well worth it.

Car of the show was won by Honorary Northants Member, Keith Lister with his MK2 Red Spitfire. Well done Keith.

Continuing the award winning trend. Tom Smart won a prize for the "Embodiment of the spirit of Classic motoring for being a 17 year old with a Triumph 2500 TC" at Watford Classic Car Show.

We had a nicely varied display which seemed to attract a good amount of attention.

Car Display Picture)

Our next event was a bit of a trip to say the least

..... Le Mans is one of those events that we have considered but never done until this year. (Jonathan's first trip too). So with a little trepidation we set off not really knowing what to expect on arrival.

After using the caravan for a few years now we soon got back to the ways of tenting. The biggest problem with Le Mans is it's size, in a whole long weekend we still didn't get to see everything. The Camp Site we have is a prime spot at Terte Rouge with stunning views of the track. In the morning I opened the front of our tent to a view of the cars coming under the Dunlop Bridge and down the hill. Now you would think that sleeping would be a problem with all night racing but surprisingly Tracey and I had no problems at all. The Paddock Pass was doing well given the number of cars racing over the weekend. At the start of one of the race sessions I decided to time how long it took for a lap of the circuit, after 7 minutes the cars re-appeared. (That gives you some idea of the size of the circuit) The camp site has good facilities, which includes showers, toilets and washing up areas. We enjoyed it so much we are planning to go next year and hopefully a few



Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you



Northants Northern Ireland

Northants Continues

more Northants will join us.

Then onto Kimbolton Country Fair. Although we had a relatively good display it was noticeable that this year's numbers were both down in display vehicles and public attendance. Perhaps the weather had an impact, it was hot, or was it the fuel prices.

It has been noted that attendances are down in general this year. Having said that it was still a good day out.

Our Northants Camping Weekend was another success.

Although we had no food package this year I believe that everyone had a good time. The Witches and Wizards theme brought out some brilliant fancy dress. Thanks for all that supported us and made an effort on the fancy dress.

Special thanks to Jane, Tracey and Victoria for all there work organising things.

A worrying trend is low attendance at our club night. As I have said before it is the best way to get involved and access the events that get you and your car out and about.

Hopefully we will see you at a meeting soon. We are a family friendly Area who like Camping and Shows

We meet at Overstone Manor on the 2nd Wednesday of each month around 8pm



Nigel

Northern Ireland

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I hope you enjoyed reading last month's report as much as I enjoyed writing it. Really sorry that I wasn't there to see the fishing expedition at Carrickfergus Harbour though, it appeared to have been great fun by all accounts. Even more so I would have enjoyed the free ice cream from Ernie! Saturday 6th August saw us meeting up at Carrickfergus Castle car park at 1pm for 1.30pm departure.

A good turnout of the usual Triumphs and crews, just John though - no Billy, as well as Alan (For). This time we were treated to a view of Peter and family in Franks old wine Vitesse that was really looking well after an amount of work having been done to it. Good to see it on the road again. We were also joined by Ian and Brenda (M) in a very, very tidy blue TR6.



Briefing over and journey along the sea front to and through Eden before then taking the Rawbrae Road towards Whitehead. Not sure that this was a good idea to take this road for Mrs Hogg as there were quite a number of houses for sale with the main selling point being their stunning views of Belfast Lough and the Whitehead areas. A quick burst along the A2 towards Larne, with the sound of guns firing in the fields, brought us to the turn off for Islandmagee to use the aptly named, Island Road. Once on the island we took the Low Road then to take a winding detour via Millbay and Ballylumford with the stunning views of the inlet passing the local historical Dolman monument on the way.



I quite enjoyed the Ferris Bay Road too with its views to the left as we passed the local golf club and then on to Brown's Bay for our thirty min coffee break, toilet stop and leg stretch. Most of us had our own food and it brought memories of the time that Laurence (C) was with us and the large steaks that he and Alan (Fr) consumed at our BBQ there in really poor weather - happy days of long ago.



On the way again after the break saw us taking the main road to get off the island once more. Had noted though that Ian and Brenda weren't with us although we were aware that they, along with John, were leaving early to attend to other matters so nothing was considered out of the ordinary. We did think a bit early though as there is just the one route off at our end of the island. Then we got the call, a breakdown, but I'll let you hear it from Ian himself - "I'm sure you have probably heard about the drama of the burst high pressure petrol pipe in the boot. The boot was up to the spare wheel in petrol. I was very lucky. Alan (F) and Brian (S) were fantastic in the getting a temporary fix sorted after towing me to Brian's house. Brian and I actually both worked on the same preserved railway in Sussex and knew a lot of common people. Small world! Once again, I would like to thank the club for being so welcoming and friendly in my hour if need". Well, as they say that's what we are all about. Thankfully Brian didn't live too far away and a big thank you to both of them from the Club and myself. Just a thought, what car did Ian take on holiday after all the problems? Further news next month! The rest of us made our way to the Shore Road towards Larne, through Magheramorne, and then into Glynn before then making the steep climb out of the village to the Browndod Road to drop down on to the Larne line, going straight across and heading up the Drumahoe Road. Turning now towards Cairncastle before travelling through the Killyglen and Mullaghscandal areas before taking the Loughdoo and Feystown Roads passing the Headless Cross standing stone and the other historical monument in the area, the Dunteige Wedge Tomb, on our right. If you looked further right you could see Scawt Hill. These two roads give you a great view of the valley below on the left and you can also see the start of the Glenarm River before it flows through the village.

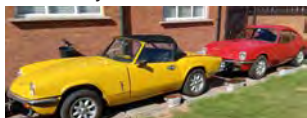
Notts



Using the Town Brae, we dropped down to Glenarm marina car park for a toilet break and a chance to stretch the legs as well as a wee chat with others. The final leg of our run took us along the perimeter of Glenarm Estate, then left via Carnalbanagh and the general areas of Rathkeel and Speerstown before passing by the side of Tardree Forest park and across to Ladyhill. Then dropping down via Rough Lane and on to Antrim to the Boat House at the side of Lough Neagh for tea at 5.30pm.



A good choice of venue with an excellent meal, I really liked the prawn starter and the chicken goujons. Thanks to the Mann family for an excellent run and venue. Called out with my son, Simon, the other day and I see now at least he has moved the GT6 and Spitfire from the driveway to the rear of the house. Clearly, they both started after a period. Hopefully, some day he will get them on the road again as he's getting too many miles on the mini! In fairness they aren't reliable at the moment and there is always the fear that they will stop over the period of a run. Saturday 20th saw our second of the month meeting once again at Carrick Castle. Unfortunately, Heather and I were in Scotland and so missed the run and so not as much detail - thankfully I hear Heather say though. It was good to see Robert (T) again as well as a long-time missing member Richard (R), hopefully he will have a Triumph on the go soon. There was also a good turnout of other members as well.



Old acquaintances were renewed and then they were on their way up the Woodburn Rd and turned into Knockagh Rd passing the three Woodburn reservoirs on the right and a short distance later Knockagh Monument on the left before proceeded over the mountain top and down the other side to the Ballyclare area to Logwood Garden Centre just the other side of the carriageway for tea/coffee and toilet stop. Never knew of this place myself so must pay a visit sometime in the future. The run then headed out through Ballyboley towards Cairncastle and the then via Killyglen to Feystown.



Here they stopped at a viewpoint to allow legs to be stretched and a bit of a chin-wag. There was a great view of the area used by the TV Series "Game of Thrones" in at least two places. Stop over then through Ballynashee and Braepark areas to finally reach the Ballymena/Doagh Rd to the Rosspark Hotel for tea.



) A good meal and a few drinks later, everyone seemed to have enjoyed themselves as I understand it. A big thank you once again to Alan (H) and Maureen for looking after the run and for all those that turned up in support. A big welcome to new member Glenn (V). If you read this report, please contact me as I believe that we have incorrect contact details as I sent you a welcome email on 31st Aug. We had our monthly meeting on Wed 7th and it was good to see Laurence (C) again with all his recent medical problems, hopefully all goes well for him and the same in relation to Brian (S) on his two operations coming up.

By the time you read this the Mourne Run with Alan (F) and the Down/Armagh run with Colin (L) in Sept. will be over.

The final run of the year will be on **Sat 15th October and will be in the Antrim/Tyrone** areas with the mileage being kept to a minimum. Further details at a later date.

Well, that's about it for this month's report, a sad day as I type it, as it's Thursday 8th September, the day our lovely lady, Queen Elizabeth 11 died.

Remember our monthly meeting on **Wed 5th Oct at 7.30 pm at Nortel Social Club, Newtownabbey and our last programmed run of the year on Sat 15th October**. Until we meet again, keep safe and well.

Douglas.

Notts

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Myself and Nigel have been busy as ever with the area and club events. From the last meet up we have been to Thoresby hall again on the bank holiday Monday weather was a cloudy day most of the day. Nigel had the opportunity to take his dads TR4 to the show whilst I travelled with the grandkids to the show. It was nice to be back on the field in front of Thoresby hall and a few stalls and arena happening on the day. Our friends the Little John classic car and bike show won best club stand again so well done to them. And the whole day was an array of classics from motorcycles to camper vans some very unusual builds. As from the photo a Land Rover vehicle made into steam punk. On details we saw beer barrels for wing mirrors, wine goblets for rear lights, various other household items and other unlikely counter parts used for the build. We got speaking to the owner as you imagine a lockdown build begin as something to do but is now an on going pleasure for him and his wife so look out for this vehicle at local shows.

We also had the pleasure of going Duxford with Julian at the beginning of September to the Herts and Beds area show case. First time that I had been and my goodness, so much to see around the airfield and hangers. Quite pleasantly surprised how fab this event is. This is a club supported event and is normally on the first Sunday in September so keep a look out next year for the event, one worth travelling to, whether it be in your classic or modern.

We have some dates for events for next year already **Cromford Steam Rally is on 5th-6th August 2023** a must for any-



Notts Peterborough

Notts Continues

one. **September 9th-10th Shardlow inland port festival** classic cars welcome.

We are going to compile a list of local events so keep an eye out.

For October and November we would like to discuss shows and where do you want to go and do rather than us thinking where and what to do, any suggestions or more than welcome.

We have a big Triumph anniversary next year as well so keep looking in the Courier for special events.

Our next meeting night is on **Wednesday 19th October** starting at 7pm. After that will be **Wednesday 16th of November this will be our AGM**, then the last one before Christmas is on **Wednesday 21st of December 2022**.

Hope to see you at one of our meet ups. Everyone welcome. See you soon. Best wishes,

Nigel @ DI.

Peterborough

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In September 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. There were 7 of us eating, so the room booking fee was again waived.

Next meeting, will be on Monday the 10th of October 2022, again at The Gordon Arms : Please remember to bring a raffle prize!

My Spitfire 1500 suffered a pin-hole in one of the core plugs on the right-hand side and released half the coolant! Fortunately it was the front one (of 3) so at least I could see it. I bought a set of core plugs from Rimmers to replace them. To gain access I had to remove the carbs, and intake and exhaust manifolds. After that, taking the old core plugs out was a bit of a challenge. I finished-up driving a screw driver through the bottom flat of the plug to one side, then bending out a tab that I could grip with water-pump pliers. I did that to the 3 core plugs on that side, then used a small flap-wheel to clean-up the sides of the hole. I decided to use just a whiff of instant gasket to fit the new plugs, and all was then well. There are quite a lot of other core plugs, including 3 on the back of the engine which I don't think I'd be able to remove with the engine in-situ, so I decided that they looked fine. (time will tell).

Apparently in America these are also called "Freeze Plugs", though I believe that the correct term is "Welch Plugs", and I've read that they are there to protect the engine block from cracking should the coolant freeze. We discussed that at the meeting in September, and I've been set straight! Steve has previously worked casting engine blocks, so is as reliable a source as I can think of. He reports that the holes are there

for 2 reasons - 1/ to support internal sand forms during casting, and 2/ to allow removal of the sand.

Here's some news from Doug:

On Monday the 8th of August I got the chance to meet and drive the TS2 of the TR Register at Wansford Station - Nene Valley Rail. This car is a great piece of Triumph history from the 1950's as it is the first right hand drive production TR2 to



be built just 69 years ago! Driving it up the road the engine pulled crisply and the gearbox was positive. It's shockers will be in need for some attention shortly - but what a chance to drive a great piece of our motoring Triumph Heritage.

I inherited a watch makers lathe from my father who hadn't used it for years and this had been in my garage for a few years in a greatly travelled wooden box providing a corner for spiders to

weave their webs. How thoughtful of me! However it is getting high time to delve into these dark corners and move and/or sell some of my surplus

gear. I hadn't looked inside this box for many years but decided it and its contents need to go. I spoke with a couple of club members who are into models

- of the train and car type. Paul Lumsdon came across and looked at it and said it was probably too complicated for him at present. However I started to clean it up and found the manufacturers name of F Lorche Schmidt & Co and then lo and behold I found it is stamped 'The Triumph Lathe'. They are not very good photo's but it is another example of Triumph.



Charlie.

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

Scotland Central Somerset - Southern



Scotland Central

e-mail: dave.fray25@gmail .com

Tel. 07557 659311

www.tssc-scotland.org

FB. www.facebook.com/groups/TSSCScotland

It's been an interesting month with lots of activities. First a big thanks to Ken Robertson who stepped in and ran the Biggar show for me. The show was well attended and those who went along gave it good positive feedback hopefully I will be able to go next year.

Had some feedback on Ladybank and Carhailes shows and we will look at the shows to attend as a club next year

The Carlisle TSSC group are heading to Scotland in October and have invited us to dinner with them at **Arrochar on Tuesday 4th October** anyone wishing to go let Roy or myself know. Please can you give me feedback on how you want the AGM structured this year? choice is zoom meeting or face to face meeting.

On a personal front I have been away on a car upholstery course this month. Photos of exam pieces attached



Dave

Somerset

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Tel. 07778 923064

We were on our way driving to our monthly meeting a couple of days ago when a newflash appeared on the phone saying that Queen Elizabeth II had died. I know this will be old news by the time this is published but it is the only news as I type this.

We immediately decided that we should cancel the meeting so we stopped the car and sent a message via the Area Facebook Group to that effect. When we arrived home I sent an email to all Somerset members using our mass mailing system explaining that we had cancelled the meeting. Again I apologise to anyone that missed the communications and arrived at the Puriton Inn to find no one there.

It is amazing to think that Queen Elizabeth had already been on the throne for 18 years when our Vitesse first hit the road in 1970 and 4 years before Denise and I were born. R.I.P. Queen Elizabeth.

The summer season is nearly at an end. We are still chasing members to come and join us on our stand Somersets Festival of Transport in a couple of weeks time but there does not seem to be much interest.

Report on the show next month.

The biggest sign that the year is close to the end is that we are making moves to book the venue for the Somerset Area Christmas dinner.

There has been no formal Area activity since last month but I do know that members have been out and about at local shows and that Steve Polden picked up and award with is TR2 last month.

Denise and I will be taking the Vitesse to Southsea for a few days next weekend including a couple of days at Goodwood Revival again. Then we have a tour planned.

Unbelievably this will be our first proper tour in 2022. Then we may do another tour towards the end of October. The mileage will be nothing like the 2000 miles of the 10 Counties run that is currently taking place but I still intend to have a good look around the car before we leave for Southsea next Thursday.

Alan & Denise

Southern

Tel. 01252 722432

Not much in the way of news this month. Looks like Mike's carrier pigeon has been shot (again) and I certainly haven't been anywhere in the Vitesse having acute steering problems after taking my grandson back to Andover.

It only took the RAC seven and a half hours to recover me, that included giving their driver the wrong location and ignoring the fact that I'd asked for a low loader (pill**s). The steering rack is the problem and now has gone back to Rimmers.

Paul and Neil and Maxine were due to have a little jolly to Switzerland I believe but Neil has been taken ill and they have cancelled. Here's wishing Neil a speedy recovery. Dick T has sent me a piece below.

At the Triumph/MG gathering had a flyer for the Barns Green gathering which I passed on to Paul. Decided all clear in the diary and had a fabulous drive up via Petworth. Over 300 cars in attendance of all shapes, sizes and age with 31 Triumphs represented; lots of Stags as usual. Arrived at 1030 and parked up with some of the West Sussex crowd and thought I would leave just after lunch, which became 1630... Andy,

The blue GT6 Mke belongs to a lady called Justine and made its first appearance at Leatherhead, I did point you out to her but not sure if you made contact. She used to have a Vitesse and does all the work on the GT6 herself and apparently it has been a competition car since its early days. Hopefully she will be at Duxford.



Dick and Dave B made the trip up to Duxford, saying it was a very good show with over a hundred Triumphs in attendance. They also saw a Bristol Blenheim doing the circuit and a B17 bomber starting up.

Apologies to Dick, I missed his report from Le Mans. See below



Southern North Staffs - Surrey

Southern Continues

This was my sixth time to the event and across on the Thursday morning ferry with a Naval chum in his Morgan with a Rear Admiral (Rtd) as a passenger, I had son Alec with me, both CLM 'virgins'. Both were amazed at the classic car exhibition that is the ferry port. Rained on arrival at Ouistrah-ham but then a good run down to the TSSC campsite at Tetre Rouge inside the circuit. As always this is extremely well organised by Bern and Angie with a bar, needed given how hot it was, and chuck wagon in attendance. The latter is the one used at Leatherhead and provides everything from breakfast to an evening 'special'. As you would expect the sight and sound of entrants from the last 99 years of the 24 Hours race was fantastic with them on track (day, twilight and night) in grids relating to age. Outside of that there were stacks to see and a walk around the paddocks made The Revival look like a local club meet! The run back saw a small electrical gremlin with the GT6, narrowed down to a passenger knocking the battery cut off switch! Just shy of 300 miles over the weekend with fuel around the same price as the UK but no Duty Free pipe tobacco!

Up and coming Events

October

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

16th Sunday lunch meet. Fishers Pond SO50 7HG

November

1st regular meet, The Seven stars GU32 3PG

20th Sunday Lunch meet, The Fox, Bramdean. SO24 0LP

December

6th, Christmas Dinner venue to be arranged

That's all for now. Take care

Mark

Whilst in the middle of composing this I have heard the news that the Queen has passed away.

Whether you're a royalist or republican you cannot deny the great service and dedication Queen Elizabeth has

North Staffs

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Tel. 07939 603061

Hi Folks. Not looking forward to the dark nights at the end of October when the clocks go back, still it's time to get back in the garage and do some of the jobs you keep putting off in the summer.

The Nantwich show which previously hosted the Cheese show had great weather and was good but was missing the vintage cars that normally attended when the Cheese show was there, also the number of cars down from pre covid.

A couple of us attended the Ipstones Show with a good turn out of vehicles and the weather again was good, we also had a decent turn out for the Eccle-



shall Show and the rain held off until we got home.

The last of the shows are almost done as I write with the last few in September, Statfold Road & Rail 10th-11th, Etruria 11th and North Road 17th-18th.

Final ones for **October Foxfield Railway 2nd and Heaton House Farm Vintage Club on the 9th**. If you know of any events that could be of interest let me know.

By the time you receive your Courier I hope to have arranged a couple of runs out on the weekends

Finally if you are not receiving any emails from me please get in touch so your email address can be updated.

Next Meeting Tuesday 25th October

Take care

Dave

Surrey

e-mail: cliffdarby256@gmail.com

Tel. 07853 793341

Greetings all, well we are heading out of summer and into the cooler months, its been quite a good season car wise and the weather was a bit of a bonus.

Last time I wrote we had started with the IOW, some of the lads went off to Le Mans, which it seems was a success, an Austin Healey broke down, but at least it was not one of ours.

A continuing good event is the Bletchingly meet on Saturday mornings (1 and 3) Bob, Jeremy, Tom, Paul, Tony and Cliff in attendance, cracking array of vehicles and a good group of folk.

The Well House is still doing good business and attendance has been buoyant with some new faces (nice GT6) the al fresco grub also works.

Pity the Stafford weekend was cancelled although I did breath a sigh at not having to climb the M1 on a Friday night, but there was a plan B. In between this we had the hottest Cranleigh meet and thank the Lord for the gazebo, thanks Micky and Jeremy for the erection. It really was too hot but the day was excellent with tea and beer and lots of tat to buy. We decided to have our own Stafford at the Bat and Ball near Petworth, the array of old caravans which came out of hibernation was a delight. Tom and James and Martin and Caroline and small people at least had a bed. My tent you may recall looked like a sagging bladder, but as promised I have fixed it and it will live to fight another day. Plenty of beer and good grub in the restaurant, a good steak, pork loin and fish and chips from memory.

We all had a nice drive down to Petworth on the Saturday and enjoyed a pleasant stroll around the town and thence to a good pub.

I have finally fixed the Spitfire, the Petronics sp, means no more spluttering, also I have replaced the clutch hydraulics and sorted out the overdrive. Jeremy went to the Sheer hill climb and a few of us attended the East Grinstead car show, which actually was pretty good. Where do all these cars live. Sorry Tony couldn't find you. Haven't seen much of Will but I suppose the TR youth have their advantages.

We have the Bluebell drive out day at the end of Septem-

East Sussex West Sussex



ber, but this might pass it by.

Anyway that's a sort of round up of the warm months, bring on the winter and the revolution, we have a new PM today so happy days. All the best,

Cliff

East Sussex

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Tel. 07833 944847

What happened to August? Wendy and I have been very busy renovating and decorating in our new abode and with everyday seeming the same, the month has flown past. Time flies when you are enjoying yourselves. We did not take part in any car shows but visited a few of those mentioned below:-

The Hooe Classic Car Show held on Sunday 7th August was a very busy show. Kevin, Kim & Dave, Ian & Chris exhibited their Triumphs and Richard & Kathryn were there with their Daimler V8 250. Lots of cars and autojumble to look at.

Monday 26th August was the day for the Bexhill 100 Motoring Club show. Ian & Chris displayed their GT6 and Vic & Jean had their Spitfire on show. I have been told there were some 400 vehicles there and it was certainly very busy. Wendy (semi-official photographer) managed to get the Mayor of Bexhill to pose with our member's cars.



The Festival of Transport, Ardingly was held over the three day bank holiday weekend. I know Vic & Jean were there and they said it was a good show.

David and Kim Hedges took their Vitesse and campervan down to the Great Dorset Steam Fair and kindly gave me a heads up:-

Five days in the dust

Having been invited to exhibit our Vitesse at this year's Great Dorset Steam Fair we joined the line-up of a varied selection of cars from 1912 up to 1969. Triumphs were well represented with a 1951 Triumph Renown, a very nice 1959 Herald Coupe complete with its original paperwork and handbook and our 1969 Mk 2 Vitesse. We shared the display area with vintage caravans all towed by cars of the period including a 1977 TR7.



The dry weather and the Dorset soil resulted in a very dusty week with the car needing washing every morning before going to the display area. The 352 mile round trip went without any problems and we are looking forward to a return visit next year.

David and Kim Hedges.

On a personal note, I would like to thank Pete for helping

fix my noisy gearbox (it took two operations to heal it). The idea was to fix it and use the Vitesse to go to Stafford but instead we took it out on Sunday 21st for the day to the Worthing Rugby Club car show run by Southern Classics Society. I was lucky enough to find an original "GT6 and Vitesse Workshop Manual" and a few imperial spanners so I am sorted for the rear suspension overhaul this winter.

The monthly meeting at the Halfway House Pub on Wednesday 7th September was well attended; some 23 people came along but because of the colder weather we were all inside. Just as well as the heavens opened along with some lightning and thunder during the evening. Roger, owner of a Spitfire Mk 4, came along and hopefully he will join the TSSC.

Finally, I have included a photo sent by Clive & Gill Senior, who are currently doing the 10 Countries tour.



What's planned for October?

The only event in my diary is a breakfast run to **Shoreham Airport on Sunday 9th October**. If anybody wants further info about events see me at the next meeting or drop me an email (email details can be found in the Courier) or make contact on my mobile no. 07833 944847.

Geoff

West Sussex

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Tel. 01403 253034

Hello hope you're all well. We had 3 Vitesse's and 1 Spitfire dodge the summer showers and make it to our August monthly meet. We also had a group drive over to Petersfield to join in the TSSC Southern area monthly meet. It was a nice drive over to Petersfield and good to see some new cars and faces.

Alan has some great news that he has fitted his new 1500 engine into his herald. Alan impressively removed the tired original engine and swapped in the Spitfire 1500 engine all in 1 day. With some minor modifications the engine bolted straight in and looks very original other than the engine now has twin carburettors. Alan was able to enjoy 300 miles the following couple days running in the new engine.



Ben from our West Sussex area group hosted the annual Queens Head, Barns Green classic car show, a yearly event to raise money for Saint Catherine's hospice. It was a great day, it was very well organised and had a brilliant turnout with 330 show vehicles, a new record for





West Sussex North Wales

West Sussex Continues

the annual event. A big well done and thank you to Ben for organising a brilliant event and raising a mega £5,465 for Saint Catherine's hospice.

I have treated my Vitesse this month to some new upgrades. First mod was fitting a upgraded aluminium radiator to replace the leaky standard radiator, although the car never ran hot before I thought it was a good upgrade to do as I hope to do some track days in the near future. With the track days in mind I also fitted some retro bucket seats which I am very pleased with. The standard seats really needed replacing, although the covers looked good the foam base beneath them was split making them saggy.

Derek has been putting his Stag to work, using the Stag to tow his keelboat from Worthing to Kiel and back via Harwich racking up a mega 1200 miles. The ford Essex powered Stag performed great, it never missed a beat and got many looks pulling along the boat

We'd love to see you at one of our meetings, we have a really great and welcoming group and also a very nice variety of Triumphs between us.



George.

North Wales

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Tel. 01691 600215

Hello, everyone. Our monthly meeting on Thursday 4th August went very well, despite some people not being able to attend. There were several points discussed and conclusions arrived at. The Lunch Runs have been organised for the next two months. Great to be in the company of such lovely people, it makes the meetings go very well.

On Sunday 14th four members of our group accepted an invitation from West Cheshire MGOC to join them on an afternoon road run of around 39 miles through the North Wales countryside, meeting at Grosvenor Garden Centre and ending up at one of the member's homes. There were nineteen cars taking part in total, and the hosts served a wonderful afternoon tea in return for donations to the West Cheshire Candles Charity. The weather was extremely hot, so the refreshments were most welcome.

The Flint and Denbighshire show on Thursday 18th August was a much anticipated event after having been cancelled for the last two years. Their publicity said that they were going to be "back bigger and bolder", and indeed they did not disappoint. There were Shire horses, show jumping,

sheep shearing competitions, livestock, arts and crafts, flowers, fruit and vegetables, trade stands and, of course, classic and vintage cars and machinery. Our Border Classic Cars group had a good turn-out for this event, and were chatting to the owners of neighbouring classic cars, some of whom have now become new members of BCC. Tony was able to help one owner from West Cheshire MG to sort out the rough running of his MGB, and Barry gave some advice to the new owner of a Morris 1000 about her fuel pump. Some enthusiastic young visitors enjoyed being able to sit in the "cool cars": one young lad asked if the MGB Roadster had air conditioning, and given that the top was down the answer was "yes, this is it!" The weather was mostly kind, with just one sharp shower during the afternoon, but the clouds soon passed over. Next year's show is already being planned. An excellent day spent with good friends.

Saturday 20th was the Tatton Park show, and our group met at Stamford Bridge ready to leave at 8.30 a.m. Neil Wallace kindly took the lead, but when we arrived the grounds were bursting to capacity. A place had been reserved, but when checked it was under trees, so we decided to move up a little where there was more space, although this turned out to be a windy corner, with some interesting smells coming from farmland. We had eight cars on our stand, and no two were the same. The new gazebo was put up, and looked good, with plenty of room for all. It was nice to see Helen and Andy Jones and have a good catch-up with them. Walking around the show there were loads of stalls of all varieties, which is usual for Tatton, and the sun felt very hot when walking around the stalls and car displays. Lovely day, in great company.

The monthly Lunch Run on Thursday 25th was organised by Helena and Roger, and everyone met at Moreton Garden Centre at 11.00 for coffee, tea, etc. This run was a bit unusual seeing as there were no route plans:- returning from the Midlands the day before, but running late, there had not been enough time to re-run the route and do the instructions. However, everyone was told where to head for, and either follow Helena and Roger or make their own way. Nice to have a new member, Tony Snutch, come along. The Boathouse at Ellesmere was the lunch venue, all food having been pre-ordered. Lots of laughter and chat, another lovely day in great company.

Over the weekend of Sunday 28th and Monday 29th August it was the Prestatyn Run and Show, and both were excellent. Our group had six cars doing the run on the Sunday, starting from County Hall in Mold. Five cars did the short route, and one did the long one. Weather was good for both days, and at the end of the run a Typhoon and the Red Arrows performed over Rhyl, this being a real bonus to the day. The show on the Monday had more cars than ever before. There were lots of visitors and plenty of interest in the classic cars, with many contact details given out to other classic car owners interested in the Border Classic Car group. One couple had recently bought a beautiful T reg Triumph Spitfire, in very good condition bodywork wise and with only 6500 miles on the clock. They hope to have it on the road next summer.

That is that for now, so please remember that our meetings are held on the **first Thursday of the month at the Trevor**

South Wales



Arms in Marford at 7.30 p.m. Come along and meet us all, you will be most welcome.

Forthcoming events:- October

2nd October:- Alfie's Car Show, Claremont Farm:-
(Charity event).

6th October:- Monthly meeting at the Trevor Arms,
Marford.

27th October:- Lunch Run.
November

3rd November:- Monthly meeting at the Trevor Arms,
Marford.

24th November:- Lunch Run.

Helena & Roger.

South Wales

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Despite the Saharan weather conditions we managed to prove that all the Triumph marques could survive 30 degree and more weather conditions and clock up the miles while passing broken down moderns all over Wales and beyond. The club members actually attended 6 runs to Classic car events over the 4 weekends in August which was quite remarkable. First up was our run to the Skewen Classic Car clubs show at Knoll Park near Neath attended by 8 Triumphs and 13 members. Sandra was on hand with Teas, Coffees and the best bacon rolls in Neath. During the show we amused ourselves by staying under the trees in the shade as Jared hunted down Megans secret admirer which he carried out with all the efficiency and tact of Inspector Clouseau in hob nail boots. It would seem justice was served when his Spitfire decided to have sticky carb float syndrome when leaving the show and blocked the road to everyone leaving.

Bern to the rescue and we had it sorted as fast as a F1 tyre change. Saturday 13th August saw 7 members in 5 Triumphs at the Porthcawl Rugby Club Show which was relocated to Pyle Rugby Club near Bridgend due to concerns about the pitch not surviving a combination of lack of water and a dressing of 20/50. The following day Sunday 14th our stalwart band of Triumph travellers were off early in the morning after a meeting at the Two Arches Café Newport to head south west to Bridgwater Classic Car Show in Somerset. Bern and myself in his TR4A, Megan and Sandra in the Herald convertible, John in his MkIV Spitfire and Alan and

son Dan in their 1500 Spitfire. Thanks to our event shelter we had some form of respite from the baking sun on a day when again the weather was almost too hot. Amazingly the traffic was fairly slack on the return journey which was fortunate as classics and hot weather and traffic jams is not a good combination however all the breakdowns we passed were moderns.

The Vintage Fayre at Kington near Malvern was our next run out on Sunday 21st. I had been voted in to be Megan's instructor, not that she needs one, and for the day as parents Sandra and Gerrard were getting Tattooed in Edinburgh. Six Welsh Triumphs headed for Malvern and we met up with Russ Rocket in his Triumph powered MG Gentry just south of Kington, fortunately he knew the way so we didn't get lost again. An enjoyable show was had by all who attended and basted themselves in the communal Sun Factor 3000. The following Saturday 27th August the club attended the Pontypridd Car Show in War Memorial Park in the centre of the town. Although general attendances were down this was made up for by the availability of excellent Burgers and Chips in the town.

The following day Sunday 28th August saw us attending the Clevedon Flower Show which was a run dedicated to Gwyn Evans who we sadly lost in 2020. In order to get a good parking spot amongst the prize roses and vegetables we had assembled at the Two Arches at 7am and got on the road to Clevedon via the M4 and M5. Mike and Heather in their Acclaim representing the Monmouth Mafia, Tim and Babs in Gwyn's beloved Spitfire, Bern in his TR4A with me for ballast, Paul and Barbara in their Vitesse, John in his MkIV Spitfire and Eddy in his Dolomite Auto and Megan and Sandra in the Herald convertible all got parked up and got the Tis and Cis on the boil. This was a great show with a lot to see including sheepdogs herding ducks being serenaded to the watery tones of The Barnacle Boys sea shanty demolition trio. Later in the afternoon Megan found herself being pursued by a group of Star Wars Stormtroopers intent on capturing the talking hearth rug known as Chewbacca. The Stormtroopers surrounded her car and would not let her out until we collectively paid a ransom (for charity). One Stormtrooper had a sneezing fit from the flowers Megan had adorned her Herald with in order to enter the Best Flower arrangement category. We had a great time and have the photos to prove it. Thanks to all our members for making August 2022 one of the best attended for events and supporting our area activities.

For the foreseeable future our meetings will be the **LAST**





South Wales Wessex - North Wiltshire

South Wales Continues

WEDNESDAY of each month due to the Lighthouse not being open on Tuesday evenings.

Events upcoming for October
Sun 9th October Classic Meeting Hanley Farm
near Chepstow

Wessex

e-mail: trevorcarlyle@btinternet.com

or e-mail: berry223@btinternet.com

www.triumphnewforestrun.co.uk

Tel. 01425 475376

As predicted, a good turnout for Breamore, with at least eighteen cars. We welcomed Keith and his TR friends from Southampton. Sadly Rex is still very much missed, not the same without his jolly persona, though he certainly would not of liked the heat. The weather was hot, very hot, so the day mainly consisted of sitting under John's exceptionally large gazebo. Some did venture out for tea at the big house and we did have a quick browse round the auto-jumble stalls before the heat got to us. Not much wandering looking at cars, we contented ourselves with catching up with everyone's news and discussing the many topics that are now being presented, i.e. electric cars versus hydrogen; what the new government ought to be doing, etc.

Le Mans Classic was again discussed and established that it would be a separate event from the 24 hour. As you know, the Classic is normally every other year, but as it is Le Mans 100th celebration, they have decided to have the Classic next year as well, so that all can celebrate. The topic of camping and the alternatives came into the conversation. Several options were mentioned, the problem being the cost, the camping being a few hundred and the alternatives, a few thousand! Watch this space, I think the camping will win out! -

We decided to give Silverstone Classic a miss this year, maybe next year, depending on what happens with Le Mans and how many show an interest. It might be because we are getting to like our creature comforts as already mentioned, camping and the reliance on the on-site food outlets has always been an issue, with very few options to go off-site for provisions or a pub lunch.

Club night went well with a display of cars on the lawn. The usual topics were debated including the state of the economy (again!), world wide politics and a few other



subjects that do not readily come to mind (probably for the best).

August/September has been the best months for events locally, with the Dorset Steam Fair, a five day event, one of the biggest in the world!; likewise the 4 day Bournemouth Air Show, the biggest in Europe; Dorset County Show; Beaulieu Auto-jumble weekend and smaller shows like the Verwood Rustic Fayre, Classics on the Quay and Bournemouth & Poole Preservation Club (BPPC) Swanage Railway including Swanage Folk Festival, a three day event.

Ringwood, the continuing saga; I did heed my own advice for Breamore and took a diversion via Verwood/Alderholt coming out at Ibsley, to avoid any chance of getting caught in traffic, retracing the same route home; the Spit does not like getting held up in traffic, tends to get a bit warm, which then transfers to me getting a bit hot under the collar! Hopefully the road works are coming to an end with only a couple of months before completion, apparently ahead of schedule; making lane & road closures, 50 & 10 mph speed restrictions a thing of the past; some sense of normality before Christmas? - Did I mention Christmas, not possible, is it really upon us! keep smiling,

Martin

North Wiltshire

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Tel. 07852 455242

Another good turn out at the meeting in September. As we move into the autumn we are thinking about other events. We have decided we would like to have a meal at the **December meeting at The Foxham on 13th December**. For numbers, please let me know if you would like to join us.

We are also planning a go kart event at **M4 Karting at Hullavington**. We need 10 drivers for a session that consists of a 15 minute qualifier, followed by a 20 lap race. Min age 16 years. £40 a head. Date to be confirmed, but more than likely a weekday evening. Please let me know if you would like to have a go.

The next meeting is Tuesday 11th October from 7:30pm at The Foxham. Please come along and join us for a drink and a chat about all things Triumph.

Craig & Sarah

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you

Worcestershire North Yorkshire



Worcestershire

e-mail: vicky@richarddredge.com

Tel. 07745 299457

Well, the nights are drawing in and it was soon dark outside. Not a lot of action at the Pear Tree, quiet as ever on a Monday evening except for our group.

However, 13 members ventured out and 3 club cars, Roger even using his tonneau cover, despite the weather forecast but Bev was sensible and put his roof up!

Much talk about Spa which several members were attending later this month, which as a result, Vicky decided to postpone the Oct meeting until **Mon 10th Oct** as a lot of members would not be attending.

We generally talked until a young lady entered the room to ask who owned the red Spitfire because of the heavy downpours. Roger quickly exited and put his roof up because of the deluge of rain we had.

We were also informed that the pub was closing at 10 so we had to leave early, but as the weather was downright horrible and no news to report, a hasty exit was made. However, flooding was evident on the road at the exit of the pub.

I managed a reasonable journey, despite the weather and several cars parked at the side of the road with hazard lights flashing, until I got north of Ombersley on the A449 when I suddenly hit a deep amount of surface water; on came the engine warning light (needs engine repair spanner!) - good job I wasn't in the Spitfire, as the water probably would have gone over the bonnet. Luckily, before I reached home this light had extinguished, but further north at the junction with the A456, Stourbridge to Bridgnorth road, the Fire Brigade and Police had completely closed the southbound A449 which was under several inches of water across both southbound lanes. Moral of the story, is that the Weather forecasters do get it right sometimes. Hopefully, now, we'll also get the warm weather they were forecasting later this week and I might be able to do a little more work on my Spitfire. Unfortunately, my garage is too narrow to do anything inside so I got it dry to get it out onto the drive! Hope everyone else got home safely without too much hassle.

Anyway, will sign off now, but **DON'T FORGET, next month's meeting is the 2nd Monday (10th Oct)**. See you all then and drive carefully and at least Vicky will have news of the Spa trip and the news report won't simply be about the weather!

Stef

North Yorkshire

e-mail: warrentr6@yahoo.co.uk

Tel. 07534 820155

Our meeting venues are now

Fourth Tuesday of month, The Greyhound 82 Main Street Riccall YO19 6TE

Second Thursday of month, the last Motorist of the year is November

Hi to all our North York's Triumph fans, by the time you read this Winter will be upon us, so we start thinking about the projects we have planned please let me know what yours are? After many

years of taking my Six apart I hope to leave it alone apart from the usual service, the Midge I plan on a cylinder head overhaul so will report on how that went later. A few of us attended the TR Register event at the Great British Car Journey, I attended the TSSC event a few weeks ago but a worthwhile day out with Richard coming away with a trophy for his TR8 in the survival class, see photo.



Our meetings have been steady throughout the year and hope to build on the northern area throughout the winter also we have a good few members in the eastern part of our area around Hull so if you are one of those please contact me and maybe if enough interest we could have a group meeting around that location?

Apart from the NEC Classic show we don't have a lot planned over the winter, Grace is planning on organising our Christmas lunch this year details below:

Christmas lunch 7 January Blacksmiths Arms, Farlington, YO61 1NW. meeting at 12:00 sit down 13:00 booking will be through Grace with a £10:00 deposit, it seems a long way off but it will soon come round.

I keep saying this but will say again, please let me know what you as a club member want from our area group we can adjust to suit like days out, attend shows, talks on the ins and outs of bodywork mechanical work as a group we have done it all so let me have your thoughts?

Keith

TSSC South Staffs Area. New AO/s Wanted

Please Contact Nigel Hill - Area Liaison Officer

for more Details

We will offer all the help needed to do this important Job

Tel. 07976 163006

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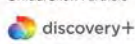
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*Exclusive discount code is for club members use only. Applicable to advanced adult day tickets booked online before midnight on Thursday 10 November 2022. Code also offers £2 discount on family, child and multi-day tickets. Full ticket information: www.necclassicismotorshow.com/tickets.



CORNWALL TRIUMPHS CHRISTMAS



DINNER AND DANCE



**Saturday 10th December at Tregenna Castle
Hotel
St Ives**

7pm - 7.30pm



Dinner and Dance £38 per person



Rooms from £105

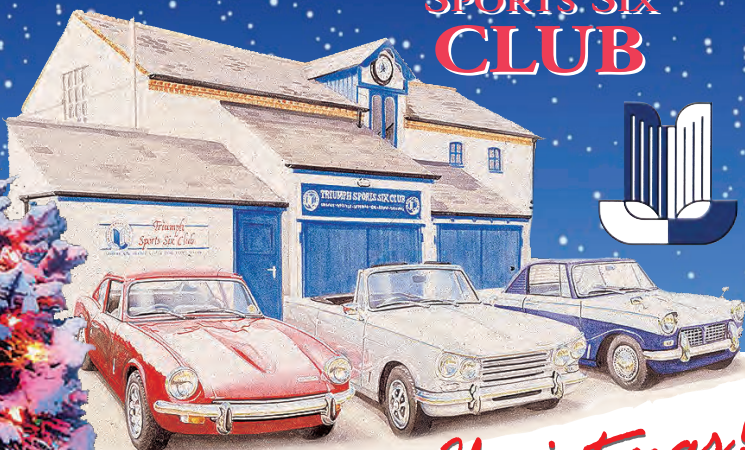
Bookings now being taken via Carol Coventry A £15 non-refundable deposit for the meal is required.

Email: carol.63@hotmail.co.uk Tell: 07979464643 / 01726 824523 after 6pm

Please book your own room with the hotel direct on 01736 795254

We will be meeting at 12noon for lunch and a pint, TBA, followed by a stroll around St Ives for a bit of last-minute Christmas shopping or sampling some fine ales. Then it's back to the hotel to dress to impress! Party on and enjoy our Christmas Event.

THE TRIUMPH SPORTS SIX CLUB



Merry Christmas!

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

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

This Christmas Open Day is going to be one to remember.
You will be able to meet some of the Directors & Staff of the TSSC
The Club Shop will be Offering 10% Discount over the Counter
Offer NOT applicable to Club Gift Vouchers, Website & Phone orders or on Items already discounted as December offers.

Sunday 4th December 10.30 am to 4.00pm

Don't miss Out this Year! - Lubenham, Leics. LE16 9TF

Tel 01858 434424 - www.tssc.org.uk