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THE COURIER NUMBER 509 NOVEMBER 2022 TRIUMPH SPORTS SIX



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THE November 2022

COURIER

Price £3.50 Free to Club Members.

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AUSTRALIAN GRAFFITI!
SEE INTERNATIONAL LIAISON
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PIC FROM John Whittaker



Courier Copy/Area news

Editor. Bernard Robinson

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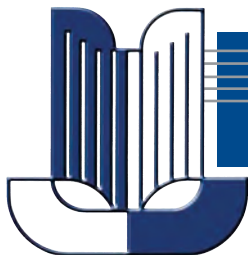
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THE GET OUT

Whereas every care is taken to publish accurate information, the Editor and the Council of the TSSC do not necessarily agree with all the views expressed within THE COURIER and cannot accept any liability for erroneous or misleading information found therein. © Triumph Sports Six Club Limited 2022

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TSSC Head Quarters is Open to Visitors

9am to 5pm - Monday to Thursday.

9am to 2.00pm - Most Fridays - Check First!

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

TSSC MEMBERSHIP ENQUIRIES

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

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

INSURANCE VALUATION SERVICE -

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

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e-mail Form To: TSSC Valuation Service

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Form on Website: www.tssc.org.uk

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TSSC SHOW CAR REGISTER

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Main Street, Lubenham, Leics. LE16 9TF

e-mail: info@tssc.org.uk

COUNCIL OF MANAGEMENT 2023 meetings:

15th January 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

Use It or Lose It!

We are now almost at the end of the 2022 events season and my impression is that the post Covid classic car world is starting to look very different from that of the pre Covid era.

For the TSSC, obviously the main news on the 2022 events front was negative - the forced cancellation of the Triumph/MG inter-club weekend at Stafford due to the very low level of advance ticket sales which meant that it was highly unlikely that, had the event gone ahead, it would have covered its costs. I believe that other events have suffered similar attendance problems so, going forward, it will clearly be important for the Club to develop an understanding of what



types of events will be likely to attract support into the future. An events survey was of course included in last month's Courier and has been live on the Club website and I hope that all members will have completed this survey in order that their views can be taken into account. The results are due to appear in next month's magazine and will be used in planning future events.

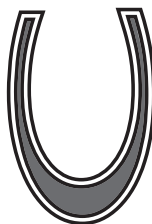
In the meantime the principal remaining event of 2022 is the **NEC Classic Motorshow on 11th, 12th and 13th November**. This is arguably the biggest show in the classic car year; the TSSC will of course be attending and then, next month, will be holding its usual **Christmas Open Day at Lubenham on 4th December**.

It is important that classic car events of all types continue to be supported if they are to have a sustainable future. The current economic situation is of course difficult for everyone - we all face increases in the cost of living which make it more expensive to travel to events, and the need to prioritise expenditure in the light of inflationary pressures may make it difficult to justify "non-essential" spending on going to car shows and the like. Equally, cost increases make it more expensive to stage events, leading to higher ticket prices - a further disincentive to attendance. Nevertheless events are a major element of the classic car movement and it is vital that they are supported so as to evolve and develop in the post Covid world. Therefore I hope that as many members as possible will be able to attend the NEC show and/or the TSSC Christmas open day.

...Do More with Your Triumph!



NEVILLE WRIGHT
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

February 2023

SUN 12 FEBRUARY 2023

TRIUMPH & MG SPARES DAY

STONELEIGH PARK

WARWICKSHIRE CV8 2LG

March 2023

FRI/SAT/SUN 24/25/26 2023

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November 2022

FRI 11 SAT 12 SUN 13 NOVEMBER

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

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

*Membership No. Membership Expiry Date

Address (including Post Code) Post Code

Daytime Tel. No. Evening Tel. No.

Fax No. Email:

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

VEHICLE DETAILS - MUST BE COMPLETED

Make & Model	Reg Number	Body Type	Engine Size CC	Tax If UK Drive	Power / Auto	Year of Manufacture	Insured Mileage at Submission	Date of purchase (Year)	Purchase Price

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

Body	Network	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

CONCURS: The vehicle and its components must be in a condition of original specification, free from alterations, faults and wear. The vehicle's components should be free from any but trivial faults and should work efficiently.

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

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

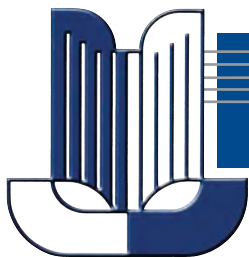
P - PROJECT: The vehicle is usually in need of a full restoration of all its components.

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

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

Provided the 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 paid, as the agreed accordingly.

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



NEWS REVIEW

Monthly News of a Triumph Nature

A New Member of TSSC HQ Staff!



We would like to welcome Lisa Marley to TSSC HQ as the New TSSC Membership Secretary.

We are sure that she will make a welcome addition to the Team at HQ and wish her all the best in her new role.

TSSC AGM 2022

Following a very successful Annual general meeting (our first held on a Saturday at TSSC HQ), I am pleased to let you all know that the minutes of the meeting are on the club's website <https://www.tssc.org.uk/tssc/about.asp> for you to read.

At the end of the meeting we had our annual awards ceremony with trophies presented to outstanding members of our Club, the well deserved recipients are listed below:

Above and Beyond Award
Special Thank You Award

Pete Lewis
Andy & Chris Simpson
Angie Hill

Cudmore Trophy (Do More with Your Triumph)

Paul & Christina Girling

Area of the year

South Wales

International Member of the Year

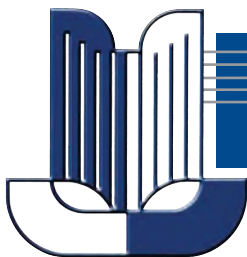
John Pulicino



Bernard Littlewood TSSC Member of the Year 2022

Following the awards we said a big thank you to **Angie Hill** on her retirement after 32 years of doing a great job, the Com then made her an honorary member of the TSSC.

Chris Gunby
TSSC Chairman



TRADE NEWS

News Around the Trade

GT6 Owners! Available Again!

Rimmer Bros have just taken delivery of GT6 fuel tanks that we have made, please see the Press release Attached.

We are also currently running some Triumph sales at present please can you let your members know via social media?

We have printed and mailed a taster leaflet for the **TR7/8** one but your members can view the entire sale here:- <https://rimmerbros.com/c/TR7-TR8-Sale?src=UK1122W>

Also a **Dolomite Sale** here <https://rimmerbros.com/c/dolomite-sale?src=UK1422W>

Finally **2000/2500/2.5Pi Sale**: <https://rimmerbros.com/c/2000-2500-sale?src=UK1222W>

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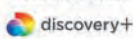
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Herald

948/1200/1250

COLIN LINDSAY herald@tssc.org.uk

Leak Soup

I mentioned a few months ago that my latest Herald was leaking oil quite heavily.

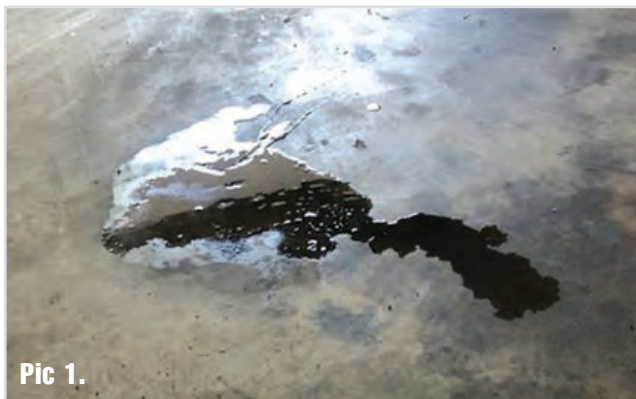
(pic 1)

If it's marking territory then Putin should take note, as it's annexed a large portion of my garage floor. I was able to cure it surprisingly easily, so if you have a leak it's not always something serious.

Or expensive, either; not the oil, but the remedy. Oil lives in the sump and takes a trip out to circulate through the engine before dropping back to the sump again. The engine is liberally splashed as it goes by, and the oil runs back through gravity alone. The engine should be oil-tight; after all, an unattended leak will eventually empty the sump and no Triumph engine will run for long on dry bearings.

The oil can also leak simply because it's a liquid, very thin when hot, and will seek out any way out it can find, but it can also be blown out forcibly through crankcase pressure.

As an engine runs, the piston moving upwards causes compression which should be controlled by the valves, but if the piston rings are worn gas can escape back down the side of the piston and into the engine block. Pressure builds up which has to go somewhere so Triumph added the breather pipe to the side of the block to allow



Pic 1.

excess pressure to escape (pic 2). It's vented straight to air, with a protective flap, but over time all sorts of things can end up in the pipe, so loosen the nuts, move the cover out of the way, and make sure the pipe is clear by inserting a length of wire or the like. It's a simple system and one that was replaced on later engines by the pipe that runs from rocker cover to airfilter box.



Pic 2.

Tracing an oil leak can be confusing; sometimes it's glaringly obvious, but others cause a lot of head scratching. For one thing, don't assume that because the oil is dripping off the bottom, or maybe rear of your engine, that's where it's leaking from. Not only does the oil run down the block, but as the engine is tilted, it will run down and backwards too. If you can't see an oil path, then wipe the engine clean with an old cloth, and fresh oil will show

up more cleanly. You can also dust the block with talcum powder and this too will highlight any runs.

The oil will leak from any 'breaks' in the metal block - distributor pedestal, fuel pump mounting point, and so on. Make sure they're well sealed and use a good gasket, or a smear of sealer. Don't be tempted by any of the miracle cures for Oil Leaks; very popular years ago, they worked by swelling the original leather seals in much older cars and so are no use whatsoever in Heralds (pic 3). Modern versions claim the same, but I've seen so many reports that they just accelerate the breakdown of the seal or gasket, thereby making things worse. Other remedies such as 'Spray and Seal' or 'Oyltite Stick' are again short-term fixes that only put off repairs.



Pic.3.



Pic.4.

On many engines the culprit is the rocker cover, tightened down until the seal squishes out of shape, and because of the geometry of the rear of the engine the oil pools along the edge of the head causing many an owner to suspect a blown head gasket (pic 4). Tighten down lightly and only as needed, and replace if disturbed and damage observed!

There are varying thicknesses of cork seal available; go for a good thick version, or else try one of the silicone gaskets cur-

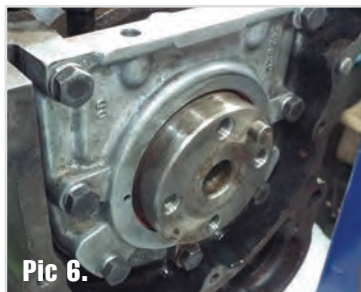
rently available, which are claimed to be reusable.

Front and rear of the engine, the weak points are the crankshaft ends. In early Herald engines the rear seal was simply a scroll that, as the engine turned, channelled the oil back in, and any excess dripped



Pic 5.

onto a large metal plate in the sump, running back off that into the sump again (pic 5). Later engines had an improved seal, designed to be virtually oil tight, and also have



Pic 6.

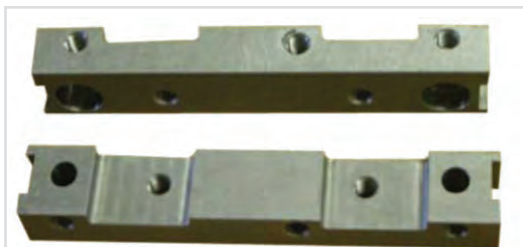
a gasket (pic 6). Leaks here will manifest around the rear of the sump, or else out through the hole in the bottom of the bellhousing. Not an easy one to repair, but at least make sure it's engine oil leaking rearwards rather than gearbox oil leaking forward...

At the front of the engine the crank exits through the timing cover, which in itself is designed to be an oil bath to dip the bottom of the



Pic 7.

timing chain as it rotates (pic 7). A good seal here, and a flat, undistorted timing cover, keeps the oil in where it belongs. Sadly however if the leak is coming from around the crank itself, and not the bottom of the cover, it means removing the cover and replacing the oil seal. Easy to do, but time consuming. Wipe this area clean, and watch for fresh oil leaks so you're sure of the source, but if the cover is coming off for the gasket, you may as well replace the seal too.



Pic 8.

The aluminium sealing block across the front of the engine is often the culprit (pic 8); here you can see



Pic 9.

that this one has been bent considerably (pic 9) so check with a straight edge if accessible. They are in

themselves simply an alloy seal across the block under the crank and it's not the case that the harder they are tightened, the better the seal - in fact that applies for the entire sump. Many sealing blocks are bent, or the block threads stripped, by overzealous use of a socket wrench or large screwdriver. The Workshop Manual says 16 - 18 ft / lbs and that's not a target. Make sure it's sealed and not going to drop off but when it feels tight, then leave it. It's always the last quarter turn that does the damage so NO 'one for luck' turns at the end. This is how the alloy blocks get stripped in the first place! Steel versions are available and are less prone to bend or distort; again, more expensive and the threads can still be stripped by overtightening, but they're usually a fit and forget solution - however even these can cause problems; this one was so poorly made that



Pic 10.

it refused to sit flush with the sump (pic 10). Filed under 'return for refund' and a replacement proved much better.

Overtightening is also one of the main causes of leaks round the sump - the bolts have been tightened so firmly that they're pulled dimples in the sump rim, and you'll never get a good seal. That was the cause of my leak. Go round the edge with a hammer and a block of wood as a dolly and flatten the edges of each bolt hole down again.

Unless you're intending to take the sump off regularly refitting with a good, new gasket will do, and probably a smear of sealer will help enormously - there are heavier gaskets available that will, or should, seal better than the paper versions. Search online for 'heavy duty



Pic 11.

perforated rubber sump gaskets' (pic 11) but be advised, they're not cheap, nor sadly are they available for Heralds yet, but trying two original gaskets can often seal imperfections that are too big for one alone. The promised 'high temperature silicon oil resistant gaskets' don't seem to have hit the market yet, (pic 12) but look very thick compared to the original paper gaskets - surely a supplier might make a few? You could, of course, always make your own; just find a good gasket material in a suitable thickness and flexibility, and cut away



Pic 11.

using your old gasket or sump as reference. Whichever you use, don't overtighten - no gorilla hands please - just nip up and allow the spring washers to apply the necessary force to keep the sump tight to the block.

Remember too, that if your Herald isn't leaking oil... it may not have any. This reminds me of the story from years back where the intended buyer of a car asked the seller: does it use much oil?... The reply was: it would... if it could get it. Doesn't inspire much confidence either way...

Colin



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Herald Restoration Update

So in last month's article I had got to the stage of having the front tub repaired, it will need a couple of minor tweaks for mounting the servo and washer bottle but it's essentially done.

Onto the rear tub and this was going to need plenty doing as I knew the tread plates were shot and the body mounts weren't looking too good either. At this stage I hadn't looked closely from the wheel arches backwards, so we'll come to that area later.

The tread plates rust primarily as its two layers of metal spot welded together, which eventually let in water and rots away. In the past when I've done this repair I have had to fabricate the lower layer and used a repair section for the top. This time I decided to make my life a little simpler by purchasing the pre-formed repair sections sold



by Chic Doig (Pic 1) and I have to say these were excellent. Apart from being very well made they come with one of the body mounts already spot welded on, which makes lining up the repair panel a doddle.

Before cutting any of the old tread plate away I took a few measurements, hole centre to hole centre on the two body mounts, from the door seal lip at the front to any given fixed point and to the point near the bottom of the B-Post where the repair section finishes. Once I had these I run a grinder with a cutting disc across near the B-Post measurement, then all the way down just inside the door seal lip, then cut through the old body mount and the rotten section fell away

Then with a flap wheel I cleaned up all the edges where the new panel joins and where the body mount attaches. The repair section reaches around 25mm past the door seal lip along its length, so cutting along the lip as I did meant there was an overlap. This aided the fitting of the panel as it tucked conveniently under the body mount and held the panel in place, so



once all the measurements were checked, tweaked and rechecked I could clamp in place. I seam welded along the entire length on the



top side, but to tidy the overlap on the underside I just added a few slugs of weld at regular intervals, this will be seam sealed in time to stop any water ingress (Pics 2 & 3).

Then onto the rear body mount. This is a common rot area on a Herald especially on a convertible as you can see (Pic 6), so once the old body mount



was removed a few repair patches were needed



before the new mount could be fitted, this was the same for both sides (Pics 4 & 5).



By this time it was obvious that both rear arches were in poorer shape than I had hoped, despite having fitted new arch and rear wing front repair sections the last time any major work was done. Remembering how poorly these panels fitted last time and the difficulty that would have arisen by having to fit repair panels in the same area, I decided I would buy complete rear wings and the outer sections of the inner arches. My 'go to' supplier for panels is normally TD Fitchett, you can buy their panels through the TSSC Club shop and get a little discount, but surprisingly these panels were no longer available from them, or pretty much anywhere, the only supplier listing them were Rimmer Bros. Now, I'm not going to start rating parts suppliers, but let's just say I personally wouldn't normally buy from Rimmers, but in this case I had little choice. So an order was placed and they duly arrived after a couple of days (Pic 6).



After cutting off one of the old wings (Pic 7)



I had a quick trial fit of the wing (Pic 8 Top) and that looked reasonable, which was pleasing as the parts sticker stated 'reproduction' so initially I wasn't that hopeful. The wheel arch section on the other hand I could see was going to cause a few issues. I'm not sure if this is how it comes from all suppliers now, but it's over-

size with no folded return (Pic 8 Bottom). Also the angle of the lip where it joins the wing was the wrong angle by some way, no amount of bending seemed to make it fit as well in all areas as I'd have liked.



To make the return on the inner arch I scribed a line with a sharpie whilst I was trial fitting both panels. Then I cut a series of slots all around, folded each one and then trimmed to roughly the right length (Pic 9). Both panels were then reattached with clamps and once happy(ish) I tacked the inner arch section in a few places where it joined the remaining arch section, which then allowed me to re-



move the wing but leave it in its final position (Pic 10). With the wing removed I could then fully weld the new and old arch sections together and clean up the welds (Pic 11).

Then I could refit the wing, clamp into position and start the lengthy job of completing the numerous plug welds along all the edges. You need to be careful when doing this as it's very easy to put 16



too much heat into the panel, which will then distort it. You can do things to mitigate this issue by repeatedly moving to different sections of the panel and/or waiting for the panel to cool after each plug weld, but both of these methods slow the process down.

My preferred method here is to have an air line nearby with a blower attachment, once you've done a plug weld blow it with the airline immediately; this will cool the weld area quickly and stop it spreading. 5-10 seconds of cold air will cool it sufficiently for you to move onto the next plug weld.

As suspected the poor fit where the arch joins the wing did cause some issue, I just couldn't get the fit as good as I'd wanted, so had some tricky plug welds to do to at least get it acceptable. I wasn't overly happy with how this went, but when using poorly fitting panels you have to be a little pragmatic, at least this area is not visible and only I will know it's not perfect. The



end result was pretty good (Pic 12) despite a few swear words along the way and I'm sure the pain of getting the wings fitted will be long forgotten once I move on to the next phase. The wing on the opposite side was no easier, but it's on, though I'm less happy with it so will need a little work to get it to look right.

I've a little more work to do around the spare wheel well as this was damaged a few years back after the car slipped off a jack (don't ask!!!), plus the battery bracket needs to be fitted, but then that is it.

Workshop News

Apart from a couple of smaller repairs on modern Euroboxes, I've had a lovely original Herald 12/50 belonging to a TSSC member in South Devon that needed a small amount of welding to a boot outrigger (Pic 13 & 14) and I've recently



13.



14.



started on a Vitesse from North Devon member Robert Bunney. This has had 99% of the major work done so has come to me to finish off some welding, align the body & panels and a full paint. So far I've just done the welding, primed the

15.



16.



17.



18.



underneath, seam sealed, re-primed and finished in tinted Upol Raptor Bedliner (Pic 15 to 18).

Stop Press!

Just as I was about to send in my article to Bern, I got the following feedback from one of our international members on my recent articles regarding Home Painting.

Hello, I am a new member and

am enjoying the Courier.

I have done quite a bit of bodywork and paint in the past and just wanted to point out a couple of things that might augment the article on painting your Triumph at home. First, if you put a few drops of Dawn dish detergent into the water you use for sanding, everything will go better.

Dawn cuts grease and never messes up paint, in my experience. It's slippery and helps the pads glide on the surface.

I also use Dawn in the water I use to clean my machine buffing pads and I add a bit of water to the buffing pad with the buffing material. Helps keep the material from burning through paint.

Finally, it's super important to keep the sanding pads and buffing pads flat to the surface when using them. It's tempting to angle either one against the paint either from fatigue or the mistaken notion that it will make the job go faster. In-

stead, what happens is you create high/low spots in the paint.

Keep on keepin' on!

Bests,

Michelle Rand

Thank you Michelle for taking the time to send in your thoughts. I'm guessing Dawn Dish Detergent in the States is like our Fairy Liquid over here. I have used it when wet flatting in the past, but to be honest, apart from making my hands a little softer I never found it really helped the sanding process. I know lots of people do this, so if you feel it works for you then by all means go ahead, it certainly won't do any harm.

A very good point about keeping sanding and polishing pads flat, Michelle is absolutely right.

That's it for another month.

Darren



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INTERNATIONAL LIAISON

JOHN LAY & JESS SMALE
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"G'Day! " & "Kia Ora!"

Although it's the time of year when many members in more northern climes pack their treasured Triumphs away for the winter, other parts of the TSSC world start to come into their own, either entering the classic friendly season, or in some cases never really leaving it.

With that in mind, we're delighted to bring you a couple of reports from Australia and New Zealand this month.



ARTWORK ON THE GRAIN SILOS AT GRENFELL

Having sent us a picture so striking that it just had to go on the Courier's cover this month, we begin with a report from **John Whittaker** in New South Wales, Australia. John and his wife Jennie are TSSC members in Sydney and also members of the Triumph Sports Owners Association (Ecurie Triumph) NSW, with John currently the

Association's Secretary.

Our first picture shows David's Mk 3 Spitfire track car at a Display Day at Sydney Helicopters in September this year, alongside David Clark's Mk4. The second shows Jennie Campbell and her V8 4.4 litre Stag - yes, 4.4 litre, so there's definitely a story to tell there! Over to John to tell us where that comes from:



"The motor is from a Leyland P76. Unbelievable torque and acceleration. Leyland Australia owned Triumph for a short time and were saddled with responsibility for warranty claims. They could not obtain stocks of Rover 3.5's (a popular conversion now) and it was impossi-

ble to get new Stag 3 litre crate motors from the UK."

"They had container loads of P76's lying about so Leyland Australia commissioned a couple of engi-



neering firms to quietly fit the P76 engines where the original was beyond economic repair. This is not well known. Because Leyland Australia owned Triumph, any sanctions for engine swaps must be considered official so this conversion is actually more correct

than fitting the Rover V8 which as far as we know was never officially sanctioned by the factory. The purists don't like this story...."

"The cover photo shows part of our Triumph Group at Grenfell on the way home to Sydney from the Vintage Sports Car Club's race event at Cootamundra, Southwest NSW, Australia. Left to right: Jennie Campbell's 4.4 litre Stag; my Mk3 track car; Lorraine Mooring's Dolly Sprint; John Stokes 3 litre Stag. Other members took a different way home and missed the silos: Lindsay Day 2.5 PI and Jeff Breen TR6. Top Gun Trophy went to Jennie."

"The VSCCA event is an annual open invitation drag race weekend on the local airstrip. The invitation is extended to many different clubs so the car park was full of pre-war front engine open race cars including a 1927 Bugatti, replicas, sports cars like Lotus 11, ancient MG's and many cars dating back to the De Dion with the crank handle and a drafty disposition. Interesting to note that every model shape of 'modern' Triumph was on display or racing, most of them only slightly modified to the usual specs for their time."

"No-one really cared about trophies or bragging rights. The weekend was just a great social occasion, especially given the race day was wet then even wetter. Early afternoon and my Spitty was getting wheel spin in 3rd and everyone was fishtailing. At this point the Clerk of Course called it a day prompting the usual stampede to the pub."

"To our friends in TSSC, if coming to Sydney

check our website tsoansw.org.au and give us a



call. There is always something going on in Oz."

Just to emphasise that point, we close John's report with a picture of the Spitfire 60th birthday line-up at Sydney Motor Sport Park August 2022, featuring Lucciano Cerrone's immaculate Mk1, John's Mk3 in race trim and David Clark's immaculate Mk4. They deservedly had pride of place behind the pace car for the parade laps around the GP circuit.

By a complete coincidence, we have also heard directly from **David Clark** in Sydney. David wrote to tell us a bit about himself, his business and his collection of Triumphs - which includes an unusual Stag engine - and not even in a Stag.

David has been a member of TSSC since 2016, not long after he acquired his Spitfire, when he and his wife met up with TSSC at the Silverstone Classic and after the warm welcome they received, decided to join up - so thank you to all those who made them welcome that day.

David had previously joined Stag Owners Club, TR Register and 2000 - 2500 - 2.5 Register in 1986, when visiting England on one of many visits to find parts and contacts for his business as a Specialist Triumph Repairer. This is his story:

200 Years of Triumph

"No, I'm not that old, but I have 4 (of my 7) Triumphs which turn 50 this year so that makes 200. I started my business in 1976 as the first Triumph only workshop in Sydney, and I am still the only Triumph only workshop in Sydney."



"I thought the Queen's Birthday Long Weekend in Australia (the weekend after the Platinum celebrations in UK) was an appropriate time to celebrate and I also made a Victoria Sponge Cake for the Birthday Cake. I had 45 red, white and blue balloons and 5 "50th birthday" balloons."

The Triumphs in the photo around the circle from the left:

- The Estate has a 4litre Stag motor with EFI (TR7 bore and stroke), 4 speed ZF Automatic transmission, and a Nissan R200 Diff. owned since 1976 and I am the second owner.
- MKII PI is a very original car, which has only done 54,000 miles, it is automatic and has power steering and is the only one of the 4 cars in the photo assembled in Australia, owned since 1999 and I am the second owner.
- The Stag is my wife's everyday car and I restored it for her 50th birthday (a few years ago!) owned since 2000, I am the third owner.
- The Spitfire was originally an American car bought to Australia 20 years ago and converted to right hand drive, but has only been in my ownership since 2015.

My other 3 Triumphs are:

- 1964 Triumph 2000, manual, overdrive with triple Strombergs owned since 2020.
- 1968 TR5, overdrive, surrey top and wire wheels. I did a full body off restoration in 1987-1989, owned since 1987.
- 1977 Triumph 2500S auto

which is my everyday car, owned since 2012. I did a full restoration of this car for a customer in the early 1990s.

"A variety of Triumphs have been our everyday cars since 1969 and my 7 Triumphs are my only cars, all are in excellent condition, all are registered and all are regularly driven."

Thank you David. So, if you find yourself in the Sydney area, as well as contacting the TSOANSW, a visit to Rydalmere may well be in order: **David Clark Automotive, Triumph Specialist, 28 Mary Parade, Rydalmere. NSW 2116. Phone 02 9638 3941.**

www.davidclarkautomotive.com.au

Next, we head to New Zealand, where our Country Contact, **John Etheridge**, wrote to tell us about an unusual car that a neighbour, Chris, had recently bought - apparently New Zealand built and with a name that Ford may have been unhappy about at the time.

A rare Triumph Special

A few weeks ago Chris had told me that he had got this old kit car called a Corsair and it





looked to be based on a Triumph chassis. I searched Google and found that it was appar-



ently based on Ford components, but I would have been surprised if Chris had got it wrong so I was still keen to have a look. I did think maybe it just used the front suspension and that would explain the confusion.

As you can see from the photos it can probably best be described as being influenced by the Daimler Dart and I can confirm that it is sitting on a Herald chassis, to give a 2+2 body. The wheel arches seem to line up with the suspension so that makes me think that either the manufacturer changed their mind about the base car, or a previous owner decided to change things - though the car was sitting for 40 years before Chris bought it just in time to save it from the scrap heap.

From Chris's research it seems possible that only 3 or 4 Corsair kits were ever manufactured and his car might have been the only one completed.

As John Etheridge says, it looks interesting and a bit of a puzzle. So, if anyone thinks they may know anything at all about this car, please get in touch with us, or with John (all Country Contact details are in the Courier each month, of

trips this year.

You may remember that our French Country Contact **Victor Thompson's** report In the September 2022 Courier described "the new British D Day Memorial at Ver Sur Mer, this is a truly moving and respectful tribute to the memory of our Forces involved in the momentous events of 1944. If you are planning to visit France, you can't do much better than come here, beautiful and steeped in history."

On the back of that recommendation, John visited the Memorial with a Triumph - albeit a motorcycle - and can only add his complete endorsement of these sentiments.

Whether you're visiting Normandy, or just heading to the Cherbourg or Ouistreham ferries, it is well worth taking a couple of hours to visit this



Memorial, which stands above Gold Beach.

In the July 2022 Courier, our Swiss contact, **Robin La Barre** told us that *"On the first Saturday in October (this year 1st October), the Swiss Classic British Car Meeting takes place in the medieval town of Morges.... up to 1'500*



British cars may be admired on a fine day. Entrance is free of charge and British cars more than 20 years old may be parked in the area near the castle on the shore of Lake Geneva... .. www.british-cars.ch

Jess managed to include this show in her Swiss trip and was impressed by not just the quality, but also by the quantity of the cars attending, despite the disappointing weather on the day. These are just a few of the many Triumphs present on the day, so this is definitely another event worth adding to a trip to this beautiful part of the world.

International Member of the Year 2022

Last, but very definitely not least, we would like to send our thanks and congratulations to **John Pullicino, from Malta**, on a fantastic 2022 and on being named as **International Member of the Year for 2022**.

Although a long term Triumph enthusiast, John only joined the TSSC in mid 2021 and became our Country Contact for Malta at the beginning of 2022. Despite an injury putting him out of action for a while, his enthusiasm has seen work tirelessly to raise the profile of the TSSC, set up a dedicated TSSC Malta Facebook page, put in

month's report.



Wherever you are in the world - whether you're based outside the UK or enjoying a trip - please get in touch with us at e-mail: international-liaison@tssc.org.uk and we'd love to share your story with the TSSC world

Jess & John

many hours contacting Triumph owners in Malta and organise 2 successful drive outs.

The TSSC Council of Management were delighted to make John the Club's International Member of the Year for 2022 - a thoroughly deserved award. We look forward to working with John in 2023 and will bring you his report of the latest drive out and some history of Triumph assembly in Malta in next



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Always Check The Paperwork

This month I am mainly talking about... the Marlin. I also have to touch on two subjects that I usually try to avoid... I hope I don't end up regretting that.

I've written a lot about Marlin cars over the 34 years I've been writing in this august publication, and brought my readers many different individual cars; we have always considered Marlins one of the Triumph family, indeed one of the original group of cars for which the TSSC formed, those built on a Herald or Herald-derived chassis.

The Marlin was developed by Paul Moorhouse and first offered for sale as a kit in 1979. The car was designed to use front and rear suspension from a Herald, and engines from the Herald range. But, unlike the other Herald-based kit cars of the time, and into the Eighties, the Marlin kit came with its own chassis. The chassis was well designed, it incor-

porated a windscreen surround that was joined to the chassis and was strong enough to act as a roll over bar, very clever.

The Marlin kit sold pretty well, for a kit car, and in 1983 Paul changed his chassis to take Marina suspension and engine. The Herald front suspension was still preferred by some customers, so remained an option. The Marlin Owners Club has it that 236

Triumph kits were produced and another 100 with just the Triumph front suspension, so called "hybrid" cars.

This brings me to the first of my troublesome topics, how many Triumph parts does a car have to have to be considered as a "Triumph-based" kit or special? Well... I am not going to commit to a definition, you, dear reader, can set your own criteria.

My decision to focus on Marlins this month was brought about, you will not be surprised to hear, by some examples that are on the classic car market as I write, or not very long before. The red car, without any number plates, I came across on Ebay, here's the seller's description, with a bit of text tidying by me:



"MARLIN ROADSTER SWB

This is being sold as an ideal project, or a cheap way to get into production car trials, or even suitable for spares to a Marlin or Triumph owner. Thoughts are that it is an early manufactured car; this model is fitted with Triumph suspension front and rear, with rotoflex on the rear. The front steering lock is very impressive, well suited for car trials.

The engine is a BMW 4-cylinder 1800cc, the carburettors are SU, which have been recently refurbished, it is mated to a BMW 5-speed gearbox. The engine starts with the aid of a jump pack and sounds great.



complete, however if I have enough interest I may break."

Of course, the odd thing about this Marlin (the BMW engine is a bit unusual, but easy enough to relate to) is that it is not registered. This is strange, and the suggestion it was a "show car" makes no sense to me. I have made some further enquiries, which haven't come to fruit as I write. The important issue is, and here is my second troublesome topic, can it be registered now, under the current rules on kit cars? I am not



going to offer any advice, as the rules are quite complex and I can't guarantee that my interpretation would match the officials in Swansea.

I just hope that the prospective buyers have done their research; as I write the auction is still live, but there are bids.

The next Marlin, the green JWE998C, was sold at auction in March by carandclassic.com. Apparently the winning bid was £5,200. The entry for the car on the web site included 130, yes, 130, photos of the car and receipts. The text is typically "salesy", I've edited it a bit:

"THE HISTORY

The bodywork is very straight and tidy for its age, the bonnet will need some new catches to secure properly and the doors need adjustment to shut correctly. The interior needs a little tidying, but it's all there and there is a lovely set of seats fitted. Someone has made an aluminium hard top, which fits quite well and I think looks good.

THERE IS NO V5 OR CHASSIS NUMBER WITH THIS CAR - possibly a show car many years ago. This really would make a great fun car, or if looking for spares for your Marlin or a donor vehicle, get in contact. I would prefer to sell the car



Not much is known about the vehicle's life prior to coming into the hands of the current owner. It was purchased in



2019 as a non-runner needing a vast amount of time and attention. It has been re-registered with the DVLA under a new chassis and registration, formerly JGC433C / HB29059DL (Vitesse 1600 body).

THE PAPERWORK

Included with the car is substantial documentation of all the parts and components purchased for the rebuild, totalling in excess of £6,000, all from Rimmer Bros and Car Builder Solutions.

Also included you'll receive a Marlin build guide, Haynes manuals, wiring diagrams and receipts and warranty document for the battery. In addition, the current V5c is present and a CD with images of the vehicle prior to rebuild. The vehicle has also had a recent MOT as well.

THE EXTERIOR

Roof on or off, this is a real eye catching motor that's in sublime condition. A real beautiful combination of green paint, chrome



and black canvas roof, finished off with brand new alloys and tyres. The black roof is in first

class condition, as are all the trims and chrome work.

THE MECHANICS

On request the 2.5 litre, in-line six fired up with no issue, it ticked over confidently with sound oil pressure and was manoeuvred a few times without a problem.

The noise is just as spectacular as the looks, without being overwhelming and unbearable."

From the photos this Marlin looks like a good car, it seems to be well finished inside and out and the six-spot engine fits snugly under the bonnet. The sales price seems

about right to me, fair to seller and buyer, though the seller didn't fully recover his/her input.

There is one odd thing about the history of this car, why was it re-registered in 2022? It was given a new registration number, but not a 2022 one, and a new 17-digit (which I understand is/was a European standard) VIN. Was this a Swansea requirement investigated by the owner? The auction site provides a picture of the current V5c, which does indeed show a first registration date of January 2022. I wondered what road tax this Marlin would have to pay, but then saw that its Taxation Class is given as HISTORIC VEHICLE. This led me to a realisation, the paper V5c does not include a Year of Manufacture entry, but if you look up any registration on the DVLA web site you do get a Year of Manufacture; that has surprised me, every day is a learning day.

The Year of Manufacture for this Marlin is given as 1980, so presumably it is free road tax and eligible for MOT exemption? I don't understand, but I'm sure there's a logical reason and I'm sure it's all legal.

And now I bring you Marlin Number 3, the metallic green car with number plate obscured, which is part of what seems to be a trend over recent years in that it has found its way across the Channel. It is being offered for sale in Germany. I have to rely on Google to translate the seller's description, though I have used my understanding of English to tidy up. I have left

some of the seemingly quirky language:

"The vehicle we offer is a Marlin Roadster, a kit car



from the year of construction 1968, which was built here on a Triumph base, with a 1.3 litre Spitfire engine. In addition, visually in the typical English or classic roadster shape.

Anyone who owned a Spitfire in their youth will quickly find their way around here, because everything is "old school". Any parts can still be procured without any problems and usually inexpensively. In addition, you can still repair or do a lot on your own on the engine... just like you used to do. As the current photos show, the Marlin Roadster is presented in a classic colour scheme and is completely preserved with the soft top and windows.

In the past, money was repeatedly invested in the car, which can be seen. There is therefore no major or significant damage that requires urgent restoration work. With a fighting weight of just 670 kg, the 1.3 litre Spitfire engine with a good 76 bhp not much power to get going (sic!) and offers great English running culture.

Due to its size (the dimensions of the vehicle can be given on request), the Marlin is NOT suitable for everyone. A relatively slim line is (unfortunately) mandatory here, and the driver must not be taller than 175cm (5ft 9in), otherwise longer legs will get quite crumpled under the steering wheel... if you are unsure, then you are welcome to come to us for a seat fitting.

The car is ready to drive and currently has an

English registration, i.e. no German registration yet. For a German registration, the car requires a so-called TÜV full inspection according to §23/21(c) StVZO, which is only offered with this vehicle if the above-mentioned fixed price of 11,950 Euro is received, including conversion and repair costs if necessary (remedy of defects), which are essential for all kit cars, by a specialist workshop."

A couple of interesting points in this descrip-



tion: it is unusual, in my experience, for a seller to be so honest about the physical limitations of the cabin size! Then there's the paperwork issue again. I suppose that if this car was



bought to bring back to the UK the car could pick up on its current registration, which has been hidden in the seller's photos. If the new owner wants to drive it in Germany it seems he or she has some hurdles to overcome, which may involve costs on top of the 11,950 Euro buying price.

As the previous Marlin, this car looks to be a good one, going by the photos. I do like the wood trim bits inside. I do wonder, though, what makes it worth twice the price of that other green Marlin.

As ever, you pays your money and you takes your choice.

Trevor

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Recon Exchange Diff (NCW&P)	£720.00
Herald recon exchange drive shaft assembly	£240.00
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Universal joint grease nipple type	£9.60
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TR6

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Front sill end plate 706422/3	£12.00
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Front shock absorber GSA364	£24.00
Front suspension vertical link	£150.00
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GT6

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Gearbox (exchange)	£600.00
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HT lead set	£18.00
Clutch kit	£96.00
Rear shock absorber	£20.00
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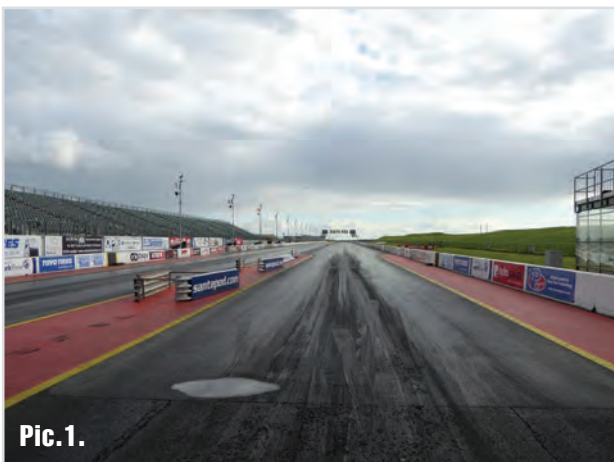
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ALL MAJOR CREDIT CARDS ACCEPTED



Hello all, for me it was disappointing the Inter-Club at Stafford didn't receive sufficient support from all three clubs to enable it to go ahead. Especially, as the Clubs had already put in a great deal of time and effort into the organising it. And yes like a number of the Newbury Area members I had booked in advance. I doubt we will see a big event of this type in the future, but I am sure the Club will have a joint show as we had in 2016 and 2017 at Santa Pod. Many will remember the drag track, [Picture 1](#), and of course the Codfather van with no cod. Well to be fair that was

only for the first couple of hours. Overall, this was a very good enjoyable event with a lot see.



Pic.1.

and less costly to repair. As a follow-on from June's article I will cover the removal of the drive shafts, and uprights and in the words of a certain repair manual just re-assemble in a reverse manner. As we all know it's not quite as easy as that, so I have added a few words to help.

Jack up the car and support it securely on axles stands. Remove rear road wheels. Now raise the suspension by approximately 2



Pic.2.

If you remember back in June of this year, I covered the refurbishment of the rear bearings on the Swing Axle rear suspension fitted to both the Vitesse 6 and the 2 Litre (Mk1) models. Though this suspension has been heavily criticised in the past most people find if driven correctly it works well and for the car nut, sorry enthusiast, it is easier



Pic.3.

inches by placing a piece of wood and jack under the upright, [Picture 2](#), then remove the shock absorber. Lower the handbrake and disconnect the handbrake cable from the back-plate. Next, we come to removing the flexible brake pipe. Before its removal to stop all the brake fluid from draining out of the system place a piece of doubled over Clingfilm over the master cylinder and secure in place with a strong rubber band, [Picture 3](#). It's important that you ensure a good seal to prevent air getting passed the Clingfilm. As it makes good sense to replace the flexible brake pipes now



remove them at the chassis point, [Picture 4](#), so the pipe is still attached to the slave cylinder. Be careful not to drip brake fluid onto the car's paint. To further reduce the likelihood of the brake fluid draining out of the system blank off



the fixed brake pipe, [Picture 5](#). I used an old flexible brake pipe and blanked this off with an old reshaped brakeshoe retaining pin. It's good fun adapting some of the old used components to make the repair process a little bit



easier. Now slacken off the driveshaft flange bolts, don't remove them at this stage, [Picture 6](#). Next re-



move the radius arm from the up-right, [Picture 7](#). At this stage remove the bolts from the driveshaft flange. Finally remove the support from the upright and remove the bolt holding the upright to the road spring. Now remove the driveshaft and upright. I will add a few points which may help the re-assembly. To start with use copper grease on all bolts as this will help the re-assembly and reduce them from seizing in place in the future. You will need to adjust the height of the support of the upright to get the holes to line up on the radius arm with the corresponding holes on the upright. Don't forget to top up the master cylinder and bleed the brakes after replacing the rear suspension. Comparing the repair of the Swing Axles against the Rotoflex I have found the latter took four times longer and it cost four times as much as the Swing Axles set-up. Generally, the Swing Axles is easier to repair. To some the Swing Axle set-up doesn't look right, but it does work and is easy to maintain. So as they say the *"The proof of the pudding is in the eating."* Just remember to put some weight in the boot and drive through the bends. I seem to remember that also applies to the Ford Capri and the Morris Marinas if driven briskly.

That's my ramblings for this month so
"Safe Driving and Keep Running on all Six"

Dave



BOND EQUIPE

GUY SINGLETON guy@bondequipe.org

Bond - in a Nutshell

Well, where do I start this month – first with something unusual, but still Bond related.

Next door to our stall at Beaulieu this September was a Bond Nutshell caravan – the stallholders are members of the Bond Owners Club – and one of them was using it to camp in - the mud-

has done a bit of tidying up and clearing stuff off the car since the 2021 photos.



The car in 2021.

The owner writes in the ad:

"Made by Bond in relationship with Triumph & sold thru Triumph Dealerships in England. Only around 244 made & only 30 thought to exist of this first model so very rare & more so in Australia.

I know of only 3 Equipes in Australia 1 of each model. Mine being the only early model & perhaps the rarest of all Equipes being the first model. I think the prettiest. Told but unconfirmed its possible Sydney motor show car which never sold here later. One indicator is it has a Triumph badge on it as well as Bond badges. English Bonds did not have a triumph badge on them even though they were sold by Triumph in their dealerships. In Australia as no one knew much about Bonds it was natural to present it as a Triumph to the Aussie public.

Has original motor & box with matching numbers still mounted in car. Motor turns over. Fibreglass Aston Martin style body (but not meant to be a copy just a design style of the time) original Twin SUs. They also had Disk brakes. Still has its



guards were - and still are - a baby bath cut in half!

Moving on, in February 2021, I mentioned in my article that **David McBride** was looking at buying a 2+2 in Australia, it seems that he did not buy it, as it is now on Gumtree Australia, (<http://tinyurl.com/1301550558>) for sale by the owner who had had the car since the 1980s. He

special Les Leston woodrim Steering wheel as standard as well as its Microcell Contour 6 bucket seats. Used Vitesse dashboard and Spitfire instrumentation”.

There are some errors in his comments, but understandable in a country where Bonds are so rare. This is only the second Bond I have heard of in Australia, although several more seemed to have made their way to New Zealand.

Originally there were 444 2+2's built and I have records of 67 of them. Some are recorded as being overseas and of those we heard of within the UK there are some we do not have the registration number so can't look them up on the DVLA's website, but of the remaining when we last checked in 2014, 15 were no longer on the DVLA database but 19 were taxed or on SORN. I would also be interested in hearing about the 3rd Equipe he has



heard of in Australia.

I was not able to confirm the date of the Show, but it may have been in September – that could be



possible as the car is a February 1964 build. It is the only 2+2 I have a record of in Australia. The vendor is asking \$8,000 for the car – which with its rarity in Australia is not I think unreasonable. I hope it finds good home and is restored in due course.



Remaining on an international angle, I recently noticed on Facebook a 1970 2 Litre Convertible for sale, in



Newfoundland, or should it be Newlyfoundbond! <http://tinyurl.com/4331270>. It has apparently been in storage for 10 years but obviously needs restoration, it comes with a 1969 saloon for spares. I do not have the full details on either of these cars, - there was a batch of I believe 7 cars exported to Canada – these 2 make 8 I am aware of – so how many made their way over there?

STOP PRESS



Limited progress has now been made on the Prototype – it now has a new home aka a new canvas garage! More next month

Spitfire Mk 1/2/3

SUZIE SINGLETON spitfires@cadley.org

Anniversary Displays

A big thank you to Mark Hughes who provided some perfect content for these pages this month.

We went to the TSSC AGM at HQ in September and a good selection of anniversary cars had turned up for the day.

2022 saw a slew of anniversaries including the 60th for the Spitfire, the Courier and the Vitesse 6 and the 50th of the Dolomite 1850, also the 55th of the TR5, TR250, Spitfire Mk3, Herald 13/60 and 1300 TC !

Of course, the one we were particularly celebrating was the Spitfire so Sybil was brought out of hibernation for the occasion. We had booked a dog-friendly B&B for Friday night about half an hour away to save a very early start and potentially chilly drive all the way from home, so arrived just after 10am reasonably well refreshed from a good night's sleep and a decent breakfast to see a selection of cars already



parked around the Club's grounds, and Sybil was popped in front of the garage.



Later I found Guy talking to Mark, who owns this eye-catching Spitfire4. It was originally in its own line-up of 3 bright yellow cars in a row, but Mark moved it over next to Sybil for a very nice photo-op.

"I first got interested in Spitfires when I was about 12 (40 something years ago), a friend's dad had a Mk1, this one in fact: <https://tinyurl.com/Spitfire164DJU>. In later life, I lost touch with my friend

as he moved away, but oddly not his dad who I used to see in the local pub. I kept asking him to sell it to me, but sadly he passed away and I lost track of the car. It was a very early one and as he used to say 95% original. [Suzie note: a lovely picture, but sadly I see this car has not been taxed since 2007]

Anyway, as I said, I always liked the Mk1's shape so when I had some disposable income I was only looking for a Mk1 or a Mk2. I found 973 DNG in June 2020 and I am the third owner from new.

I don't know when or why but a previous owner changed her from Wedgewood Blue to Inca Yellow and added flared arches. The paint job wasn't great though and I had her stripped and repainted. The wheels had been replaced and when I got her she had

Powder Blue was used on the earliest Spitfires but on checking once home I found a couple of colour charts online showing that it was in use from 1962 or 1963. You learn something new every day.

Whilst flicking through the photos on his phone Mark stopped at a selection he'd taken at a Classic Car meeting held in Market Harborough. On this particular day, in July 2021, they'd managed to get a line-up of 1 of each of the 5 Spitfire models.

"I'm still in touch with most of them and they're on the TSSC Facebook page:

Mk1: Mark Hughes (Me)

Mk2: Calvin Packwood



Mk4 wheels. I changed them for the wires this year.

I've been tidying her up and still have a few things to do, she'll never be concours as a car is for driving not for show."

I agreed with Mark that it was a bit of a shame the previous owner had changed the colour from such a pretty early blue to an anachronistic later colour such as Inca, although it certainly stands out. Also for the flared wheel arches, the saving grace being that the work appeared to have been done quite well. We were all a little surprised to see on the BMiHT certificate Mark showed us that its original colour, in July 1963, was Wedgewood. I had been under the impression that only



Mk3: Roy Fisher

Mk4: Butch Bagnell

1500: I don't know who the owner is/was."

Another thank you goes to **Peter Truman** in Australia who sent me a link to an item for sale on the Australian Gumtree site.

It's a fastback hardtop kit, as sold by J & S Fibreglass who, it appears, had been based in Sydney.

The ad is asking \$2,500 for the kit – car not included. Not sure how useful a hardtop kit would be in Australia?

But would make an interesting project for

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someone. And a nice addition to my small collection of alternative hardtops and bonnets.

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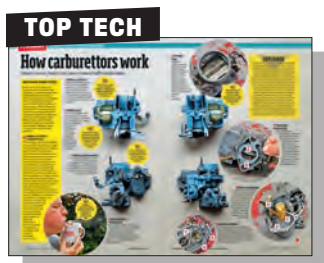


This month, we hit road with our pals from Lancaster Insurance to visit **Britain's favourite classic charities.**

There are restoration tales about an **Alfa Spider** and a man who saved his **Cavalier Coupe**, we show you how to buy the very best **Jag XK** and take an in-depth look at the **Granada Mk2** plus detailed advice on how to maintain your classic!



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

Goodwood Revival

I was fortunate enough to get along to the Goodwood Revival this year, even better I got free entry by volunteering to work for Goodwood's nominated charity at the event this year the Aldingbourne trust, a local Sussex charity for special needs and Autistic youngsters working to give them a good start in life and providing training, days centres, activities etc. etc.

I have been to the revival before but one thing I did this year for the first time was to visit the designated classic car parking area. This is bigger than most car shows and a really impressive selection of cars are parked there some really exotic and rare stuff amongst the rest of the normal classic selection. Naturally there were a few GT6s amongst the other cars.

These are the ones I saw, this was on the Friday of the 3 day event so no doubt there would have been other GT6s in attendance over the rest of the weekend.



MK3 GT6s at Goodwood Revival in the Dedicated Classics Parking Area



GT6 MK2 at Goodwood Revival

One event I always look forward to is the Duxford Triumph Day at the Imperial War Museum Duxford. Nowadays this is organised by Pete Lewis and his Herts and Beds TSSC area but the first event was put on by the Essex Area back in 1994 and I was part of the organising team, hence my soft spot for the event.



Sadly I was unable to attend this year due to being away that weekend at a family wedding, however Doug Brown and Paul Gulliver kindly let me have some pictures from this years event.

Duxford Triumph Day (Photo below courtesy of Doug Brown)



David Burden's unique MK2 with a MK3 Bonnet (Rest Photo's Courtesy of Paul Gulliver)



Dick Twitchen's MK1



Kevin Perryman's MK3



Emerald Green MK3



Paul Gulliver's MK3



Doug Brown's MK3



Chris Hawley's MK3



I'm pretty sure that this white MK2 was winner of Best GT6 at the 1995 Duxford Triumph Day.



Nick Young's MK3

From the Archives

Following on from the pictures of this year's Duxford Triumph Day, here are a few pictures of the show in years gone by from my Archives.

Andy



My GT6 MK3 parked up at the 2004 Duxford Triumph Day.



Marcus Bewley's well modified MK3 at the 2011 Duxford Triumph

Below: GT6s in the line up at the first Duxford Triumph Day in 1994.



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If not request one from TSSC HQ on **01858 434424** email **info@tssc.org.uk** or Download and Print one from the Bottom of the **TSSC Website** The 'The Club' page.

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

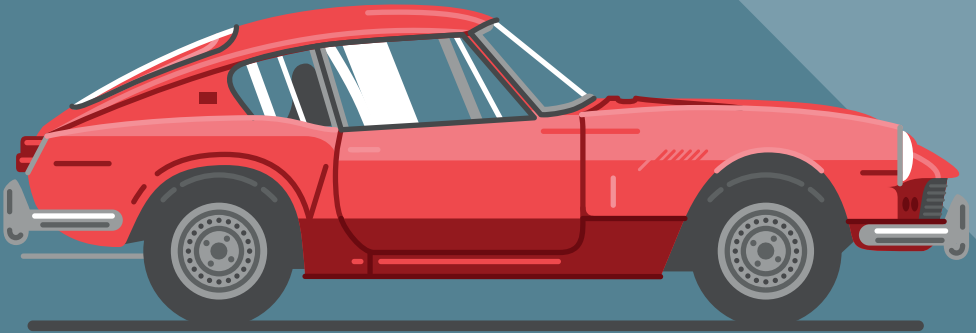
Left Hand Drive cars as above less 10% (or less 5% if converted to RHD)

Convertible GT6's: These Values only on proper 2 ltr chassis conversions otherwise 1500 Spitfire prices.

Fibreglass panels: Highest value A1 in car category (except Bonds!)

Above Values Revised as of 01/01/2022

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Barn Find (Part 1)

Barn Find is a term that all classic car enthusiasts are familiar with and read about, but what does it actually mean?

I looked up the definition and the general result was;

'A barn find is a classic car, aircraft or motorcycle that has been rediscovered after being stored, often in derelict condition. The term comes from their tendency to be found in places such as barns, sheds, carports and outbuildings where they have been stored for many years. The term usually applies to vehicles that are rare and valuable, and which are consequently of great interest to collectors and enthusiasts despite their poor condition.'

This in mind I set about trying to justify if this described what I had actually found! It was a classic car, 'rediscovered' – well it wasn't actually lost but I discovered it for the first time. Derelict condition? Well I assume that is referring to the car and not the building! If so then it was far from derelict and it had not been deserted or abandoned?

It was 'found' in a garage and had been stored there for many many, years.

Is it rare and valuable? Well I guess that is a bit like beauty –

Spitfire Tomb



it's in the eye of the beholder!

I'll start at the beginning. Early 2020 I was re-considering whether to remove my overdrive, my car was on the drive with seats and carpet removed and my head was firmly buried in the footwell contemplating what the heck I should do next - when I heard a voice from behind me. On the pavement stood a man with a big smile and he said, 'I've got one of these.' I could see the pleasure it brought to him simply looking at it and he offered me the chance to take a look at his sometime when the dreaded COVID pandemic had subsided and things were back to normal. Of course I accepted and he parted. Fast forward to August 2022, it was Saturday morning, I had just showered and dressed - ready to go and do the weekend shopping and was contemplating the minimum amount of housework I could get away with when I came back so I could disappear into the garage (this time to plan removing the diff in the hopes of discovering why it was whining so much!) when Jack, my son, stopped me and gave me a phone number on a bit of card. He said 'this is the number of the gentleman that stopped and chatted to you on the drive during COVID, he said to give him a call if you would still like to take a look at his Spitfire'. I'll be honest it took me a few minutes to recall the meeting but I put the number in my pocket and proceeded with my chores. It was later that afternoon I felt the card in my pocket and realised I had yet still to call him – so I did - there and then.

The gentleman's name was Graham and after a brief chat he explained he had a Triumph Spitfire 1500 which he had owned for over 40 years, the last 12 or so years of which it had stood in his garage. I agreed to take a look and asked for his address, however he simply gave me his door number! To which I replied where, which town, street? He said your street – I'm round the corner! In fact there



was only 20 or so houses between us! Yet I had never in my 20 something years of living in the same street either seen him or the Spitfire before!!!

The following morning I walked around the corner to his house (all of 2 mins walk!) and knocked on the door. When he answered the door he greeted me with the same big smile I remembered from our initial encounter, and after exchanging pleasantries he led me to the garage. There on one side of the garage (it was a double garage) were a pile of duvets and bed sheets 3 or 4 thick, under which was the unmistakable profile (even under that many sheets) of a Spitfire. He explained he had kept it covered for the past 12 years or so in the garage, and in that time there had been a slight accident and it had picked up a small dent in the door, other than that he explained 'it's rust-free' (I've heard that before I thought)! He slowly peeled the layers back and gradually revealed a 1977 (R Reg) Brown 1500 Spitfire, looking only a tad faded and with a minute amount of dust on those small surfaces that had somehow under all the sheets managed to glimpse daylight. The soft top was still in place and even the tyres were reasonably well inflated - with air that had not been breathed for over 12+ years no doubt!

My feelings as it was uncovered were I imagine very much like those experienced by the archaeologists that uncovered Tutankhamun's Tomb! Indeed the 'body' had appeared to be 'embalmed' so as to preserve it in a similar way....

Unfortunately I'm running out of space and time so I will have to leave it there, but I'll continue next month and reveal the full extent of the Spitfire's condition in Part 2! Before I do close off I'll leave you with a re-

minder/tip from Peter....

Avoiding Water in the Fuel Lines

Hi Steve,

Could you please pass on to Tim Woodthorpe, re. his note to you in the August Courier, that if he doesn't want ethanol in his petrol he should only use Esso Supreme as, per my letter in the Courier quite a while ago, in most of the country that has no ethanol content.

I think the extra cost is well worthwhile to avoid problems but if I'm visiting parts which do have it I use Valvemaster Plus to mitigate it. Cheers,

Peter

Thanks for the reminder Peter. I did try and forward your Email on to Tim but it was returned with an 'unable to deliver' message so I assume his address has changed or I have made a typo, hopefully he will read this article.

While high-octane fuel is preferred for classics, they can run on lower octane petrol, especially if the ignition is adjusted to counteract the change in combustion rate. When it comes to storing your car, if it is older than 1996 (that's not old!) you can use a lead replacement additive such as Castrol's Classic Valvemaster, as Peter suggests, which can help prevent corrosion as it also contains an ethanol stabiliser.

Steve



TR 4/4A/5/250/6

BERNARD LITTLEWOOD tr4-tr6@tssc.org.uk

BUYING A TR ?

Last month I covered the basic checks for the body work and chassis, this month covers the basic checks for the drive train.

ENGINE

The TR5, TR250 & TR6 engines are the well proven 6-cylinder engines that are found (in various states of tune & with different crankshafts depending on cubic capacity) in Triumph 2000's, Triumph 2500's, Vitesse & GT6's so the usual checks should be made, on starting from cold is there a big end knock or main bearing rumble, is there any sign of emulsification of the engine oil, is there blue or white smoke from the exhaust, is the coolant clean, are there any excessive oil leaks? Ask the seller if you can carry out a compression test, you never know!

The TR2 – 4A is a different matter, these cars



Wet Liners removed & Fig of 8 seats cleaned

all the checks listed above, you need to check for any sign that coolant has leaked into the engine oil, looking for even the slightest sign of emulsification (don't fall for the excuse that the car has only been used for short trips if you find any). This will more than likely mean that the figure of 8 gas-

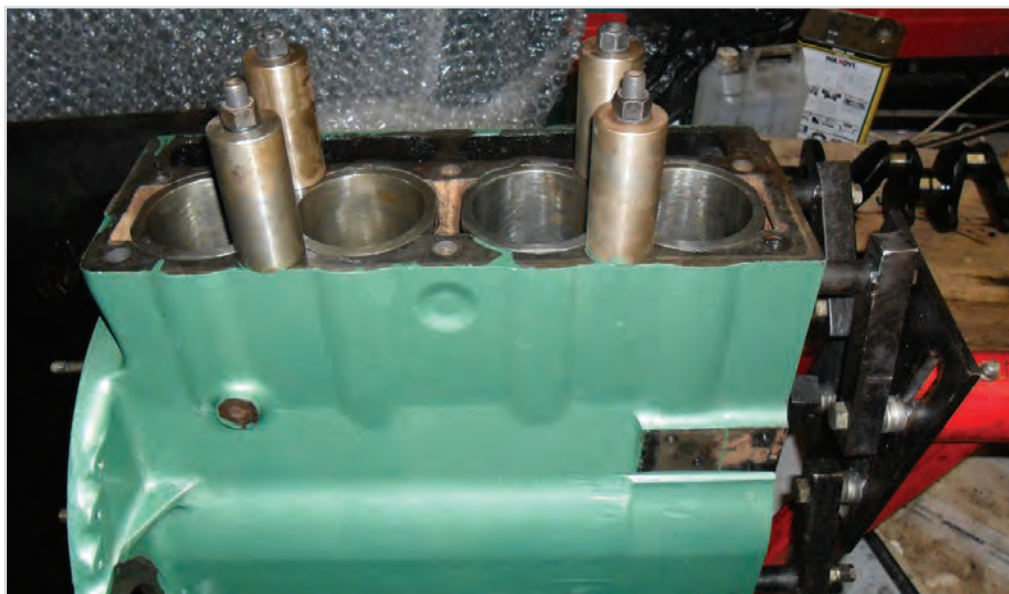
kets that form the seal between the wet liners and where they seat in the engine block (although it could be the head gasket, always look at the worse scenario) which will require an engine strip down to fix. This can be carried out without taking the engine out, remove the head and sump, remove the big end bearing caps from underneath the car and take out the piston and con rod assemblies, remove the wet liners, replace the figure of 8 gaskets, fit new big end

shells and re assemble, but, if there is any doubt about main bearing/crankshaft condition you would be better off removing the engine and carrying out a full reconditioning job. Whichever you opt for, if there is any sign of wear in the liners, pistons and rings, it would be worthwhile buying a wet liner, piston & ring kit. The rear crankshaft "seal" is in the form of a scroll on the crankshaft and will invariably leak, leaving an oil deposit on



Wet Liners removed from block

use the four-cylinder wet liner engine that was initially designed for the "Little Grey Fergy" tractors. The engine casting was then altered so that it could be used in the Standard Vanguard range then again in different states of tune and with twin carb set ups in the TR2 – TR4A cars. Being a wet liner engine, as well as



3 New Wet Liners installed & held in place with retainers

the ground at the rear of the engine, if you have to remove the crankshaft for a re grind it makes sense to have the scroll ground off and fit a standard "modern" type lip seal, there are kits available for this.

GEARBOX

Check that all gears engage smoothly and do not "whine". If an over drive is fitted check that it engages in 3rd & 4th gears (early TR's had overdrive on 2nd gear as well). If it doesn't, when you have parked up, turn the ignition on (engine not running), select 4th gear and engage the overdrive switch, listen out for the relay and solenoid to operate, if they don't, the issue could be just a bad connection, broken relay or solenoid, easily repairable, if you hear them operate fear the worse and allow for the expense of a gearbox/overdrive replacement (if you buy the car first of all check the gearbox oil level as a low level can cause the overdrive to not engage).

DIFFERENTIAL / REAR AXLE DRIVESHAFTS

The TR2 – TR4 models all have "live" axles fitted, so look out for "backlash" when moving off or changing gear, also listen out for any noises or "whine" from the differential.

The TR4A, 250, 5 & 6 have IRS (Independent Rear Suspension), so as well as checking for differential issues as above you have to look out for Universal Joint wear (this can be in the form of a "knocking" noise on cornering). This is not a serious or expensive fault, but if left too long the drive shaft yokes can wear and require replacing. There are drive shafts on the market that use modern CV joints to replace the UJ shafts.

On the IRS models the drive shafts actually slide in and out and sometimes you will hear a singular "knock" when they move if they are not well lubricated or are worn. Some TR4A's were fitted with a live axle (I have heard the figure of 25%), but I believe that these were mainly for export, however, some were also sold in Great Britain. Apply the above (plus all the other checks for brakes, suspension etc that you would apply to purchasing any classic car) and hopefully you will end up with a good example of the TR that you are looking for and although I may be biased (although I have personally owned 8 Spitfires, 2 Heralds, 1 Triumph 2000, 1 Stag, 1 Dolomite, 1 Toledo and 1 TR4A) you will have the finest (at least the finest 2-seater) car that Triumph ever produced.

TRIUMPHS ARE GREAT, A TR IS MORE, (AS I'VE STATED BEFORE)!

Do you have any TR related stories or experiences that you would be willing to share with myself and other club members? If so please contact



Rebuilding an IRS Driveshaft

me and I will put them in print for everyone to enjoy, otherwise it's plan B and I will be reporting back on how many various chocolate bars I can fit in my 4A's boot. Remember, what may seem insignificant to you will definitely interest other TR (or potential TR) owners. Thank you.

Bern

STEVE FORD'S TR250

The S.Wales TSSC area have always supported the excellent Clevedon Flower Show and we were

very glad to attend the first post Covid lockdown classic event.

There were not as many classic cars in attendance as there had been in previous years, but there was certainly enough quality!

Walking around I "found" this absolutely flawless TR 250 which I recognized from other West Country Shows such as the Weston-Super-Mare Show, Thornfalcon etc.

This time, however, I was lucky enough to find the owner (the justifiably very proud owner) Steve Ford having a cup of tea by the side of the car. I asked if I could mention both him and the car in the Courier and he acquiesced, so I was able to have a few questions answered.

Steve bought the car 6 years ago from Gillingham in Dorset and carried out an 18month restoration. He fitted a J type overdrive and painted the car which was yellow, Triumph Royal Blue code 66.

It was also converted to right hand drive. This sounds so easy when the process is described with so few words, but anyone who has carried out a restoration will know differently.

Steve has done an amazing job on this car, the images really don't give his work the justice it de-



Proud owner Steve Ford



Near Side from front

serves, so when you attend a show in the West Country have a look if Steve and his TR are there and check it out for yourselves.

Steve's TR250, looks really, really nifty!

Bern



Lovely Interior



Off Side from rear



STAG

Ben Carney stag@tssc.org.uk

Original STAG Prices

Hello, hope everyone is well and has been able to have a good number of drives out in your own Triumph Stag.

The summer was great for soft top down motoring. I have been in conversation with a few members who have good collection of toy Stags, as covered in last month issue. It would appear that prices vary from dealer to dealer and show to show. With the odd toy model being sold at shows for fantastic

prices in excess of a couple of hundred pound. So, that got me thinking about the original cost of these toy models, and that led to thinking about the original costs of the actual cars.

I therefore turned to the website;

stagbytriumph.co.uk by the late **Andy Simons**, I've had a few calls about the original prices of other Triumph cars such as the GT6 and the TR6. So, I pointed

the callers to the above website as all Triumph cars are covered in the **'Range and Price Brochures'**.

Therefore, this month here is a selection of original prices for the Stag. Back in the day, the price list changed every couple of months, but here are prices for every six

months or so. The above website does provide further dates during the 1970s, but I'm limited to the number of pages I can use in the Courier.

The first price guide I have available covering the Stag, is the **June 1970 issue**. It lists the total price for the Soft Top Model in the old pounds, shillings and pence at £1995.17s.6d. The Hard Top model breaking the £2000 barrier at £2041.11s.6d, whilst, if you wanted both a hard-top and soft-top the price

Triumph Stag									1.
	Ex-Works Price			Purchase Tax			Ex-Works Total Price		
	£	s.	d.	£	s.	d.	£	s.	d.
Expanded Vinyl Trim									
Soft Top Model	1527	0	0	468	17	6	1995	17	6
Hard Top Model	1562	0	0	479	11	6	2041	11	6
Hard and Soft Top Model	1602	0	0	491	15	10	2093	15	10
Optional extras:									
Overdrive	50	0	0	15	5	7	65	5	7
Borg-Warner Transmission	80	0	0	24	8	11	104	8	11

was £2093.15s.10d. Optional extras such as Overdrive would have cost you £65.5s.7d, whilst Borg-Warner Transmission would have cost £104.8s.11d (picture 1)

Triumph Stag									2
Expanded Vinyl Trim									
Soft Top Model	1650	0	0	506	9	2	2156	9	2
	£1650-00			£506-46			£2156-46		
Hard Top Model	1685	0	0	517	3	1	2202	3	1
	£1685-00			£517-15			£2202-15		
Hard and Soft Top Model	1725	0	0	529	7	6	2254	7	6
	£1725-00			£529-37			£2254-37		
Optional Extras:									
Overdrive	55	0	0	16	16	1	71	16	1
	£55-00			£16-80			£71-80		
Borg-Warner Transmission	80	0	0	24	8	11	104	8	11
	£80-00			£24-45			£104-45		

By **January 1971**, a new currency was about to arrive, so the price list was given in both values. (picture 2).

However, the Soft Top Model had broken the £2000 barrier, at £2156.46. The Hard Top Model being £2202.15, and for both tops £2254.37.

So quite a hike in prices that would continue during the next six years. I'll just mention the prices for the model with both the soft-top and the hard-top for the rest of the article.

Triumph Stag			
Expanded Vinyl Trim Soft			
Top Model	1740.00	533.96	2273.96
Hard Top Model	1780.00	546.18	2326.18
Hard and Soft Top Model	1825.00	559.93	2384.93
Optional Extras:			
Overdrive	55.00	16.80	71.80
Borg-Warner Transmission	80.00	24.45	104.45

3. July 1971 Hard Top / Soft Top Model
£2384.93 see picture 3

	Ex-Works Price £	Purchase Tax £	Ex-Works Total Price £
Triumph Stag			
Expanded Vinyl Trim Soft			
Top Model	1827.00	458.63	2285.63
Hard Top Model	1869.00	469.13	2338.13
Hard and Soft Top Model	1916.00	480.88	2396.88
Optional Extras:			
Overdrive	57.50	14.38	71.88
Borg-Warner Transmission	85.00	21.25	106.25
(Type specification to choice, Michelin or Avon 185 HR 14)			

4. Jan 1972 Hard Top / Soft Top Model
£2396.88 see picture 4

	Ex-Works Price £	Purchase Tax £	Ex-Works Total Price £
Triumph Stag			
Expanded Vinyl Trim Soft			
Top Model	1984.00	414.90	2398.90
Hard and Soft Top Model	2066.00	431.98	2497.98
Optional Extras:			
Overdrive	60.00	12.50	72.50
Borg-Warner Transmission	95.00	19.79	114.79
(Type specification to choice, Michelin or Avon 185 HR 14)			

5. Aug 1972 Hard Top / Soft Top Model
£2497.98 see picture 5

	Recommended Retail Price	Car Tax	V.A.T.	Total
Triumph Stag (Overdrive included)				
Expanded Vinyl Trim Soft Top Model	2044.00	170.33	221.43	2435.76
Hard and Soft Top Model	2126.00	177.17	230.32	2533.49
Optional Extras:				
Borg-Warner Transmission in lieu of Overdrive	35.00	2.82	3.79	41.71
Sundym Glass with Laminated Windscreen	35.00	2.82	3.79	41.71
Light Alloy Wheels	55.00	4.58	5.96	65.54
Head Restraints (pair)	10.00	0.83	1.08	11.91
(Type specification to choice—Michelin or Avon 185 HR 14)				

6. Apr 1973 Hard Top / Soft Top Model
£2533.49 see picture 6

	Recommended Retail Price	Car Tax	V.A.T.	Total
Triumph Stag (Overdrive included)				
Expanded Vinyl Trim Soft Top Model	2215.00	184.58	239.96	2639.54
Hard and Soft Top Model	2303.00	191.82	249.49	2744.41
Optional Extras:				
Automatic Transmission in lieu of Overdrive	38.00	3.17	4.12	45.29
Sundym Glass with Laminated Windscreen	38.00	3.17	4.12	45.29
Light Alloy Wheels	57.50	4.79	6.23	68.52
Head Restraints (pair)	11.00	0.92	1.19	13.11
(Type specification to choice—Michelin or Avon 185 HR 14)				

7. Oct 1973 Hard Top / Soft Top Model
£2744.41 see picture 7

	Recommended Retail Price	Car Tax	V.A.T.	Total
Triumph Stag (Overdrive included)				
Expanded Vinyl Trim Soft Top Model	2355.00	196.25	255.13	2806.38
Hard and Soft Top Model	2448.00	204.00	265.20	2917.20
Optional Extras:				
Automatic Transmission in lieu of Overdrive	41.45	3.45	4.49	49.39
Sundym Glass with Laminated Windscreen	41.45	3.45	4.49	49.39
Light Alloy Wheels	62.70	5.23	6.79	74.72
Air Conditioning	274.80	22.90	29.77	327.47
(Type specification to choice—Michelin or Avon 185 HR 14)				

8. Feb 1974 Hard Top / Soft Top Model
£2917.20 see picture 8

	Recommended Retail Price	Car Tax	V.A.T.	Total
Triumph Stag (Overdrive included)				
Expanded Vinyl Trim Soft Top Model	2747.00	228.82	238.07	3213.99
Hard and Soft Top Model	2856.00	238.00	247.52	3341.52
Optional Extras:				
Automatic Transmission in lieu of Overdrive	45.40	3.78	3.83	53.11
Sundym Glass with Laminated Windscreen	52.35	4.36	4.54	61.25
Light Alloy Wheels	79.25	6.60	6.87	92.72
Air Conditioning	347.10	28.93	30.08	406.11
(Type specification to choice—Michelin or Avon 185 HR 14)				

9. Sep 1974 Hard Top / Soft Top Model
£3341.52 see picture 9

	Recommended Retail Price	Car Tax	V.A.T.	Total
Triumph Stag (Overdrive included)				
Expanded Vinyl Trim Soft Top Model	3268.00	271.58	282.45	3813.03
Hard and Soft Top Model	3383.00	281.82	293.19	3958.11
Optional Extras:				
Automatic Transmission in lieu of Overdrive	53.20	4.43	4.61	62.24
Tinted Glass with Laminated Windscreen	61.25	5.10	5.31	71.66
Light Alloy Wheels	92.70	7.73	8.03	108.46
(Type specification to choice—Michelin or Avon 185 HR 14)				

10. Mar 1975 Hard Top / Soft Top Model
£3958.11 see picture 10

	Recommended Retail Price	Car Tax	V.A.T.	Total
Triumph Stag (Overdrive included)				
Expanded Vinyl Trim Soft Top Model	3820.00	318.33	331.67	4469.40
Hard and Soft Top Model	3997.00	333.08	348.41	4678.49
Optional Extra:				
Automatic Transmission in lieu of Overdrive (Type specification to choice—Michelin or Avon)	68.48	4.87	5.06	88.41

11. Oct 1975 Hard Top / Soft Top Model
£4469.40 see picture 11

	Recommended Retail Price	Car Tax	V.A.T.	Total
TRIUMPH STAG (Overdrive included)				
(Expanded Vinyl Trim)				
Soft Top Model	4191.00	349.25	363.22	4903.47
Hard and Soft Top Model	4386.00	365.50	380.12	5131.62
Optional Extra:				
Automatic Transmission in lieu of Overdrive	64.18	5.35	5.56	75.09
(Type specification to choice—Michelin or Avon)				

12. May 1976 Hard Top / Soft Top Model
£5131.62 see picture 12

STAG				
Soft Top Model	4779.00	398.25	414.18	5591.43
Hard and Soft Top Model	5003.00	416.92	433.59	5853.51
Optional Extra:				
Automatic Transmission in lieu of Overdrive	71.76	5.98	6.22	83.96
(Tyre specification to choice—Michelin or Avon)				

- 13. Nov 1976 Hard Top / Soft Top Model**
£5859.51 see picture 13

STAG				
Soft Top Model	5171.00	430.92	448.15	6050.07
Hard and Soft Top Model	5413.00	451.08	469.13	6333.21
Optional Extra:				
Automatic Transmission in lieu of Overdrive	76.42	6.37	6.62	89.41

- 14. Feb 1977 Hard Top / Soft Top Model**
£6333.21 see picture 14

STAG				
Soft Top Model	5171.00	430.92	448.15	6050.07
Hard and Soft Top Model	5413.00	451.08	469.13	6333.21
Optional Extra:				
Automatic Transmission in lieu of Overdrive	76.42	6.37	6.62	89.41

- 15. Aug 1977 Hard Top / Soft Top Model**
£7230.60 see picture 15

You can see from the pictures and the list above that the Stag prices soared from £2254 in June 1970 up to £7230 in August 1977, a vast increase. In April 1973 (picture 6) optional extras such as Alloy wheels (£ 65.54), Head Rests (£11.91) and the Laminated Screen (£41.71) appeared on the price list.

However, many other extras could be added to individualise your Stag. Some of the early price list gave a complete breakdown of what was available from 'Stanpart' and 'Unipart', but I think that's another article.

So there you have it, if you need to know the original price of any Stag or for that matter any other Triumph, try the above website **stagbytriump**. Again, a big thanks to the late **Andy Simons** for his fantastic website.

All prices are as issued by the Triumph Price Lists for the given month and are printed here in good faith, please refer to original leaflets for more details.

That's all for this month,

Keep those V8's purring!

Ben



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Sue & Mike Titchen's Wedding Celebrations at Barleyland's Classic Car Show

by Mike Titchen - TSSC Essex Area

After a long time waiting 21 years in fact and Covid in between myself and Sue finally became Mr & Mrs.

For our wedding car we were unable to use our Triumph GT6 Mk2 or the Spitfire Mk2 as back seats are non existent or too small, so we had to find an alternative and who better to ask than Andy Walton who owns a Triumph and also a Volvo Amazon with nice comfy seats and 4 doors! He was pleased to assist as our chauffeur for the day



even managing to wear a chauffeur hat! The weather was kind to us and Celebrations carried on all day and into the late evening in our garden marquee.

On the Sunday for Essex area Club Meet we had booked a Club Stand at the local Barleyland's Classic Car Show and invited Members to come and carry on our Celebrations with a Wedding Theme dressing their cars up to suit. We put up a gazebo and Brian and Jean kindly brought their one along to decorate by several of the crew, so we had plenty of room to



Lightning McQueen.
My 1/2 pint trailer which is used for camping and carrying club equipment was built a few years ago with Brian's help made out of up cycled parts, drain pipes, string and a few more items, fibre glassed together just as Blue Peter would have shown us all.

sit under for the wedding feast. We had 10 cars + 1/2 pint our car trailer and Brian's Mater tow truck. For anyone who doesn't know or hasn't seen these two special trailers, Brian's carries his scooter based on Mater who is the rustiest, trusti-



est tow truck in Radiator Springs. He loves tractor 'tippin' helping out stranded cars and most of all, hanging out with his best friend

We had a GT6 Mk2, soft top GT6, TR3, TR6, 2 Spitfire's, Stag, Herald, Vitesse and of course the Volvo. The weather was very kind to us and after setting up the Champagne bottles began to pop!!! and food was plentiful, all beer and Champagne was non alcoholic so we all behaved as we always do? We had two new members turned up on the day to join in with our party, welcome to Craig, Julie and Eddie. We had many people who came to see our display throughout the day and showed plenty of interest in our Triumph's and some have signed up to come to our next meetings and to the Club itself.



At the end of the day a couple of the Organisers of the show came over to Congratulate us on our Wedding and to our Members who had put in all the



hard work to decorate our Club Stand so they chose us for **The Best Club Stand** award of the day, a lovely trophy to add to the rest we have won throughout the last couple of years.



presented, a unique time piece that was solar run and energy sufficient a lovely sundial to display in our garden.



From the popping of the first bottle of Champagne and many kind toasts we were overwhelmed with all the best wishes that were given by Club Members to myself and Sue and to our great surprise some wonderful gifts were





Also lots of vouchers and cards, flowers and alcoholic bubbly, a lovely piece of resin artwork and also a photo frame displaying money collected from the group which will be spent on something which needs plenty of thought.

We would like to thank everyone who came and made our Car Club stand a spectacular display winning us Best Club Stand of the show

Above is the TSSC Essex Trophy Collection from the last couple of years, slowly growing so I will have to find a suit-

able place to display them. Without Members input at our Club Meets and shows this would not have been achieved. Once again I would like to say a big thank you to all who support me in my roll as Area Organiser, lets see if we can increase our trophy collection next year.

Mike



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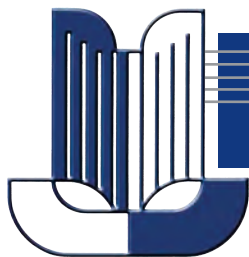


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TRIUMPH SPORTS SIX CLUB

AREA SHOWTIME

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Oxford Camping Weekend

by Thomas Cope - TSSC Oxfordr Area

19th-21st August saw many of us looking for an alternative following the unfortunate cancellation of the Triumph and MG weekend at this years Stafford.

Several areas put on local events and Oxford was no different! Just to be a little different we joined up with the **Peerless and Warwick Owners Register**. Little did I know but I'd already met Nigel from the PWOR at Le Mans Classic several weeks before!

We set out to find a local site to suit our needs and a range of activities/trips. We stumbled across quite possibly the kindest and welcoming caravan and campsite owner called David. He had a cancellation for his rallye field the day we enquired! **Barnstones Caravan Park OX17 1QU** if you're looking for a relaxing break!

Over 40 visitors passed through over the weekend and 15+ cars were in attendance. One even came from the



Best Peerless

Netherlands to pick up a Peerless windscreen. As is normal for a TSSC Oxford weekend, the agenda was pretty loose. You do what you want, when you want, we just offer some local events/places



Best Triumph

cars ranging from the original Le Mans entry to a pristine fresh restoration.

I chose Gary's car (red Peerless) as he is the one who spends his time and energy helping everyone else. That and I loved how low his car was and it looked ace on steel wheels! Andrews GT6 was chosen from the array of

to visit. Saturday saw us take a cross country route to the Silverstone Experience, passing National Trust venues and great scenery. This was my first trip to the museum, it was so good I went back 2 weeks later with my father in law. Several carried onto a local farm shop for lunch with the option of visiting Stowe landscape gardens.

There was a prize giving event in the evening for the following award categories:

Shortest distance travelled - 10miles

Longest distance travelled - well over 200 miles

(not including the brief visit from our Dutch neighbour)

Best Triumph (chosen by Nigel from PWOR)

Andrew Roberts - Triumph GT6

Best Peerless/Warwick (chosen by me) - Gary Stretton

The Peerless award was a tricky one as there were some amazing

Triumphs for its originality, great bodywork/paint and the lovely sound of the straight 6.

Sunday saw us split off to 2 events. The Brackley Classic car annual show was very well attended and those who went thoroughly enjoyed it. Several of us followed a tulip diagram route into a place I still can't pronounce 'Guitling Power' in the Cotswolds, this was with the local classic car group based at Hook Norton Brewery (well worth a trip).



Le Mans Peerless



A good time was had by all, it was fantastic to meet new people from various clubs and areas. We are looking forward to next year's camping event. I might even manage to take a Triumph rather than Reliant!

Oxford Area Meetings during the winter will be at **The Duke in Clifton OX15 0PE every 3rd Tuesday from 6:30pm**. I hope to see you there. And don't forget to check out our [Facebook page TSSC Oxford](#)

Thomas





Area of the Year 2022

TSSC South Wales

TRIUMPH SPORTS SIX CLUB

Congratulations to TSSC South Wales area who were selected by the Council of Management to receive this years "TSSC-AREA OF THE YEAR AWARD 2022".

Much deserved!

Chris Gunby
TSSC Chairman



**AO Al Gourley (left) is
presented with the Award
By TSSC 'Member of the Year'
Bernard Littlewood**



THE COURIER **Classifieds**

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GT6



MKIII LATE 1973. Magenta. Working o/ drive, MOT, webasto, new clutch, spin off oil filter. Phone for more details. £11,500 **N. Archibald (South Bucks) 01753 647378.**



MKIII 1971. Overdrive version, 72,000 miles. In Pimento Red. MOT and Tax Exempt. Owned since 1992. Maintained by Triumph specialists throughout. Stored in dry barn. £10,995. **Jonathan Shaw (Cambridge) 07712 701125.**



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dition. **Duncan Letts (Northamptonshire) 07412 999794.**

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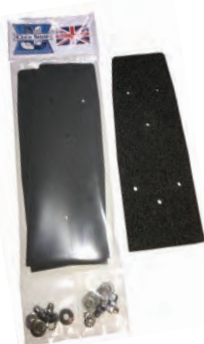
TRIUMPH STAG HARD TOP. Headlining good although dirty, all trim present, small repair needed on rear edge. Front edge good, lots of layers of paint on, wants stripping back. £300 ONO. **John Walker (Derbyshire) 07967 815427.**



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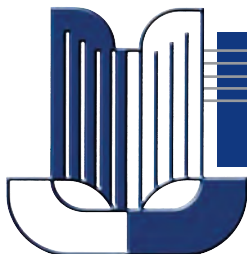
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Triumph Sports Six Club

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HERALD 13/60

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

SPITFIRE Mk I/II/III

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

SPITFIRE Mk IV/1500

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

VITESSE 1600/ Mk I/II

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.
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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.
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STAG

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

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Alyson Anderson, 48 Main Street, Carnwarth, South Lanarkshire, ML11 8JZ.
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TRIUMPH/MG WEEKEND 22

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1ST THURS. 7.30PM

2ND MON 7.30

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SCOT N. EAST

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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> , Smite 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>Venue to be advised by email and Facebook. 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>The New Inn</i> - GOONHAVERN. TR4 9QD..	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>Contact AO for meeting venue.</i>	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
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BELGIUM	Stefan Vandendijk	stefan.vandendijk@telenet.be
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FRANCE (Poitou Charentes)	Victor Thompson	vcandvh@gmail.com
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SWITZERLAND	Philip Bellamy	0041 79 347 1221
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Area Liaison Officers Report

Andover - Avon

Triumph Sports Six Area Liaison Officers

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

We would like to take the opportunity to thank all the area organisers who attended the AO seminar on the 24th September a little disappointing on numbers and only one attended on zoom. And few more AOs joined us for the actual general meeting.

At the Area Organisers meeting we discussed the following items. We asked if there is any interest of splitting areas for regional areas for example an AO who is selected would look after several areas around them such as for example Devon south western areas like in the area directory. The AO would look after issues like compiling a local garages service or directing members to correct meet ups. This will help us as ALO as our work schedule has become very heavy with in the club and would like a little help out as we are now the events organisers.

And also with this, you as AOs if you have a local event making TSSC more present for the club. We of course will help in anyway we can. And also you would report to us directly if there were any problems.

Next on the agenda was the cancellation of Stafford show in August which was undoubtedly the most upsetting news we had to deliver. Chris the Chairman gave stats and reasons on why we had to cancel. And concerns on the matter raised in the meeting were time scale of cancellations and early bird tickets, also cut off time and to really push pre bookings. As you know this is very difficult when you are working with our car groups.

Also within this agenda is there a possibility to arrange more than one international split around the country.

We have the survey out in the Courier and online for you and your members to give feedback. We spoke regards any thing to promote your areas such as banners, flags and name badges. A suggestion also to do a self help guide book, revamp the business cards which we can do in house for your area. Again a guide book for your regions for garage recommendations and advice for paint shops etc.

The last item we discussed for next year was updating your area news on the website. This can be arranged by Tom Hartley but suggesting a training hand book as some of you could not access and update your profiles.

Paul Girling from Norfolk suggested for celebrations for 100 years of Triumphs a border run. Thinking of one day on the same day from around the different regions a run so to celebrate our wonderful cars. Further details will be given as this event will take place.

And also next year we will be joining the MG owners club for celebrations for 100 years of Triumph and MG. Date and venue to be confirmed by the MG owners. This will be a weekend and camping involved as well. If you would like to contact us please do and we can help with any queries you may have.

Remember we are here for our Area organisers who work hard all year. Hopefully we will see you at this years **NEC Classics and Bike show 11th- 13th November stand 5-255 hall 5**. Join us for a brew and a chat. We have sweets and biscuits.



Andover

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Tel. 01672 514241

Not a lot to bring you up to date on this month as we pretty much did that last month, and we haven't yet had October's meet. Guy and I had a nice break on the canals, had the solid fuel stove lit every day so nice and snug.

Ed reports: "Not much to report. TR7 running fine. Both the Spitfire and TR6 have leaky clutch slave cylinders that have kept them in the garage until I get the bits. I sometimes think they deliberately plot against me just for a laugh."

Guy is hoping to finally have a chance to play with his new (but over a year into ownership) toy now that he has finished the extension and has erected a canvas garage for the car and hopes to actually make a start soon.

Guy & Suzie

Nigel & Di.

Andover Meetings

9th November at 12.00 - The Clatford Arms, Goodworth Clatford, SP11 7RN

11th - 13th November - Classic Car Show at the NEC, Stand AJ220

Avon

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Hi folks, I guess for most, by the time this article is published, you will have parked up your treasured car for the winter? We will have driven our last organised drive out, stopping for a coffee and then on to a Sunday roast.

If you are in the old Avon area why not consider joining us next year for some of these localish drives, usually about 30 miles of varied roads.

Christmas will be with us soon and many areas, like us, will

Cambridge Cheshire



enjoy an evening together with a festive fayre.

I hope that you enjoy whatever you have organised. Will you be in that garage over the winter working on a Triumph project? Remember that we have people with years of experience who may be able to help with advice on that annoying problem.

All for now, greetings

Dave

Cambridge

e-mail: cambridge@tssc.org.uk

Tel. 07795 436149

We met on a mild October evening at the Plough and chatted in the carpark before joining the unusually busy pub indoors later. Trevor recounted how his car cover had seeped into his paintwork during the unusually hot summer weather this year, leaving faint creamy residue in the clearcoat in his otherwise immaculate big red saloon. Toby brought a spare electric fan for me and handed it over on condition that I got the rear wheel bearing, which had come loose on the 10CR and presumably suffering some damage, which had been picked up by the scrutineers at the Autosolo we both attended the day before. Despite the rather alarming wobble on that wheel, I still went ahead, throwing her into all the corners with gusto.

The Autosolo was organised by Cambridge Car Club, a motorsports club that started in the 50s. It involves driving round a predefined course marked out by cones in the fastest time possible. In reality it is all too easy to go the



wrong side of a cone or the wrong way round a roundabout and invalidate a run on the course. As the cones are usually pretty close together, you never get out of first gear, which leads to relatively slow speeds at high revs; my little car's cooling just wasn't up to the job and threw all the water out. The new electric fan needed hardwiring to be always on, but we soldiered on. An amazing day of driving and one I would heartily recommend to anyone who gets a grin from driving their car. The other side effect of the change to an electric fan, off to the nearside, was that the increased heat under the bonnet on the other, carb, side led to fuel vaporisation if I revved her, and near-stalling sluggishness, so I'll need to sort that out too.

New guy Samuel came along and was warmly welcomed; we tried to offer advice on his intended upcoming purchase of a Spitfire but we needn't have worried as he was already very well clued up. His godfather has always had classic Triumphs so it seemed kind of inevitable that he should have one too. He balked at a £5grand Stag in the Courier classifieds though, reckoning that there was probably a good reason why such a lovely car had such an affordable price on it. Toby, Mike and I fed back on the fantastic time we'd had on the Ten Countries Run (10CR)

but Tim's sad news was that at a show a few weeks before, some utter scrote had gouged a jealousy scratch into the bonnet of his beautiful TR5; it was a TSSC event at Duxford so we're guessing some ugly member of the public was responsible. The guy who did his amazing paintwork is coming out of retirement to sort it out for him, which is great to hear.

Mark offered a second hand original fan to fit my car, suggesting that the electric one wasn't up to it, but in the end the consensus seemed to be that perhaps my block was clogged and it needed a flush, possibly a chemical one. This seems likely as, Rob's Vitesse runs on a similarly sized electric fan quite happily. I think the sports exhaust might be making mine a bit hotter, but not so much that mine dies and his doesn't.

**Next meeting is on
Monday the 7th of
November at the Plough in Fen Ditton.**



Tom

Cheshire

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www.tssc.org.uk

Tel. 07779 878125

It's been a quiet month at Cast Iron World, with a little progress on the Head Office GT6 (last I heard the suspension towers were back on the car), while Heap the Vitesse at the Branch Office has moved from the little garage to the larger garage in anticipation of fitting a long overdue new windscreen weatherstrip, the present weatherstrip probably being the original fitment from 1969 and seriously past its best.

One also hears that Manchester Area is back up and running. Hope that goes well.

So, on meeting night, we had a cosy meeting despite the relatively dry weather. The car park at the Clock and Peasant was full almost to overflowing, but the pub itself was nowhere near as full. I have long suspected that half of Bollington uses the pub car park as on-street is difficult in that area. Who knows? We started off with a discussion about how neighbours of some of those present wash cars after every excursion, wash their cars on the street to avoid getting the drive dirty, and, in one extreme case, washed the rented van which had been rented for one day.

Our man from Crewe relayed a tale about a sunroof he purchased for possible fitment to the 13/60 Estate. This was purchased on fleabay for a modest sum, but was located in Exeter or some similar location a good distance from Crewe. So, the sunroof was entrusted to a courier and the result was - they lost the sunroof! As it came with a portion of roof (!) it was not the sort of item that was easily lost or mislaid. We then had a private discussion about 3D printing, which is a far more diverse and complex area



Cheshire - Cornwall Cumbria

Cheshire Continues

than I had previously imagined. Then I relayed the state of the Head Office GT6 (see above) and the rebuilt engine and type 9 gearbox, which brought the question of 'what is wrong with a Triumph gearbox'? Our man from Leek pointed out that the small chassis gearbox originated in a Standard 8, and the casing size limited the innards. We pointed out some of the failure points, like mainshaft tip failure, layshaft (countershaft) failure, and so on. Cast Iron World have a sizeable collection of failed gearbox parts, just in case anyone doubts this. There was also an intention to reduce the amount of oil leaking from the Spitfire that lives in Crewe. I shall ask for the details of any procedures that work.

The NEC Classic Car Show was mentioned, it wasn't clear who might attend.

Our next meeting is on Thursday 3rd November at the Cock and Pheasant. As we are back in normality (well, sort of) the meeting will start around 8:30.

Henry

Cornwall

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

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I am so sorry for the very short notice of last month's meeting night. I myself did not know until the evening of the meeting, such a shame that the Hawkins Arms have closed for this Winters season. We decided at the last minute to give Goonhavern a try, The New Inn, they were very happy to have us, a nice meal was had by all. We shall give this pub a go, until the end of the year, perhaps we can have a chat about trying others.

Onto past events Lanlivery being one of them, which was attended by a few of us. Some stayed for the weekend and others like myself just attended for the day. A lovely show this year, perhaps a little quieter than normal, maybe the forecast put people off, but with blue



skies it could not have been a nicer day! Our last rally for the year was St Mawgan, if you have never been then look out for it next year this is an amazing event and one not to be missed. A great effort was put into this show by its committee members, making this year one of the very best. It



really paid off, as by Saturday they had already proceeded previous money raised for charities. With steamers to see, tractors, cars, motorbikes, lawn mowers racing, tractors pulling, diggers dancing, tractors dancing, all in the main ring, which was busy all day long. Do have a look on their Facebook page, you may see some of us there.

This month sees us at our annual event at my place for our firework party. All that's needed to come along, is a plate of food to share, one large firework and your favorite tippie. I will provide tea, coffee and soft drinks from 6:30pm let's hope this year the weather will be better for us, fireworks and drizzle really don't go.

Club night will be on Thursday 10th November at Goonhavern, The New Inn. This will be a planning night for the forthcoming year, please come along with your ideas and we shall also be electing your area organiser.

Our Christmas party is now fully booked and for those of you that are coming and have not paid the remainder of the cost of the meal, you shall need to pay the remaining money to myself or Malcolm.

Club night in December will be on the 8th December again at Goonhavern, The New Inn. That's all the news I have for this month

Take care. Safe and happy motoring

Carol

Cumbria

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Tel. 01229 316501

Well Roy has done it again the Scotland trip went off on 26th September and in came the rain or what is better known as the Cumbrian sunshine there will be a full report from Roy sometime.

Some of us attended the Eskdale agricultural show 24th September well 5, Roger in his Acclaim, Tony & Helen On their Goldwing Trike (spitfire rear bearing gone) it has a Triumph key fob and Ray & Jill in their MX 5.

Lots of people were turning away as the organisers had advertised free entry for exhibitors, on the day occupants of vehicle's were being charged £5.00 a head this had came about due to St Johns were charging £1000.00 for the Events Ambulance to attend the show this was an extra cost not factored in, it was needed to comply with Health and safety regulations.

Christmas Dinner will be at the Pennington Arms Hotel Ravenglass on 11th December numbers needed, for meals so can anyone intending to attend please inform Roy, this

Devon



will be the last meeting of 2022. There is no meeting in November due to the nearness of the dinner which will also be the AGM.

I will be stepping down as Roy's assistant any volunteer's for this post please inform Roy, the duties are varied mainly organising Raffle prizes and liaise with the treasurer (Roger) at events and help running the same, help organise venues for meetings.

Tony

Devon

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

Tel. 01548 821348

STOP PRESS STOP PRESS! AT LONG LAST WE HAVE RECEIVED THE CHRISTMAS MENU from the Dartmoor Lodge, Ashburton. Date is Saturday 3 December Time – 7pm for 7.30. We are hoping to completely fill the restaurant with Triumph owners. Price - 2 courses are £25 and 3 courses £29. Coffee or Tea an additional £1.50. Now - the rub - I MUST MUST have your menu choices and FULL payment before 14 November. I have a special arrangement with the hotel not to need advance deposits (!) but it is essential that everyone plays ball. Discounted accommodation at £75 for a double room and £55 for a single for Bed & Breakfast. Menu has been sent by email and is an Announcement on the TSSC Devon Facebook page.

Have you booked in for our annual Treasure Hunt - Sunday 6 November in the East Devon area? Please let us know asap if you are coming along. Provisional start is 10 am at Exeter Services, with lunch booked for 12.30 at the Otter Inn at Honiton. We must be prompt at the pub as they have a second sitting.

INTER CLUB SKITTLES - Can you come on **Sunday 27 November to the Waie Inn at Zeal Monachorum?** We have inter Club skittles planned - starting at 11 am followed by the Inn's great value lunch. I do need to know if you are coming along as soon as you get this magazine so that I can pass on numbers to Claire the organizer. Great fun day, with trophies for the winning team, and also for juniors. Oh, maybe top and bottom scorers will get something too?

WHAT HAVE WE BEEN DOING?

We held a breakfast meeting on Sunday 10 September, meeting at Totnes for a drive to the Hunters Lodge Inn at Cornworthy. 5 Triumphs and one modern met at Long-marsh car park. Our 13/60, the Vitesse of Eric & Rita, Dan's 2000 PI estate, John & Janine Fox's TR6 and organizer Peter's Spitfire. We had a lovely scenic drive led by Peter, whose idea this was, along the lanes via Ashprington and Bow Bridge, past the old Malsters Arms where TV chef Keith Floyd was reputedly in sometimes! A lovely morning drive to the pub, where we were joined by two more Triumphs, those of Steve Woollett and Kevin & Jean Byrne.

With lots still going on in September in Devon, the follow-

ing day we took both of ours to the South Devon Railway at Buckfastleigh, whilst others were at Llanlivery Show and elsewhere.

September's Club Night on the changed night of Thursday 22nd, saw a few cars in



the car park.

For once I was AWOL due to a changed Parish Council meeting - ough. Lots of chatter as usual, and Jon Chartres, Organiser and brain-parent of the Triumph



Tour of Devon, presented the David Lingard Tour of Devon trophy which is awarded annually to local TSSC members.

This year, it has been awarded to Malcolm Doidge and Jan Kelsey. Malcolm has been extremely busy getting their Spitfire 1500 back on the road to participate in Club events with Jan.



Then I joined Gloucester AO and Council of Management member, Jane Rowley for the drive to HQ at Lubenham for the Club's Area Organisers' seminar and AGM. In addition, was Angie Hill's retirement celebration. Many more of our members have spoken to Angie rather than meet her in person, but she has been an absolute rock to me as AO over the years and ever helpful to our members. Several exciting plans for 2023 coming up!



We held a drive around Mid Devon on 2 October. Starting off in vile weather, we decided to MX5 it, but were proved wrong when the rest of the day was brilliant sunshine. Fortune favours the brave. We were rewarded with a good attendance of Triumphs, Peter G in his Stag, Rob & James with the Spitfire, Allan & Jackie in the 2500 S, Julian & Lorraine in the Bond and, for the first time I think ever, we were joined by long term member Mike Overfield Collins in the most beautiful Riley. Also with us were SOC friends, Teresa and John Sawyer but like us in the modern.

We found out later that Emma, Glen & William's Herald refused to play, and Chewy & Tina's 2000 had a misfire caused by a tight tappet.

2023 Plans and Dates for your Diaries

As New Year's Day is the first Sunday in January, we felt it wise to avoid that day and instead our traditional **January lunch at the Smugglers Inn Dawlish will be on Sunday 8 January.**

February 5 will see a South Devon Run from Ashburton to the California Inn near Modbury.

Sunday 23 July provisionally will be our Triumph Tour of Devon - this date has been chosen for a national day for Areas to drive their boundaries. 23 July was the day of the inaugural meeting of our great Club, and 2023 will see the



Devon Devon North - Essex

Devon Continues

Triumph marque reach its 100th anniversary!

DEVON DIARY

Saturday 3 December Christmas Dinner at the Dartmoor Lodge Ashburton.

No Devon Club Night at the pub in December
Sunday 8 January 2023 Lunch at the Smugglers Inn,
Dawlish – booking essential

Sue, John & Nigel

Devon North

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Tel. 07806 351499
or Tel. 07971 413045

Thanks to Malcolm Huxtable for stepping in this month. With Andy and Darren going AWOL at the last minute, there was concern that no one would turn up. In the end there were ten of us at the Crealock Arms.

The Braces, Alan and Janet had turned up in a non Triumph, but we will let them off as they were in the restored Willys Jeep that Alan and his son has just finished restoring (see picture). Apparently the ride on the Jeep is harder than a Spitfire and they don't fancy taking all the way to the Lake District on their holidays.

Simon Wennmouth had come in his Aston. He had spent hours cleaning his car only to find that the roads to Littleham were covered in mud and stuff that looks like mud. That will be another few hours cleaning for Simon.

We had a couple of fresh faces join us, Phil and Ellen (sorry didn't get your last name) from Crackington Haven, came across the border to join us. They did the Round Devon Tour in their Stag but also own a 1948 Triumph Renown. they hadn't come in either of their Triumphs.

Dawn and Geoff Wheeler arrived in their non-Triumph and we had a long conversation about pensions.

Mandy and myself had also turned up in our non-Triumph VW. So we are now at nine people and no Triumphs.

We were finally saved from a completely non Triumph night when Patrick Squires turned up in his GT6. Yay, well done Patrick.

So another well attended meeting and just because you don't want to bring your Triumph out in the dark you can still come and join us.

Next meeting: 3rd November from 6.30 pm.

Malcolm

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

By 8th of each month - Thank you

Essex

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FB - Triumph Sports Six Club Essex Area

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The Sunday after our Wedding we had a club stand at Barleyland's Car Show with a Wedding theme we had a really good turnout of cars. See area Showtime.



Myself and Sue decided to go to Chappel & Wakes Colne Railway on Sunday 18th September and met up with Robin, Cathy & Mark, Stewart and a surprise visit from Tony and Caroline. Apologies to Nick Gunn for missing you but did see your car. Richard Hemington brought his Trabant just to confuse us, maybe next time we will see your newly refurbished Vitesse.

It was a great place to visit with the railway museum steeped in history and the added Classic Cars and a chance of a cuppa at the railway carriage cafe which made the morning complete.



In September Steve and Janet went to Battlesbridge Breakfast Meet, there

were lots of cars there and motorbikes to look at.

On 24th September myself and Sue left early to drive up to Lubenham for the Annual AGM and



Gatwick - Gloucester



how could we not miss going to HQ to Celebrate Angie's Retirement, such a lovely lady who on occasions used to come to Essex & camp with our area. We will miss you Angie on the other end of the phone. There were some lovely presents, cards and making Angie an Honourable Member of the Club was the icing on the cake.

We are looking forward to Angie coming to our Christmas meal this year and hearing some more of her stories of visits to Essex.

Mike

Gatwick

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Hi all, Hope you're still enjoying your triumphs. Below is a picture that was missed out last month, of Vic's mk3 at the East Grinstead classic car show.

And the other picture that was also missed off is Chris's mk2 & my mk1 with their bonnets up, which got the reaction from one passerby as not being very aero dynamic!

I'm sorry but this is going to be a short one this month, as I'm not feeling too good at the moment, I may have already missed the deadline!

The next three pictures are of Edenbridge Motor Show, which Phil & I very much enjoyed.

Not sure what other shows maybe coming up, now winter is almost here! We've got the **Old Crocks Race on the 6th November**, always worth a watch. And we then have our monthly meet on the **Tuesday 8th**.

Keep well, hope to see you soon.

Tony



Gloucester

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Hello everyone, I do hope you have all been well. Those of you who have been away on international trips, the club nights and runs-out or even tinkering in the garage, hopefully this write-up in the Courier finds you well.

I must apologise for no Gloucester Area news last month. It was an extremely busy leading up to the month and indeed in the month. Lots of changes happening, but the biggest change was welcoming our 2nd child into The World on 23rd September, a healthy and gorgeous baby boy, Andreas, weighing a healthy 7lb 4oz. Mum and baby are doing well, Chloe has been promoted to a big sister and of course balancing work and family life is all the more important.

Some of us will have got back from Spa, the last international trip of this year. From speaking to a few members, they thoroughly enjoyed it and all are looking forward to the international trips commencing again next year. Our club night at the Fromebridge Mill continues to gather a good turnout.

My Vitesse continues to have work done. The EPAS has been fitted, all the suspension and braking components have now been completed.

Lots of things being custom manufactured so a lot of it is a waiting game. Custom airboxes, bonnet gas struts, Davis Craig water pump fitment and commissioning, Canbus ECU installation, bigger Bosch battery and relocation to sink into boot floor, aluminium fuel tank and filler repositioning, billeted flywheel and dual mass AP fast road clutch, hopefully you're not all confused by now....the list goes on but all in progress. Gareth's Herald continues to be pampered front to back with the restoration making good and steady progress along with Paul's Bond having an electrical restoration and interior makeover totally transforming the look and aesthetics of the car. It's always interesting to



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Gloucester Herts & Beds - M25 East

Gloucester Continues

know what other Club members are doing to their cars, whether it's an oil change or welding work...always deserves a mention so any info you want mentioning just ping me a message or email!

I'd like to also say a thank you to Guy & Suzie Singleton for getting me a place on the Bond Weekend. It was quite late when I requested it and initially, I thought it was not possible but thanks to their efforts I managed to get a place. Although I only came along for the meal on the Saturday evening at the Royal Agricultural University, it was a fantastic night out, the grounds and room the dinner was in was very historic and overall, a lovely evening. Of course, a special evening being it was Paul and Clare's wedding anniversary so the cake was nice and of course enjoying the special moment. Ok, so I don't own a Bond but I have a Vitesse. Surely that counts as some Bond's are Vitesse's underneath all the fibreglass right?!



It will be a while before I can come to a club night or run out, so do keep in touch with any runs out and events info and photos so I can get them included in the area news. I hope to get to the NEC show with a good friend of mine who is a Wizz with car electronics, Greg Proctor of Autolec. If anybody needs any electrical restoration or work doing, he is the go-to man. No nonsense and the bees' knees in anything electrical. <https://www.autolecglos.co.uk> Some important dates for your diaries and events coming up Later:

Lancaster Insurance Classic Motor Show at the Birmingham NEC. 11-13 November 2022. A great weekend or day out if you can go.

Club HQ Christmas open day. Sunday 4th December 10:30am-4pm. Come and join all the festive celebrations and enjoy 10% discount on club shop purchases.

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

Costa

Herts & Beds

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Hi Folks , not much to say this month, Duxford made us a profit and a big sigh of relief with the contracted min fee applied by IWM which had us concerned but its worked out well, what we do with any profit is under review, but our area funds will be released at our **Agm in Novembers 28th pub meeting.**

At the Agm is when we vote on an Area Organiser and small committee to run the area for next year. Who will that be ???? if you fancy the job let me know please.

Next years Duxford if it goes ahead will be later in **September maybe the 17th/24th** it all up in the air as they say.

Christmas dinner is at the Raven December 10th 7.30pm varied menu £10 deposit required £27.50 total any drinks are extra, this must be booked through me let me know places are limited.

Any plans for runs next season will be decided after the AGM as ideas may change, myself I still prefer the monthly run to a establishment so we drive the cars, sitting in a field is down to DIY booking

Monthly meeting at The Raven Hexton are still very vibrant with 25-30 owners arriving, always the fourth Monday around 8pm we have used all the raffle stock and as promised will be now based on booze chocs and biscuits pre judging what seems a good value prize has not been easy we often got it wrong and recently we had to press gang takers to collect their gift, there is a world problem of raffle prizes being recycled between a wide variety of clubs where what seemed a good idea gets recycled.

I am able to do Car Insurance Valuations but these must be local to me, driving miles is not a option I fancy these are £20 and last for 2 years, payable to TSSC Ltd, I'm supposed to do it for the love of it !!!! But fuel costs now have to be considered.

Pete
and team

M25 East

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Hi Guys n Gals, welcome to Novembers write up. Things have slowed down a bit now we're heading towards the winter months. But, there's still stuff to do to keep us busy until the spring...watch this space for upcoming stuff.

Looking back to September - a few of us went on quite a trip...to Turkey, no less! Myself n Donna, Barry n Laura and Malc n Lesley (along with daughter Nancy and boyfriend Jack) enjoyed 2 weeks in the sun and best of all we met up with Chris and Shelley on one of the days for a lovely boat trip followed by dinner in a fab restaurant. Is this the most far flung area club trip?...



It did get me thinking back to 20 years ago when I first arrived home with a Triumph Herald, wondering what I was going to do with it and have I just wasted a load of money? Well, who could have imagined that all these years later that that very car and all the other cars have brought us together for a great social life, weekends away, holidays abroad and as lifelong friends. Such is the power of Triumphs.

Back at the end of September we had a decent turnout at the Essex Classic Car Show in Colchester with 4 cars on show. We were treated to a



Manchester - Newbury



lovely sunny day and we were joined later in the day by Jacob and Kathy with the M25 East's youngest member Evelyn. It was lovely to catch up with the three of you.



With the weather still holding out the week after, the same four cars attended the Ipswich Transport Museum Show. What a great place it is, loads of restored Busses, Trolley Busses, cars etc etc on display - well worth a visit if you're in the area. In addition to the museum displays a number of vintage busses were giving free rides around town - all good fun.



Now it's the end of the season peeps are beginning to start on maintenance work. Steve has been double busy with his Herald seats...he bought my MGF seats, which were surplus to requirements and has now fitted them and has also restored and safely stashed his original seats, should he ever want to refit them. Janet has just reported that the new seats are very comfy on the bum.

Barry's Vitesse is soon to be fitted with a smart new roof. No expense is being spared as it's going to be a proper posh mohair jobby. He's opting for having no rear quarter lights, which means no chance of split plastic glass. It's also having some chassis work done at the same time so, it should be like a shiny new pin next year.

I really need to get on and order a new radiator as I had to nurse mine for the last few outings with help from some Radweld. It's at least 30 years old so it hasn't done bad. I think I might go for the full width Spitfire type this time. Will I finally make the effort to get my gearbox done or will I just soldier on and put up with the crunching - hmmm, decisions, decisions.

Don't forget this month is the M25 Easts' annual firework night do at our gaff. All are welcome and it's a special year as we'll be celebrating our 10th anniversary as an area.

Oh, and don't forget - a lot of us are booked in for a night away on the **Clubs Open Day Weekend (3rd/4th December)**. We are going up to Leicester on the Saturday and visiting a museum before going onto a Premier Inn for dinner, drinks and bed. Then on the Sunday it'll be about an 8 mile drive to HQ for the Xmas festivities. If anyone wants to join us just get in touch with me. That's all for now - cheers

John.

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

By 8th of each month - Thank you

Manchester

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Surprise Surprise !!

People actually turned up for the first meeting of the Manchester Area for some time.

There were Eight of us gathered around a table in the Sheldon Arms on Weds the 5th October. It was good to meet fellow local TSSC members in person and share some ideas. We discussed the future meeting time and place, deciding that for now we would continue to meet on the **1st Wednesday of the month, at 8.00 pm.**

The venue also remains the same, **The Sheldon Arms, Ashton under Lyne.** This being just off Junction 23 of the M60, an easy location to travel to and from. No plans yet for any events, possibly a little too early to commit to organising show attendance etc.

Hopefully some runs out, involving cafe or pub lunches will happen next season. So if you wish to be included please consider joining us at the Sheldon.

Kind Regards

Jeff

Newbury

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Our final 'club on tour' destination in 2022 was the Fox Inn at Hermitage. The pub was full with what appeared to be an 18th birthday celebration. We managed to grab a couple of trestle tables for food and drinks, whilst latecomers Robin and Emma did their best to keep their dog away from the almond tarts: they were truly tasty treats.

With our roaming days over, the club took a vote on the venue for our fixed home for the autumn and winter. And the decision was... drum roll please... the **Two Watermills in Newbury** for the first monthly meeting (on 2nd Wednesday of each month) and the **Craven Arms** for the second monthly meeting (on 4th Wednesday of each month).

With that decided, we had one last opportunity to take the cars out for a spin, thanks to another of Ian's mystery tours. 5 Triumphs, a Zafira and Range Rover met on 25 September in the carpark at Waitrose. With the weather forecasting a fine, albeit cool morning, 3 of the 5 Triumphs had their hoods down. Obviously the Vitesse Saloon couldn't, although the sunroof was open!

At 11:00, the group left, led by Ian in his TR6 with Robin as passenger, co-pilot, wingman, navigator and cameraman,





Newbury - Norfolk

Newbury Continues

followed by Nigel and Helen (TR7), Robert, Louise & Alice (Vitesse), Roy & Helena (TR3), Dave & Mary (Vitesse saloon) and, bringing up the rear, Colin & Sandy (Range Rover).

The journey took the group on a deliberately misleading route, north of Newbury, circling round to the East and then southwards driving through some rather beautiful countryside on single track roads. Ian hoped this would keep people guessing, particularly Mary, whose powers of deduction have become a thing of legend in these parts!

When we reached the A4 by the Coach and Horses at Midgham, it was straight across and on to Brimpton. From there it was a short run to the eastern edge of Greenham Common and then through Bishops Green, before turning towards a tiny hamlet called Adbury. From there it was a short trip to Newtown where we arrived at our destination, The Swan. A total distance of just under 20 miles travelled, although the pub was only 3 miles from the starting point!

We arrived just before 12 noon and, after finding somewhere to park, there was plenty of time for the obligatory chat about the route and sharing of photographs, whilst waiting for Emma to join us, after dropping the dog off at home. I am sure we could have fitted his cage in the TR6. Maybe next time Ian!

Then everyone went into the pub and settled down for lunch. Once the main courses arrived, a hush descended. The food was very good ensuring everyone left feeling satisfied. Well done Ian for preparing such a great series of mystery tours: they have all been much appreciated.

But this wasn't the only tour of the month. On Monday 12th September, Phil and Jackie set off on a 600 mile sight seeing trip around North Wales in Winnie, their 1973 Spitfire.

With the roof down, they arrived at the first coffee stop at Burford garden centre. They had just sat down, with coffee and cake, when the rain came down. By the time Phil had got the roof up, the carpets were thoroughly soaked. The rain soon stopped, so they carried on with the roof down and heater on. On Arrival at the hotel in Worcester, everything was nice and dry. The stay included a guided tour of the Cathedral and a meal at the King's House, where Charles the 2nd escaped after losing the last battle of the civil war.

Tuesday was dry and overcast and the drive took in Bridgenorth, Llangollen Aqueduct and the beautiful Horse-shoe Pass stopping at the high altitude Ponderosa cafe. Phil and Jackie stayed in Ruthin Castle for 2 nights and visited Erddig House, making good use of the hotel spa.

On Thursday they followed a very scenic route through Snowdonia National Park, stopping at Portmeirion for lunch and continuing south along the coast in beautiful sunshine, overnighing in a small waterside pub in Aberdovey. On Friday, they headed out for a coffee stop at the Devil's Bridge and then a spectacular drive past 4 lakes and dams of the Elan Valley. The final stop was in Ross-on-Wye. Saturday was still dry and sunny for the drive home to Thatcham.

After 600 miles, Phil checked over the car the next day. The water was still full and the oil was just fractionally below the full mark. They were very pleased with the comfort of the newly refurbished seats Phil had fitted just before the trip. Great job Phil.

Finally, Robin's car restoration is continuing, with the Herald now all in primer. He is very pleased with the meticulous work to date and is looking forward to getting the top coat completed so he can finally put her (Ruby) back together again.

So that's all our updates from Newbury. We hope to see as many of you as possible at our club nights. Safe travels!



Robin

Norfolk

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Paul. 07584 000442

Please note that because of the closure of the Swan we have lost our "home". We will, for the foreseeable future, email/Facebook out our venue details the week before the meeting.

September Meet Report

Despite the last minute change of venue (to the Silver Fox) following the sudden closure of the Swan and not so dry weather we managed a good turn out for the September meet. Great to see so many Triumphs (three big Triumphs, three Heralds, two TR7s, two Spitfires and a 1300FWD) in the car park and 27 members in the pub where we had one of the bars to ourselves. Keep an eye out for confirmation of venue for the months ahead. Many thanks to Sam and Dylan for some of the photos.

Dates for some of the photos

Dates for your Diary

Monday 14th November AGM - plenty to discuss including future meeting venues, possible change of meeting date, announcement of our big run to celebrate 100 years of Triumph in 2023 and of course a chance to have a natter with fellow members.

Monday 12th December - December Christmas Meal

Last call for our Christmas Meal at the Honingham Buck (29 The Street, Honingham, Norwich, Norfolk, NR9 5BL) on Monday 12th December at 7.30pm. Price will be 2 courses £24.95 3 Courses £29.95.

The menu is available on the Norfolk section of the TSSC website (along with the pubs T&Cs).

We are booking as a group and we will need a £10 deposit for all those that are interested in joining us. Please pay your deposit by Bank Transfer: **Triumph Sports Six Club, Sort Code: 20-45-45, A/c No. 90498874** (please let me know if you are coming so we can tie the payments in).

Paul & Christina



North East Northern Ireland



North East

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September was a busy month for some of us, we attended a couple of shows, and drove a few miles in the process.

First was the Whitfield country show in Northumberland. On that day the sun shone most of the day so it was very pleasant sitting chatting in the warmth of sun, there were a few unusual cars at this show that we don't normally see. After having ice cream we started to pack up to leave, and so did Deryck's Spitfire. (no spark) so we took the Electronic ignition out and replaced it with points, as that was the most obvious problem, the car started and after we adjusted the timing off we went, about 3 miles up the road it cut out again, on further investigation it was found that the coil was very hot, so as Brian had a spare we changed that as well, after that the car ran fine all the way home, which took us through Allendale and Weardale back towards Durham, after doing a u turn in Frosterley because of an accident it started to rain, because of all these issues we didn't get home until nearly 7.00pm and completed about 130 miles. Brian was happy with the stag; it never missed a beat; he has a bit more confidence in the car now, and after we had a play around and adjusted the timing at October's meet, he says it is running even better now.

The next weekend we attended a new show at Fishburn Airfield, a complete change in the weather on that day, the airfield is on the top of a hill and the cold wind from the north was biting, perhaps if it had been a little warmer more would have attended and stayed longer most attending had departed by about 2.30. At both of these shows we had 8 cars attend, but there's always room for more.

TIP if you do have Electronic ignition always carry a set of points and condenser so you can swap it out if a fault occurs.

Pauline is cracking on with the Herald, and Adam can't wait to get behind the wheel as this picture shows.

A conservatory is a lot warmer than a garage to keep your car in



Just realised the Mot has expired on the GT6, so will have to get that done, perhaps as a Birthday treat as the car will be 50 year old in October see you all in November

Geoff

After 600 miles, Phil checked over the car the next day. The water was still full and the oil was just fractionally below the full mark. They were very pleased with the comfort of the newly refurbished seats Phil had fitted just before the trip. Great job Phil.

Finally, Robin's car restoration is continuing, with the Herald now all in primer. He is very pleased with the meticulous work to date and is looking forward to getting the top coat completed so he can finally put her (Ruby) back together again.

So that's all our updates from Newbury. We hope to see as many of you as possible at our club nights. Safe travels!

Robin

Northern Ireland

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Just in case you aren't aware and need reminded, you have just seven weeks to get everything ready for Christmas, sorry about that. Sat 10th Sept saw us once again meeting at Killinchy Street, Comber for the first of our runs that month under the directions of Pam and Alan (F). Not too bad a turn out and good to see Ian and Brenda (M) back again in the TR6 after the previous months little upset with the boot being filled with petrol and ending up in a tow job to Brian (S). Good to see Stephen and Elizabeth (K) again as well as Colin and Heather (L) giving the Vitesse another run out. Hard to know what Valerie and Ernie (F) are going to arrive in but this time we saw the Figaro out for a run and looking good too. Once again, a little bit of a hold up, as usual, as a few ladies went "window" shopping although one, who shall remain nameless, did return with a bag or two.



A quick run along the A22 Killinchy Road, passing the near ending of the Comber River on our left, got our line of vehicles sorted out and in their correct positions. After passing Lisbane we turned left down the Ardmillan Road towards Strangford Lough to the water's edge then along the Ballydorn Road giving us a splendid view of the Nendrum Monastic Site in the distance on Mahee Island. A sort run along the side of the lough, passing Daft Eddy's on Sketrick Island, brought us to our rest stop, and a little chat, at Whiterock Bay. Chat over and on the road again travelling through the Whiterock area with all the boating taking place before, once again, taking to the roadways close to the lough shore passing a number of

Northern Ireland Continues

the inhabited island as we made our way along the Ballymorran and Quarterland areas.

Joining the main A22 Comber Road again we made our way towards Killyleagh noting Taggart Island on our left as we made our way through the village towards Downpatrick. Thankfully this time we all got through together with the only difficulty being the "odd" cyclist near our coffee/tea stop at the Fodder Farm Shop and Café at Finnebrogue Wood as we passed the inlet known locally as the Quoile River. Thankfully Alan had arranged parking for the classics and so we had a good start on the others for food and the toilets. I must say that this is the perfect place to grab a quick bite from their take away hatch, or relax in their atmospheric Tipi Cafe.

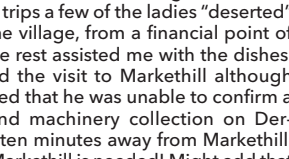
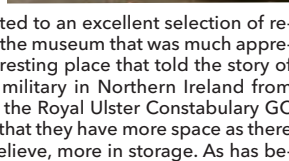
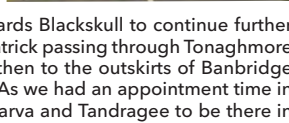
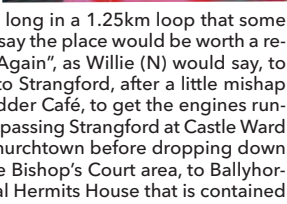
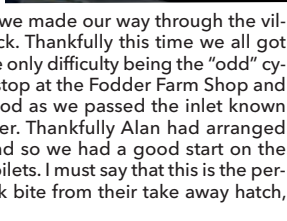
There are a number of natural trails through the woodland environment, including a section along the lake shore that start behind the cafe and are approximately 15 - 20 mins long in a 1.25km loop that some of us made use of. I must say the place would be worth a return visit! "On the Road Again", as Willie (N) would say, to take the main road A25 to Strangford, after a little mishap in directions from the Fodder Café, to get the engines running well again before bypassing Strangford at Castle Ward to turn inland towards Churchtown before dropping down to the coast again, via the Bishop's Court area, to Ballyhorran Bay and the Historical Hermits House that is contained on the island within the bay. Taking the A2 now to Ardglass and Kilrough before stopping for a short break at Rossglass Beach to have a distant view of the Mourne Mountains.

By now tea was in the mind of all and so there was a reasonably quick dash along the A2 once again to Clough, Dundrum and then to our final destination at Newcastle, passing a number of well-known beaches along the way. Good car parking facilities close to the Slieve Donard Hotel meant that even on a Sat evening we were able to leave the roof down. Thankfully seats had been booked by Alan at doc's Bistro as it was very busy indeed not only for eating in but for take aways by the looks of things. Another good meal and location at a reasonable price enjoyed by the group. As has become the norm in Newcastle there was the customary walk to the far end of the promenade to avail of the good selection of ice cream from Morelli's shop before closing time before beginning the 60-mile return run to Bal-

lymena. It's times like these that you wished you lived in Scarva 25 miles away or Carrickfergus/Donaghadee at 40 miles away - well maybe not! Thanks again to Alan and Pam (F) for their well thought out and planned run. Sat 24th Sept saw our second planned run for the month in the capable hands of Colin and Heather (L) meeting at Route 26 filling station on the Moira Road. Once again we had a good turnout of cars and this time Ernie and Valerie (F) were in the left-hand drive Peugeot that was looking tidy. Good to see Barry and Elaine (F) too. The surprise of the day though was the arrival of Alan and Maureen (H) in their lovely blue Stag - a beauty Alan - health to drive. A few cups of tea and coffee and we were on our way through Moira thankfully turning left at the lights as the area is always busy on a Sat morning and then towards and across the Redhills to the Ballygowan area.

This was a lovely long road with plenty of twists and turns that kept the steering wheel active as we followed the River Lagan and the lake where Islandderry trout fishing takes place. Turning now towards Blackskull to continue further along the route to Seapatrick passing through Tonaghmore on the way brought us then to the outskirts of Banbridge towards Laurencetown. As we had an appointment time in Markethill we skirted Scarva and Tandragee to be there in time.

(Photo six here) Our mid-afternoon appointment was with Gary at the Op Banner Museum just a short distance out of the village. Before we had a look around, we were all treated to an excellent selection of refreshments provided by the museum that was much appreciated by all. A very interesting place that told the story of the background to the military in Northern Ireland from 1969 to 2007 as well as the Royal Ulster Constabulary GC over the years. It's a pity that they have more space as there was a lot to see and, I believe, more in storage. As has become the norm on these trips a few of the ladies "deserted" us and left to support the village, from a financial point of view of course, whilst the rest assisted me with the dishes. Must say we all enjoyed the visit to Markethill although Colin (L) was disappointed that he was unable to confirm a visit to a private car and machinery collection on Derrycughan Road, around ten minutes away from Markethill. Perhaps another day in Markethill is needed! Might add that Colin was back with Gary again in Markethill, he had a coffee morning on the Friday after our visit to raise funds for a defibrillator in Markethill and he was very grateful for our visit and financial contributions. Visit over and on our



Notts Peterborough



way again towards the Hamiltonsbawn area passing Gosford Castle and Park on the way.

Next, we were through Mullaghbrack before turning right towards Clare and Marlacoo Lake. Next place on our trip was Scarva as we checked out the Old Mill Road area to see that all was fine before arriving in Loughbrickland and then the final leg of our trip along the A1 to The Boulevard at Banbridge and the Salt Kitchen for a meal. Enjoyable time here again here as we had our "own" corner to ourselves with plenty of chat and banter - good food and service as well.

A big thanks once again to Colin and Heather (L) for the run and the visits.



Now that this report is nearly completed, I will have some time to plan my own run in the general Antrim area for Sat 15th Oct but more about that next month, hopefully.

What there will be to write about for the following four months I have no idea as, other than our monthly meetings, there is little taking place within our area! Of course, if you have any suggestions, please get in touch with me. Still no contact from our new member Glenn (V) so if you read this, please get in contact with me either by email or phone.

Our next monthly meeting is on Wed 2nd Nov at 7.30 pm if you get this Courier on time with our **AGM on Wed 7th Dec at 7.30 pm** that is also our Planning Meeting for the following year. Please make an effort to attend and give your views. Both of these meetings take place at the **Nortel Social Club, Newtownabbey**.

Until we meet again, keep safe and well.

Douglas.

Notts

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Our last meet up at Stags was great we had a new member join us for the evening, Phil and his very nice sounding PI. Joined us for drinks and a chat so welcome Phil hope we didn't scare you off too much. John as always came in his rather nice 1600 Vitesse which of course is one of the celebrations we will be having this year.

Our meet up in November is on Wednesday 16th of November. We have a pencilled date for our Christmas dinner at the Stags ground on Wednesday 7th December, menus to follow, everyone is welcome, it is a great relaxed evening with food, fun and laughter.

Both myself and Nigel were at TSSC HQ for the celebration of anniversary cars and also as our Stafford event was cancelled we had a get together at Club HQ where we had a lovely bbq and a lots of cars came to join us and the team. Chris Gunby did a guided tour around our lovely museum, it amazes us as very time we go to HQ there is always something new to discover about the cars and memorabilia.

What a great day with the sun shining most of the day. We had a few drinks and fun weekend in September with a few friends from the club, I don't think we are getting better at karaoke but the landlord was grateful as the pub emptied at midnight. :) great walk around Shardlow marina and canal towpaths lots of craft stalls and eight pubs in all to have fabulous food and real ale and Gins for the ladies.

We celebrated Adrian & Julie Hadfield's wedding anniversary.

The following weekend after we had the opportunity to join some of the Leicester guys on a trip to the Cotswolds. Absolutely stunning scenery and even better lots of sunshine as we drove TR4A around the area.

But the best was a planned trip by AO Dave Smith to the distillery, Gin and whiskey.

So thank you Dave for inviting us.

Then the weekend after we had the AGM at the club which was great to be back face to face with people rather than zoom.

In November's meet we will be having a chat and electing an Area organiser, if anyone is interested on taking up the Notts area?

December meet is Wednesday 21st December before Christmas. With dark early nights please drive carefully and we do hope you can join us for a pint and chat.

Looking forward to seeing you at Stags.

Nigel @ DI.

Peterborough

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In October 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 8 of us eating, so the room booking fee was again waived.

Next meeting, will be on Monday the 14th of November 2022, again at The Gordon Arms: Please remember to bring a raffle prize!

Christmas is approaching, and on the 12th of December we'll be at The Bluebell Inn in Helpston.

My Spitfire has been pretty well behaved this month. I've just had one of the hood poppers disassemble itself a bit, but I think I can repair it, or if not then replacements are very inexpensive from the Club Shop.

This is from Doug:

I attended the Lubenham HQ on Saturday the 24th of September to meet up with people at the TSSC AGM and also to say a big 'Thank you' personally to Angie Hill who is retiring. Angie has supported us so well at our Peterborough Area events by bringing the Courier Van and the TSSC big gazebo, etc.. A long and Happy Retirement Angie. In the AGM I had the pleasure to sit next to - well she came and sat next to me actually - a young lady by the name of Lisa who will be taking up the reins from Angie when she has



Peterborough Scotland Central - Somerset

Peterborough Continues

had a few days of learning where things are and what not to do! Welcome on board Lisa. The HQ has had a lot brightening up especially in the foyer - well done to all the volunteers who have given so much time. It was good to see Michelle Jenkinson who took the opportunity to drive her Herald across to HQ for Bernie to cast his beady eyes over her 'un-molested' example for her insurance valuation. She was bubbling over with excitement with the valuation. A gallon of Castrol oil was then purchased from the shop ready for the next oil change too. Another member who I saw taking the opportunity to have his Vitesse 1600 Convertible valued was Mike Dolby. Good to see you both and that you were both pleased with your valuations. Bernie was certainly being kept busy - well done Bernie.

Nigel and Di - THE AO Supremo's were doing an excellent job on the barbeque - and the local butchers burgers were excellent!

As I walked into the premises I was greeted by - and introduced myself to - Julian who has the task of running the Club shop. I'm sure Julian's extensive knowledge will enable the sourcing of some good quality parts for our classic automobiles. Here's hoping he can sort my Springalex steering wheel boss out for me! The entrance Area of the premises has also had a considerable facelift. Well done all.

One remark I received from a member who was visiting the HQ on the AGM open day when I asked him if he was staying for the AGM was 'No mate, that's for you lot!'. Sorry - but I am still perplexed by this reply as the TSSC Club is for us all. The AGM is a meeting to understand what the HQ amenities offer, what and how the Council of Management (with their copious voluntary time and wisdom) manage matters, meet the Staff and hear of the numerous technical and legal issues past, present and future that are before them. Tho' COVID really did present many great problems and certainly distress to people who sadly lost loved ones, a great number of members still wished to meet up if only by accepting the modern technology of Zoom, Team, etc. and the Peterborough Area was no exception to this. The recent HQ AGM was also on Zoom so those who don't like being amongst crowds of people - or are shy at attending meetings - can also be involved without travelling huge numbers of miles.

The TSSC Peterborough Christmas Meal will be held again - as agreed unanimously - at the Bluebell Inn, Helpston, PE6 7ED on Monday the 12th of December. Doug has the menu's and they will be available at the AGM on the 14th of November or if you wish to ensure your seat contact him directly!

Charlie.

Please Send Area News to:

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By 8th of each month - Thank you

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As the nights drawn in and focus moves to the winter project and tasks to be completed ready for next season its becoming clear that 2023 could be a really impressive year for the TSSC members in Scotland, We have a number of GT6 car approaching completion with members looking to get them back on the road for 2023, we have a number of TR7 with various works to be completed including mine which needs an engine rebuild, At our monthly meeting in Glasgow this month we had a debate on the use of Lanoguard underbody treatment or the various alternatives including which were flammable and which were not, It will be interesting to see the various results over the Coming few Months,

Triumphfest Scotland is gaining momentum with a number of Triumph clubs now signed up, It will be at the **Doune Classic Hillclimb track on the weekend of the 20/21st of May 2023**, I have been speaking to the organisers and we should be able to camp on site all weekend more details to follow in the new year but definitely one for the diary and we will also be celebrating 100 years of Triumph Cars.

Following a discussion at this months Club meeting a number of us have decided to attend the NEC Classic Car show, we will be attending Friday 11th November so look forward to meeting up with as many fellow enthusiasts as possible on the day

Our AGM meeting this year will be Held on Thursday 8th December at the Harvester Restaurant in Hillington Glasgow G52 4DR, 6.30 pm start for those having Dinner and 7.30 PM for the AGM, Please let me know if you will be coming along as i need to advise Restaurant of final numbers, An event will be created in our Facebook page please confirm on the Facebook page if you will be coming along, I am happy to stand again but if anyone else wishes to put up the hand for the job please let me know, If you have anything you want tabled at the agenda please let me know,

Dave

Somerset

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Denise and I had a busy few weeks with the Vitesse last month. We drove to Southsea for a few days avoiding the busy A roads and the M27 so it was about 100 miles each way. Southsea was our base to visit the Goodwood Revival

North Staffs



for two days and that was a 25 mile drive using the M27 this time so we ramped up another 100 miles. As usual the car ran perfectly except it seems to have



picked up a small vibration if we go over 58mph and it is only noticeable with the roof up. I'm pretty sure it is just a rear wheel out of balance but I haven't got around to sorting it yet. It's nothing major anyway. The next weekend we took the car to the Somerset Festival of Transport on Saturday (more about that later) and then did the 100 mile Clifford Holder Memorial Tour on the Sunday. This started from Weston Super Mare so we ramped up another 156 miles. We still have one more tour this year which is the Autumn Leaves on 22nd October which I believe is about 100 miles plus the 100 mile round trip to get there and back. If I include other incidental mileage inbetween it means the car will have done well over 700 miles in 5 weeks. It's not surprising that we are averaging over 2000 miles each year in the Vitesse. The little end knock is obviously getting worse after all that mileage so it will be engine out sometime before Christmas to have a good look.

We had our area stand on the recent Somerset Festival of Transport at Frome Showground. Despite my efforts to get



some interest amongst our members it was a stand with just one car, ours. I find this really disappointing that with over 150 people on our area mailing list that no one is interested in showing their car. This was a similar situation to the Bath Festival of Motoring earlier this year where we had one car on Saturday and two on Sunday. At the Bath show we had two Avon Area members cars on the stand too and they came through again at the Somerset show and we also had one Avon members cars on our stand. The show itself was much bigger than I expected and was really very good with a wide variety of vehicles and the weather was good too. Perhaps people should give it a try next year.

Our Somerset members will already know that Denise and I announced that we would be standing down as AO's. This is mostly due to our other commitments in organising and taking part as marshals and competitors in competitive rallying and other things away from cars altogether. We felt we could not give enough time to the AO job that it required or that our members deserved. We were happy to continue until the next AGM when hopefully a new AO would be voted in. Then to our surprise we had a volunteer who is keen to take over as soon as possible so at our next meeting on 13th October we have scheduled a short EGM with one item on the agenda which is to vote in a new AO. Hopefully this should be a formality but until the vote is confirmed that is all I can say at the moment.

If voted in our new AO will take up his new post on 1st November which will give us time to do a proper hand over. So this will almost certainly be my last report for the Courier. I will let our new AO introduce himself next month.

Alan & Denise

North Staffs

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Hi Folks, With most of the events now done, we will no doubt be turning our attention to doing some maintenance and repairs on our Triumphs over the winter months. As the attendance of our monthly meetings has gone down, and is likely to decline even more over the winter, I asked members if they would prefer a Sunday meeting instead. It was disappointing that only a few did take the time to answer the survey, which was, we stay the same and meet on Tuesday evenings, or on a Sunday breakfast or Sunday lunch meet over the winter months.

A breakfast meet is favoured so far, so I will be updating you with details soon, probably before you get this month's Courier.

I hope this will encourage a few more members to do more with their Triumphs, if you have any ideas for the Sunday meets get in touch.

Events over the last month, Etruria North Rode, Mill Meece and Foxfield are the last ones of the season, I wasn't around for all of them but again Foxfield railway had a very good



turnout for a local event.



I did see a number of Triumphs parked in the overflow car park but didn't manage to see any of the drivers, if you were there, get in touch (I took some photos. Is your car one of them?)

Soon it will be Christmas so lets hope this year we can get together as it was difficult last year due to Covid and other reasons.

Take care

Dave



Suffolk - Surrey East Sussex

Suffolk

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As the nights are drawing in, we immediately took up residency at the back of the pub. There was no car-park chatter this month, but a good turn-out with twelve of us across the tables.

Colin had recently completed the 10 Countries Run in a 2000 saloon, (not his own). Because it was a last minute change of plans, he couldn't always be in the same hotel as his team mates which meant a bit of a trek to meet them for an evening meal. They did at least let him take the car back on night when the weather took a turn for the worst. The finish was once again at the Rolduc Hotel in Kerkrade in the Netherlands, which I was pleased to hear had stayed open during a period of un-certainty. It's a sprawling Roman Catholic Seminary which is worth a visit in its own right, as the food and beer is excellent.

Chris has purchased the first of Adam's Dolomite Sprints that was up for sale. A car he helped him buy around 8 years ago, it's spent all that time sitting in an open barn, which now means it's needed a little attention. Some remedial paintwork to remove some of the micro-blistering, replacement headlights and a new clutch slave and supply pipe. They've had it up on a ramp, it all looks good and the car sounds great when running, which hopefully means it won't be long before it's back on the road. There's also a fire-damaged Sprint at a local breakers that's created some interest, but first enquiries seem to indicate the cost of parts from it might be rather high.

Mike's Dolomite has passed its MoT for this year. He's finally got to the bottom of the mystery of the disappearing oil from the auto box. It's the rear oil seal that's leaking, a simple fix, once he has the seal itself, which will be another of those parts that cost far more to post than the part cost itself.

Mathew and Justine arrived later in the evening, laden down with bags of goodies. He's acquired quite a few Triumph parts and manuals over this month and brought along a couple of steering wheels for Rodney, who's looking for a slightly smaller diameter one for his Spitfire. The bag of manuals and other literature, provide some good material to thumb through over drinks, and also made me start to question the gearing in my own GT6. From the MK3 GT6 manual, Colin read out the stat, that in overdrive top, I should be getting 21mph per 1000 revs. With a GPS check, I think I'm getting much lower than that. I know my car is a bitsa, but I'm starting to wonder there's a Herald ratio diff in it. One to check before next month.

See you on the 1st November.

Russell

Please Send Area News to:

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By 8th of each month - Thank you

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Hello all, writing this on a sunny day in early October, it could be May or June but its not. Main event to report on for September was the late Uckfield run on a clear and bright Sunday. The plan was to meet Jeremy at my place and he was going to drive, however the environmentalist in me came out and I decided to take the Spitfire as well. Logic being this would probably be one of the last drive outs we do while the weather is still ok. As it transpired that was a good move, we trundled down the A22 which is a nice road from East Grinstead onwards, and strangely caught up with Mr and Mrs West in the TR5. They decided to go the wrong way around a roundabout just before the Halfway House so we had a cuppa before they arrived.

Tickets sorted, met Bob and Clive who drove in a Healey 3000 and we headed off in a sort of convoy. Strangely the route took us almost back to my house, but we took advantage of the RAF at Redhill and could not get a coffee due to the queue. Ever onwards we went to (Funnels) and had a drink in the garden, very nice. Thence back to the pub for lunch of fine sausages and compressed meat by-products in a bun. No mishaps the cars all went well and about 100 miles later, Jeremy reckoned 170. The area around the Bluebell railway is very alluring. Car wise there must have been 100 cars of every description, and even the bloke in the Standard who likes a chat. Normally feigning death gets rid of him, no idea where his wife was.

That takes us to the Wellhouse meet, about five cars including Tony from the Gatwick area and a couple who are now interlopers braved the elements and came in Spittys, Herolds, GT6s, welcome Alistair, and Tom back from hid summer holiday in Billingshurst, smiley face .

I alas, came in the South Korean jobby which is a tad warmer on the way home.

So folks, there is still some solar gain to be had so we should be able to sort something out, ah, the [London to Brighton which I think is the 4 November \(first Sunday\), we will meet at Staplehurst common to watch the cars go by and the tentative plan is to book a table in the Cat near West Hothley for lunch at 2pm.](#)

Still not happy with my clutch take up, so there maybe an issue in the clutch itself, do you know what, I'll live with it. Right, at time of composing Putin had not pressed the button and Truss is still PM, we live in hope, all the best.

cliff

East Sussex

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Activities during September included a Breakfast run to Carats Café at Shoreham Harbour on Sunday 11th September and the local Uckfield Lions Classic Car Run on Sunday

West Sussex North Wales



25th September. This event was very well organised, started at the Halfway House Pub (our monthly meeting venue) and took us to Redhill Aerodrome (halfway stop) and back again for a BBQ with delicious homemade crumble desserts. The weather was kind and the Sunday was nice and dry (unlike the days before and after).

Richard has kindly offered to plan a New Year's Day Drive It. The proposal is to meet up somewhere near Lewis for coffee and a chat and then drive on to The Ash Tree Pub in Ashburnham, near Battle for lunch. There are about 20 places up for grabs and menu choices and deposits are needed by 10th November. So get in touch with either Richard or myself to book a place.

Autumn is coming, the sun is setting earlier and the summer nights are a thing of the past. Meetings are no longer convened in the pub garden and have drifted into the dry, warm pub lounge. The monthly meeting at the Halfway House Pub on Wednesday 5th October was a fairly quiet affair; only 13 people came along. We had hoped to make a decision regarding timing for a Christmas Dinner but sadly responses to proposals for a Christmas Dinner have been a bit sparse so we will have to make a decision and hope as many people as possible will be able to attend.

What's planned for November? The only event in my diary is a breakfast run to The Old Barn Garden Centre at Dial Post on the A24. The breakfast here is always good and it attracts a lot of cars (and people). Clive has said he is looking to organise a lunch time drive to Chichester area to a charity that he supports.

Finally, a selection of photos for your perusal; Pete in his element working on the



differential in my Vitesse, Bob's red GT6 and lastly a photo to show how



small our classic cars really are compared to modern vehicles.

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

For months Brian was having issues engaging gears with the engine running, so it was suspected that it was a rotational fault within the gearbox. With a little investigation it turned out it was just worn and deteriorated gear linkage bushes. So with just a new gear linkage bush kit the GT6 was back on the road.

Lucky for us Goodwood is nearby, so many of the group were able to enjoy Goodwood Revival. It was a brilliant event and a bonus the weather was good. The cars and racing was amazing as always and also a lovely selection of Triumphs in the classic car parking areas. Richard shared a photo in our Facebook group of his family and MK2 Vitesse at the Goodwood revival.



As well as our Wednesday night meet up, we also decided to have a breakfast meet up at the Torque Moto Cafe timeless classics monthly breakfast meet. Me, Martin, Nigel and Morgan arrived in our Vitesse and Derek and Sara joined us in their Stag later on. It was a great morning having a chat over breakfast and looking at the cars. It was also great to meet Stewart and Jackie in their beautiful Triumph Vitesse and we hope to see them at one of our future monthly meets.



I recently purchased a 2500cc engine to rebuild and fit into my Vitesse. It's a 2.5pi spec engine with carburettors previously swapped on. Inspired by the beautiful cars at Goodwood Revival I have now stripped it down and I'm currently getting it ready to go back together with some performance mods to get some more power out of it.

Plan is for it to go back together with new rings and bearing, stage 2 cylinder head, performance camshaft and bike carburettor conversion.

I also got to use my Vitesse for another wedding, this time for a friend. The car looked great with its pink ribbons and received many compliments which was nice.

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.

Many thanks,



George

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Hello, hope you're all well. We had a good turnout at our monthly meet and it was great to see Brian back, especially in his fixed GT6 that was having issues for several months.

Hello, everybody. Our monthly meeting at the Trevor Arms on Thursday 1st September went very well, and once again lots were discussed. We have had six new members within



North Wales South Wales

North Wales Continues

the past month, owners of a Bentley, Rolls Royce, Fiesta and Riley Elf, to name a few. It's so nice that we have these new members, but also good that we have returning members who had left the old group. A lovely evening.

Saturday 3rd was the Llandegla Fete, and our Border Classic Car group had ten cars there, a really good turn-out. It was a small village show, but well worth going to. There were lots to see and do, including dog shows, and a run around the arena with the classic cars. Talking to different people our BCC details have been passed on, so again encouraging new members. There were slight showers through the day, but it certainly didn't put a damper on things, pardon the pun!

The next day was the Potteries Run, and this was a great success, as it always has been in the past. These charity runs are so good, as not only do they give people a good run out, but the money raised for different charities is very worthwhile. This year the money raised went to the Donna Louise Children's Hospice and the Staffordshire Air Ambulance Blood Bikers. Many thanks goes to Bob Nason who, after the death of his wife, Maggs, went ahead with organising this event.

On Wednesday 14th September six of us, these being Glen, Barry, Julia, Alan, Helena and Roger, met at Chester Services, and then continued the journey to Heysham to catch the ferry over to the Isle of Man for the Festival of Motoring. It was a very smooth crossing, and on arrival in Douglas we all got checked into the Sefton Hotel. The next day was a free day, so it was decided to go to Laxey and see the "Lady Isabella", this being the famous water wheel. It was quite an interesting journey, crossing the famous Manx Electric Railway lines at times. There was one point where Helena and Roger in their XK8 went over with a tram approaching, then heard a hooter sound very loudly, only to see Alan following with the Stag:- we now refer to this incident as a "Kamikaze" moment! The fact that the island shuts roads so that there is no speed limit and you can take a racing line is fabulous, can't think of anyone else where you could drive in the knowledge that no-one is coming the other way. A good time was had by all, and a real bonus was the gathering at the Coffee Cottage on the 16th where there was a couple who Helena and Roger had met whilst on the Border 500 trip in 2019, these being Linda and Steve Ewen. Such a coincidence, and so nice to see them again. Every morning at breakfast there was a seagull who walked up and down, peering into the windows watching everyone eating. Apparently he was named George:- there was a suggestion that he should have been called Steven, and this caused Barry to give a groan. The weather stayed so very kind to us, we were so lucky.

Another great trip organised by Scenic Car Tours:- a wonderful holiday in lovely company.

Thursday 29th was the monthly Lunch Run, and due to a spike in Covid cases hitting our members this had to be hastily re-organised. Jan and Geoff stepped in to take the lead from Julia and Alan, e-mails were exchanged, and the route directions printed ready for distribution, however the

lunch venue was a guarded secret known only to Julia and Alan. Eight of our group, including two new members, Tony and Alison Coates in their Stag, met for coffee at 10.30 at the Plassey, Eytton, near Wrexham. All set off at 11.15 as per instructions, and followed a 20 mile route through the pleasant villages along the Wales and England border, arriving at the lunch destination of Bellis Brothers Farm Shop.

A table had been set aside in the restaurant where everyone enjoyed their meals with great conversation, and this also gave the opportunity to get better acquainted with Tony and Alison. All in all a very good day with lots of laughs and banter.

That's all for now, so don't forget that our meetings are held on the **first Thursday of the month at the Trevor Arms in Marford at 7.30 p.m.** We are quite an informal but friendly group, so come along and meet us.

Look forward to seeing you.

Forthcoming events:-

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

29th November:- Lunch Run.

1st December:- Monthly meeting and Presentation Night at the Trevor Arms, Marford.

15th December:- Xmas Lunch Run.

Regards,

Helena & Roger.

South Wales

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This month South Wales Area received the news that we had won TSSC Area of the Year which was gratefully received and recognises the efforts of our local club in promoting new members and encouraging as many owners as possible to get their Triumph cars out of the garage and out for events and runs all over the South West and much of Wales. All credit and thanks to our wonderful bunch of active members who support the club and attend the organised events.

It was also very well deserved that our very own local TR Register Secretary Bernard Littlewood had won TSSC Member of the Year an award that is richly deserved for all the practical help, advice and encouragement that he gives to members all over the country. Known as Bern the 'Triumph bloke with the Big Hat' he always has time to chat and impart some of his vast knowledge of classics and even motorcycles to friends and owners of the marque. Congratulations Bern from all your friends in TSSC South Wales and beyond, time to upradeto a bigger hat.

The club managed to attend more than a few events to make the most of the late summer weather, the first of which was the Brecon Show on Sunday 4th September, attended by 7 club cars including Magpies Alfa which if you squint almost looks like his old Spitfire. Meg

Wessex West Midlands



was out in her Herald with mum Sandra who provided excellent coffee and biscuits, Bern and Al in the TR4A, Alan in his 1500 Spitfire and Kalib in his Herald saloon with Jerad, John in his Spitfire IV and Mikey J in his GT6. We parked up and set off to the local Weatherspoon's for the traditional Welsh breakfast of bacon eggs and laver bread. Sunday 11th September provided a nice run to Leominster Vintage Show which provided another mixture of classic agriculture and classic cars.



We were made very welcome by the organisers and with a turnout of 9 cars to our credit and the largest single marque club at the show. Fonmon Castle near Cardiff was the destination for a small brigade of 3 cars including Bern's Standard Vanguard and Megans Herald Convertible and John in his MkIV Spitfire. An invitation run was attended by the club at Barry Sidings Café near Pontypridd which provided those attending with a really nice brunch. The following day Sunday 25th September we were on a very early start in order to get to Frome in Somerset for the Somerset Festival of Transport. We set off from the Two Arches Café at the Coldra near Newport and made our way on the M4 and Bath junction to Frome. This was a great show attended by Megan and Sandra in the Herald convertible and Bern and myself in his TR4A.



We had a lot of interest especially when Bern and Meg decided to dismantle her gear selector to try and solve a problem which had become evident around Bath on the way to Frome. A bit of tightening up and application of one or two cable ties and Bern reckoned it would be good to get them home with minimal use of 1st gear. There were lots to do and see, with lumberjack displays with what must be one of the world's most powerful chainsaws and the craziness of the local farmer's kids hurtling around on their various works motorbike powered lawnmowers which would not disgrace themselves on the Manx TT circuit. When it was time to go home Bern followed Megan's Herald all the way home to make sure she made it back with all gears intact, another example of why Bern is TSSC Member of the year! We then had our monthly meeting on the 28th September and heard the sad news that our meeting venue The Light-house at St Brides is to close in October.



We will therefore be looking for a new venue prior to the November AGM. The new venue will be communicated to all our local members my email and our Courier venue will be updated ASAP.

AL

Wessex

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September was busy, with The Dorset Steam Fair, Beaulieu Auto-jumble, Swanage Railway and many other events. All these were overshadowed by the sad passing of our Queen and the appointment of King Charles III. It will seem strange to most of us, having a King, I still have not got used to being in the 21st century; as Bob Dylan says "the times they are a changing".

The last scheduled "Cars On Christchurch Quay" was fully attended. The weather was fair, so all came for that last chance of getting together. The next one will likely be New Year's Day, but in these uncertain times, nothing is guaranteed, so we will have to wait and see; point in case, it has just been announced that the Dorset Steam Fair, due to escalating costs will not go ahead in 2023 and will be reviewed for 2024 and hopefully will be back. How many other events will need to revive their running cost before committing, our own International Show at Stafford being a prime example.

October & November will seem very quiet, the lull before Christmas. Trevor is putting together a **Christmas dinner at the Fish Inn for Saturday 10th December.**

As there is not much to report and nothing extra to add about the year long roadwork's at Ringwood, which hopefully are coming to an end, I thought I would include the next blight on the horizon for Dorset drivers, which is, the proposals that would see 20 mph speed limits introduced across residential areas and villages of Dorset, supported by Dorset Road Safe Partnership (speed checks!) which looks likely to be approved by a council committee.

Not sure what stance BCP council will take, though they have confirmed that more 40 mph roads will be reduced to 30 mph along with even more cycle-ways.

Keep smiling,

Martin

West Midlands

e-mail: heraldhabitat@gmail.com

Tel. 07505 110922

West Mids have been doing OK, Wendy continues to arrange drives out, our next event unfortunately will have just passed, Fire works at Chatsworth House in Derbyshire preceded by a pub meal.

We have a strong presence on WhatsApp and Facebook I regularly send emails out, so if you want to be kept in touch contact me, details in the Courier.

I've just heard that my Convertible, factory black 1962, is



West Midlands Worcestershire - North Yorkshire

West Midlands Continues

about to leave the paint shop (only took a year!) MOE is a bit battered and bruise after Club Triumphs 10 Countries event, a leaky fuel system and collapsed headlight switch caused problems as did a low speed collision on hairpin mountain track but fortunately nothing major was caused.

Winter is upon us and some of our triumphs will be going to bed.

Don't forget TSSC Headquarter visit December 4th

Cheers

Chris

Worcestershire

e-mail: vicky@richardddredge.com

Tel. 07745 299457

Hi everyone. Not a lot has been happening, apart from Spa, as you know because of the delayed meeting, and it sounded as though the group had a lovely time over there.

We arrived at the Pear Tree this month to find the room we use in darkness - surprise - they weren't expecting us! Vicky arrived and soon changed that!!! Only 13 members ventured out in the darkness, although we did have 4 Vitesse convertibles and Andy's Volvo Amazon. The remainder of us chickened out obviously.

Vicky finally admitted to having sorted the Fish & Chip evening which we normally manage in the summer months but this year she has booked the Twisted Spoon at The Oak in Upton Snodsbury on Sat 19th Nov - 7 - 7.30 pm. Do please try to come along even if you haven't managed a meeting recently.

Other news - we are going to try a NEW VENUE for our next meeting on Nov 7th to meet at The Red Hart in Dormston (Cockshot Lane, Inkberrow, Worcester. WR7 4DD) which is on the A422, Worcester to Alcester road and apparently is open until 11 pm - so no chuck out early like the Pear Tree. Keep an eye out for emails from Vicky confirming this if it hasn't arrived already.

Only other thing is to remember the Classic Car show at the NEC on 11th - 13th November. Remember though, the 2 minute silence on the Sunday - no bartering with traders at 11 am.

Vicky didn't bother with a raffle so Andy left slightly early - not sure if he was disappointed he didn't have a chance to win a sponge!

Anyway, you all take care and enjoy your classics and see you on Nov 7th as mentioned above.

TTFN

Stef.

North Yorkshire

e-mail: warrentr6@yahoo.co.uk

Tel. 07534 820155

This year is flying by so by the time you read this news letter we will be well in to winter and most of us will have our cars put away, we do need to take care with the fuel in the tank so worth adding a suitable additive to be on the safe side not forgetting the lawn mower as well plenty of details on the internet regarding fuel.

Our last event was the York Race Course organised by the York Historic club I was away for this but the feedback I got was that around six hundred Vehicles attended so with good weather should think everyone had a good day.

I was away on Holiday also for our last meeting but heard we had a good turnout starting from October we will be going back to our previous venue in Riccall, also our monthly meeting at the Motorist will finish and plan on joining in with the Sunbeam Alpine group at the Ash Tree, details of these venues in the Area Directory.

The only events we have planned at the moment is the Christmas lunch full details in last months Courier, I am thinking of organising a tour round Drax Power Station spring next year so please contact me if you are interested.

During the winter months attendance at meeting drop off but this is the chance to glean help and information from other members if you are doing any work on your Triumph so please come along and it's also useful for me writing the news letter so please let me know what work you have planned?

Area Meeting, from the second Wednesday in December will be The Ash Tree, Barkston Ash (LS24 9PP) 7:30 pm.

Keith



Photo from David, Drone shot of the York Race Course Event

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

By 8th of each month - Thank you

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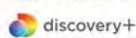
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THE TRIUMPH SPORTS SIX CLUB



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.

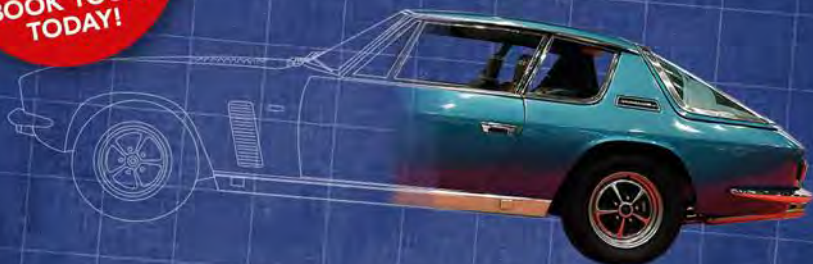
Sunday 4th December 10.30 am to 4.00pm

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

Tel 01858 434424 - www.tssc.org.uk

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Code also offers £2 discount on family, child and multi-day tickets. Full ticket information available at <https://www.necrestorationshow.com/ticket-information>

AREA ORGANISERS REGISTRATION FORM 2023

Please only send this form in if there is a Change of AO or Venue for 2023

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

The term of office to be for one year from **1st January 2023 to 31st December 2023**, unless a duly elected substitute be registered during that time. If Areas elect **Joint** Area Organisers please COPY and complete a Registration Form **each**.

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

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

I Membership Number: /
as **Elected Area Organiser** wish to **REGISTER** Area
with the Triumph Sports Six Club for **2023**.

My address is:

Postal code: Telephone Number

e-mail address:

Signed: Date:

Area Meeting Venue:

..... Postal code:

Meeting Day/Time:

Organiser Confirmed by:

I Membership Number: / confirm that
..... has been elected by (area)
to be our Area Organiser for 2023. Signed Date: / /

Organiser Confirmed by:

I Membership Number: / confirm that
..... has been elected by (area)
to be our Area Organiser for 2023. Signed Date: / /

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



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



AREA ORGANISERS CODE OF CONDUCT 2023

PLEASE NOTE: By Signing the Registration Form overleaf you will be agreeing to abide by the following Code of Conduct for Area Organisers.

- 1. REGISTERING YOUR AREA:** Please register your area no later than **31st JANUARY** annually to ensure you are meeting with the requisite Public Liability Insurance Cover from the TSSC (if you want a copy of this you can download the certificate from the TSSC website homepage) this is to protect the Area Organiser and the Area Members.
- 2. ELECTION:** Area Organisers duly elected by their area should have their election **CONFIRMED** by 2 separate, current TSSC members who live in the Area for which the Area Organiser has been elected.
- 3. AMBASSADOR :** Remember as an elected TSSC Officer you are an AMBASSADOR of the whole TSSC and should act accordingly.
- 4. POLICIES:** Support TSSC policies that will have been made and voted upon by the majority at the TSSC AGM and also in the current TSSC Rules of Association.
- 5. COMPLAINTS:** **The Area Liaison Officers** will be your first port of call if you have a complaint about the TSSC (we do not want you airing your complaint on social media or forums as this may damage your Area and your Club) most matters are easily resolved, or can be by contacting the above!
The utmost will be done to resolve the issues you may have.
- 6. CONFIDENTIALITY:** As an Area Organiser anything that is sent to you via an official of the TSSC needs to be treated as confidential unless stated otherwise.
- 7. POWER FLAGS AND BANNERS:** As Area Liaison Officers we have 2 sets available for you to use at your local shows if required, to promote your Area and the TSSC.
- 8. STANDING DOWN:** If you are standing down as an Area Organiser you must hand over to the incoming Area Organiser all Area funds, bank details, flags, banners, bunting etc and anything that is significant to the Area.
If there is no one to take over the area please contact the TSSC Area Liaison Officers who will advise.

Most importantly **You and Your Members** are **"The TSSC"** so enjoy your Triumphs and all **YOUR Club** has to offer.



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

TSSC Area Registrations. Di Allen & Nigel Hill
32 Hollyhill Road, Selston, Nottinghamshire.

NG16 6EF

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

the TSSC Herts & Beds Area

DUXFORD



ALL TRIUMPH & CLASSICS DAY

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Provisional Dates

SUNDAY Sept 17th or 24th 2023



Classic Car Entry 9 am till 12pm (mid day) don't be late

Event Entry Adults £ TBC each

Payment by cash only please (all will be sanitised)

Full site access till 6pm

TSSC Club Shop on site – TSSC Valuations

On site quotes from Peter James Insurance

Raffle & Refreshments Available

Covid rules of the Day will apply

Sorry, No Dogs, Stoves or BBQ's allowed

CAA Airfield Regulations

Entry via the main IWM carpark and signage

Contact Pete Lewis. 01582 750943

peter.h.lewis@ntlworld.com