



# MG & TRIUMPH 100

A festival of celebration



Join the MG Car Club and the Standard Triumph clubs to celebrate the centenary of MG and Triumph. This weekend festival will feature displays, trade stands and motorsport action from all eras of these two iconic marques.

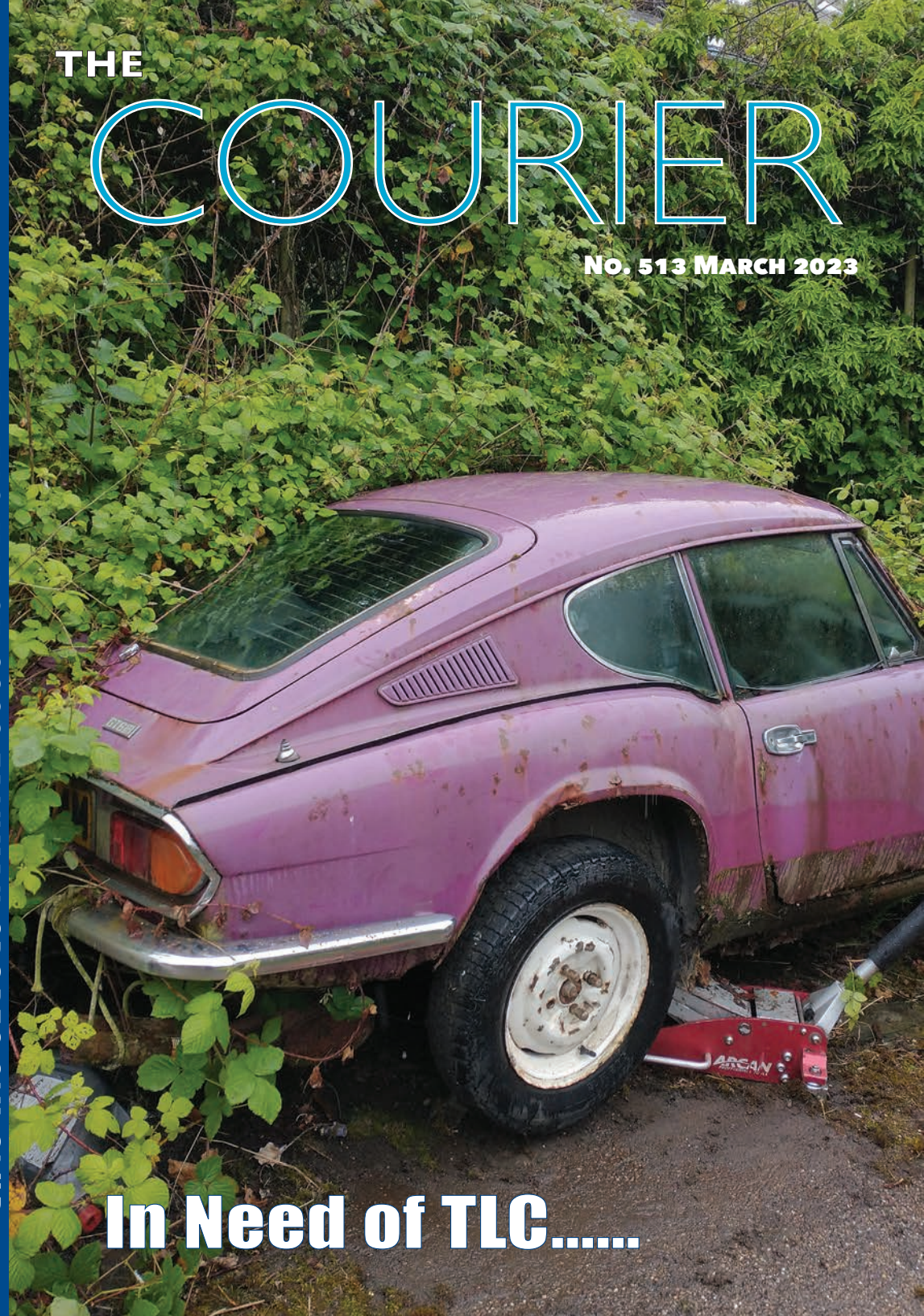
**SAVE THE DATE!**  
10 - 11 JUNE 2023  
SILVERSTONE  
CIRCUIT

Details soon to be announced via:  
[www.mgcc.co.uk](http://www.mgcc.co.uk)

THE COURIER NUMBER 513 MARCH 2023 TRIUMPH SPORTS SIX CLUB

# THE COURIER

No. 513 MARCH 2023



**In Need of TLC.....**



## TSSC COUNCIL OF MANAGEMENT 2023

Chris Gunby - Chairman/Gen Sec



Tom Hartley - Director



Tracey Hawes - Financial Lead



Nigel Hill - Area Liaison



Jane Rowley - Director



Carl Swanson - Director



Neville Wright - Director



**TSSC HQ** TEL. 01858 434424 - 9 TO 5 MON TO FRI

Membership. Lisa Marley - [info@tssc.org.uk](mailto:info@tssc.org.uk)



Club Shop. Julian Rowell - [clubshop@tssc.org.uk](mailto:clubshop@tssc.org.uk)



Accounts. Trudi Prettyjohns - [trudi@tssc.org.uk](mailto:trudi@tssc.org.uk)



Editor: Bernard Robinson - [courier@tssc.org.uk](mailto:courier@tssc.org.uk)



## TSSC HONORARY MEMBERS

Chris Allen. Dave & Sue Bayliss.

Trevor Collett. Martin Cox. Eddie Evans.

John & Pam Griffiths. Leon Guyot.

Pip Flegel. Michael Hancock. Angie Hill. John Macartney.

Fred Nicklin. Paul Richardson. Bill & Jo Sunderland.

Frank Spencer. Victor & Vivien Thompson. Peter Williams.



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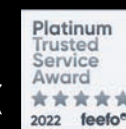
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Whether you prefer to transact on the phone or online\*, FJ have you covered, including access to our online document portal, allowing you access to your policy documents digitally at all times.

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THE March 2023

# COURIER

Price £3.50 Free to Club Members.

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Cover Shot



**GT6 RESCUED**  
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TAKEN BY MICHAEL COLLINS

## Courier Copy/Area news



**Editor.** Bernard Robinson  
**e-mail:** [courier@tssc.org.uk](mailto:courier@tssc.org.uk)

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NO Word/etc Document attachments please

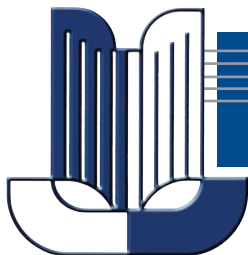
**Courier Copy By 8th of Each Month**

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

## THE GET OUT

Whereas every care is taken to publish accurate information, the Editor and the Council of the TSSC do not necessarily agree with all the views expressed within THE COURIER and cannot accept any liability for erroneous or misleading information found therein. © Triumph Sports Six Club Limited 2023

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# TSSC HQ Services

Tel 01858 434424 E-mail [info@tssc.org.uk](mailto:info@tssc.org.uk)

**TSSC Head Quarters is Open to Visitors**

**9am to 5pm - Monday to Thursday.**

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

## **TSSC MEMBERSHIP & RENEWALS**

Worldwide Membership & Renewal £51.00

Young Member (Age 17 to 25) £25.50

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

Young Member (Age 17 to 25) £22.50

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

## **TSSC MEMBERSHIP ENQUIRIES**

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

e-mail: [info@tssc.org.uk](mailto:info@tssc.org.uk) Website: [www.tssc.org.uk](http://www.tssc.org.uk)

## **INSURANCE VALUATION SERVICE -**

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

### **Email Valuations**

Send Form & Pictures To - **TSSC Valuation Service**

e-mail: [courier@tssc.org.uk](mailto:courier@tssc.org.uk)

Form on Website: [www.tssc.org.uk](http://www.tssc.org.uk) - under 'Club' Downloads

## **TSSC INSURANCE PANEL Contact Numbers**

### **FOOTMAN JAMES & CO LTD**

Tel: 0333 207 6080 Fax: 0333 207 6104

FJ Breakdown Recovery - 0800 132 278

### **PETER JAMES LIMITED**

Tel: 0121 274 5348 Fax: 0845 2233 020

### **LANCASTER INSURANCE**

Tel: 01480 400763

### **CLASSICLINE INSURANCE**

Tel: 01455 639 000

## **CLUB SHOP - Mail Order or Pick Up at HQ**

TSSC HQ Team, Sunderland Court

Main Street, Lubenham, Leics. LE16 9TF

e-mail: [clubshop@tssc.org.uk](mailto:clubshop@tssc.org.uk)

Shop Online: [www.tssc.org.uk](http://www.tssc.org.uk)

**Tel: 01858 434424 Fax: 01858 431936**

## **TSSC ACCOUNTS**

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

e-mail: [trudi@tssc.org.uk](mailto:trudi@tssc.org.uk) Tel: 01858 434424

## **TSSC MUSEUM - Open Mon to Thurs**

TSSC HQ, Sunderland Court,

Main Street, Lubenham, Leics. LE16 9TF

e-mail: [info@tssc.org.uk](mailto:info@tssc.org.uk)

## **TSSC SHOW CAR REGISTER**

TSSC HQ, Sunderland Court,

Main Street, Lubenham, Leics. LE16 9TF

e-mail: [info@tssc.org.uk](mailto:info@tssc.org.uk)

## **COUNCIL OF MANAGEMENT 2023 meetings:**

**April 16th TSSC AGM 2023**

**27th June 31st August**

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](mailto: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



# Doing More?

As we move into the month of March and the days start to lengthen it is time to get our Club cars out of their winter hibernation and to begin thinking about the classic car events to attend over the course of the spring and summer. The good news is that, all being well, there will be a full calendar of shows and events in 2023 for the first time since 2019.

The first event of the season, the MG & Triumph Spares Day at Stoneleigh, has already been and gone, and we are now looking forward to the **Classic Car & Restoration Show at the NEC from 24th to 26th March**.

Personally I prefer this show to the main NEC Classic Motor Show in November because it tends to have a greater emphasis on repair and restoration rather than simply the display of so many immaculate and beautiful classic cars.

**Drive It Day follows on 23rd April**, after which we

are into the events season proper with the Club's major event, **MG & Triumph 100**, taking place at **Silverstone on 10th-11th June**. This year of course the show marks a significant milestone in the history of the Triumph marque, being the 100th anniversary of the introduction of Triumph cars. Following the cancellation of last year's show I hope that everyone will heed the request to book tickets early to ensure the success of this event.

**Le Mans Classic** (another 100th anniversary) takes place from **29th June to 3rd July** and then on **TSSC Founders Day, 23rd July**, our local areas are encouraged to organise **Border Runs** around their areas.

With some careful planning it may even be possible for adjacent areas to organise their respective runs so as to be able to meet up at some point during the course of the day.

In addition to the above there are of course the various runs and events organised by individual areas, numerous local classic car shows and of course major national events such as Goodwood Revival and Silverstone Festival. All in all 2023 should be a good year for classic car events so make sure your local area has its Border Run organised, get your Triumph ready to go for the season and remember to book your tickets for MG & Triumph 100.

## ...Do More with Your Triumph!



**NEVILLE WRIGHT**

**COUNCIL OF MANAGEMENT - DIRECTOR**





# EVENTS CALENDAR

e-mail [courier@tssc.org.uk](mailto:courier@tssc.org.uk)

**TRIUMPH**  
SPORTS SIX  
CLUB

## TSSC NATIONAL, REGIONAL & EUROPEAN EVENTS

See also further adverts in Courier

### April 2023

FRI/SAT/SUN/MON 28/29/30/1 MAY  
ISLE OF WIGHT CAMPING WEEKEND  
COWES ISLE OF WIGHT  
TEL. 01983 293452

### May 2023

TBC FRI/SAT 5/6 CAMP SUN 7 SHOW  
SOUTH OF ENGLAND MEET  
LEATHERHEAD LEISURE CENTRE  
CONTACT MICKEY 07773 623807

### June 2023

SAT SUN 10 & 11 JUNE 2023  
MG & TRIUMPH 100 YEARS  
SILVERSTONE - WWW.MGCC.CO.UK  
EARLY BIRD DISCOUNT CODE. **TRIUMPH23**

THURS FRI SAT SUN MON  
22 TO 26 JUNE 2023  
33RD PEAK RUN  
MORE DETAILS LATER  
CONTACT BRYAN 07858 959027

### July 2023

SUNDAY 23 JULY 2023  
TRIUMPH SPORTS SIX CLUB  
100 YEARS OF TRIUMPH BORDER RUN  
(TSSC FOUNDERS DAY)  
VENUE - YOUR LOCAL AREA

**August 2023**  
FRI/SAT/SUN 4/5/6 AUGUST 2023  
37TH LEICS & RUTLAND AREA  
SUNSHINE RALLY  
GREETHAM. LE15 7NG  
CONTACT DAVE 07770 650802  
JAN 07799 804

### September 2023

SUN 10 SEPTEMBER 2023  
TSSC HERTS & BEDS  
DUXFORD ALL TRIUMPH & CLASSICS DAY  
IWM DUXFORD - CB22 4QR  
CONTACT PETER LEWIS. 01582 750943  
EMAIL . [peter.h.lewis@ntlworld.com](mailto:peter.h.lewis@ntlworld.com)

## CLASSIC CAR SHOWS (CLUB STAND)



### March 2023

FRI/SAT/SUN 24/25/26 MARCH 2023  
PC CLASSIC CAR & RESTORATION SHOW  
NEC BIRMINGHAM  
DISCOUNT TICKET CODE MAR23CC154  
[www.necrestorationshow.com](http://www.necrestorationshow.com)

### August 2023

FRI/SAT/SUN 25/26/27 AUGUST 2023  
SILVERSTONE FESTIVAL  
DISCOUNT TICKET CODE 23CCD035  
[www.silverstone.co.uk/classic-car-clubs](http://www.silverstone.co.uk/classic-car-clubs)

## Insurance Valuations

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

Valuation Forms Available from here:

[www.tssc.org.uk](http://www.tssc.org.uk). Click on 'The Club' in Left hand Menu. then Scroll down to Club Document Downloads. Download TSSC Insurance Valuation Form, print off, fill it in, Scan or Take a Picture of it and email this to Bernard at: [courier@tssc.org.uk](mailto:courier@tssc.org.uk) with Minimum of 4 Pictures attached.

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

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

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



Triumph Sports Six Club  
VALUATION CERTIFICATE



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### POLICYHOLDER'S DETAILS

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

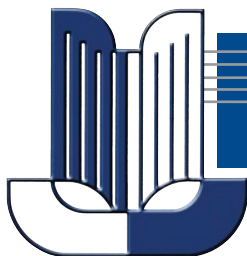
Title (Mr/Ms etc.) / (first name)..... Surname.....  
 \*Membership No. .... / ..... Membership Expiry Date.....  
 Address (Including Post Code)..... Post Code.....  
 Daytime Tel No..... Evening Tel No.....  
 Fax No..... Email.....  
 \* Must be completed with current TSSC membership number and expiry date to validate certificate.

### VEHICLE DETAILS - MUST BE COMPLETED

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

**CONCOURS:** The vehicle and its components must be in a condition of original specification, free from identification, faults and wear. This condition will only apply to vehicles previously entered or being eligible for entry in concours competition and evidence of entry may be required.  
**A1+** The vehicle must exceed A1 - SERVICEABLE and with a little effort could be considered to be Concours.  
**A1/S - SERVICEABLE:** The vehicle must be in excellent condition with bodywork/chassis mainly free from rust. The vehicle's components should be free from any lost metal 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 as stated, it will be accepted. If the Club Car has been used or could be used in the event of a dispute, the Club value may require more information or a personal inspection.





# NEWS REVIEW

## Monthly News of a Triumph Nature

### Great DMG Offer to the TSSC Membership!

Enjoy an exclusive discount as a **TSSC Cub Member** on all parts along with our special shipping and clearance offers, by subscribing to our newsletter.

**Plus**, if you spend £500 + VAT throughout the year, **we will refund your Triumph Sports Six Club membership fee!**

This refund scheme runs from **March to December 2023**.

If you would like to sign up for your club discount or subscribe to our newsletter, please contact: email.

**marketing@davidmanners.co.uk**



**EXCLUSIVE BENEFITS AVAILABLE  
TO ALL TR SPORTS SIX CLUB MEMBERS**



Enjoy an exclusive discount as an owners' club member on all parts along with our special shipping and clearance offers, by subscribing to our newsletter.

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PARTS FOR JAGUAR & DAIMLER | MG & TRIUMPH | MORRIS MINOR | MX-5



**Spitfire**



**GT6**

## March Club Shop Offer

**Tel. 01858 434424 web. [www.tssc.org.uk](http://www.tssc.org.uk)**

**e-mail. [clubshop@tssc.org.uk](mailto:clubshop@tssc.org.uk)**

## Engine Bay Valances Spitfire & GT6

These valances fit all Spitfires & GT6's, they are made of Smooth Satin Black Powder Coated Stainless Steel

**EV100 Side Valances £60.00 per pair** P&P 2.5Kg

**RV100 Radiator Cowling £40.00 per pair** P&P 2.5Kg.

**SPITFIRE Valance SET of 3 £85.00** P&P 5Kg

**EV200 Side Valances £80.00 per pair** P&P 2.5Kg

**RV200 Radiator Cowling £45.00** P&P 2.5Kg.

**GT6 Valance SET of 3 £110.00** P&P 5Kg.



### My First Register

Hi folks,

**My name is Dave Harvey and I'm the newly elected 'Big Saloon' Register Secretary.**

My interest in these cars started over 40 years ago when I had my first Triumph 2000 Estate (still on the road somewhere!) Since then I've had all types/models and have driven them extensively. You could say I've become a specialist of the marque and have done many judging events of the 2000 range. I've also broken a large amount of cars over the years and have supplied many new and used parts.

First car pictured is my 1973 2.5 PI Saloon that I've owned since 1989 it's now practically in A1 condition after many years of work. I was very lucky to have the support and expertise of a very knowledgeable body man who without his help this car wouldn't have survived. All the usual modifications and plenty of 'special' features, interestingly it was manufactured in November 1973 but it wasn't registered until May 1974.

Also it's colour of Maple Brown is very rare I'm still waiting for another Pi in this colour to turn up, this is the only one known unless someone knows better ?

Sports my personal registration that has been on it since 1992. The cars first owners lived in Portsmouth, AFN Ltd, presumably a Managing Directors daily car.

Second photo shows where it resides in my workshop. Current mileage is 152,000.

Next picture is of my everyday car, a 1972 2000 Saloon that I've





all year round.

Originally registered TFM 727K, it's now got my personal registration that I've kept from my first car in 1979! Current mileage is again 150K +. Previous history unknown.

Last picture shows my French Blue 2000, that I purchased last year. 41,000 miles on the clock, this car had been dry stored for over 40 years. Completely original and

ran now for 9 years, I call it Faded Glory, its never 99.9% rust free.



It's my reserve car for the future, currently dry stored again and now on a correct V5C and on SORN, no real history, it was last on the road in 1983.

That's all for now

*Cheers*

*Dave H*

been painted or welded. Strange car really it refuses to rust, it's been said certain cars had more lead in the paint, this is Sienna Brown which was a very popular colour back in the 70's. Pretty standard car apart from wheels, Alfa 156 seats, electronic ignition. Never garaged and used







Mk 1/2/3

<http://cook1e.blogspot.co.uk/>

ANDY COOK [gt6@tssc.org.uk](mailto:gt6@tssc.org.uk)

## GT6 Exports

**One point that many owners don't realise is that more GT6s were sold in export markets than at home here in the UK.**

In fact over the production years nearly 80% of GT6s manufactured were exported. Most of these would have been complete cars, however some were also exported as CKD (Complete Knock Down) kits where the car was exported in parts for assembly within the overseas

restrictions and make the freight costs more efficient. I've been unable to confirm numbers of



**There are no GT6s in this picture from Seneffe, but there are some Spitfires and TR7s.**



**Seneffe Factory Sign still exists today**

market to avoid import tariffs, get around import



**Seneffe BL Factory back in the day**

GT6 CKD kits exported but I do know that there were Standard Triumph/BMC/BL assembly plants in Northern Ireland, Belgium, Malta, South Africa, New Zealand, Australia and India, some but not all of these may have built CKD kits. Many of the CKD assembly plants were run by BMC and then British Leyland. I have heard of at least one GT6 that was assembled as a CKD in Belgium and the sign from the BL assembly plant and distribution centre in Seneffe, Belgium still exists although the factory is now long gone!

TR7s came out after GT6 production ended in 1974 so the picture would have been after then. In all but the final year of production (1973) export numbers were significantly higher than home market. The 1973 models would have been the late MK3s with the swing spring suspension, cloth trim, headrests tinted glass etc. As I understand it the main reason that less of these late models were exported was not due to the model changes but due to the biggest

Year	Home	Export & CKD	Total	% Exported
1966	68	1,366	1,434	95.26%
1967	1,824	5,542	7,366	75.24%
1968	771	6,247	7,018	89.01%
1969	713	6,277	6,990	89.80%
1970	622	4,781	5,403	88.49%
1971	1,190	4,412	5,602	78.76%
1972	1,745	2,950	4,695	62.83%
1973	1,679	1,066	2,745	38.83%
Total	8,612	32,641	41,253	79.12%

## Here are the production numbers for home and export markets year by year.

market in the US where there were restrictions on design and emissions introduced in certain states that the GT6 could not comply with. In fact the number of exports started to reduce gradually through all years of MK3 GT6 production as US emission and design restrictions got continuously stricter in some states.

As well as the fact that most export markets required left hand drive cars, there were also a few changes to specification in each market.

Also the GT6 MK2 as it was called in the home market was branded as a GT6+ in export markets. Strangely although the MK2 never existed in those export markets when the MK3 came out it was still branded as a MK3 for export!



**GT6 plus badge**

There were a number of changes in export markets during the years the list below relates to most of the changes made to the MK3, although some of these changes would also have been introduced on the earlier models. .

Difference from Home Market	In export market(s)	Picture
Anti-Pollution Cylinder head with reduced compression ratio to 7.5:1	US	
Carburettor Emission Controlled	US	
Carburettor Evaporative Breather Canister	US	5
Brake Master Cylinder with separate reservoir rather than integral in casting	Europe	6
Tandem Brake Master Cylinder	US	7
Fuel Tank with Evaporative loss system	US	
Distributor	US, Sweden	
Larger Windscreen Washer Bottle	Germany	8
Electric Windscreen Washer System	Sweden	9
13 vane cooling fan	US	10
Amber Reverse lights	France	
Number Plate Lights at side of number plate	US	11
Twin small number plate lights (similar to late Spitfire)	Italy	12
Side impact bars inside doors	US	
Sports Car Club of America Champion Emblem on Dashboard	US	13
High Back Seats	US, Japan, Australia	14
Inertia Seat Belts	US	15



**Carburettor Evaporative Breather Canister, part of emission control system**

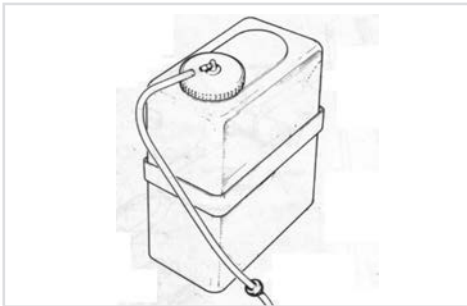


**European export Brake Master Cylinder with separate reservoir.**

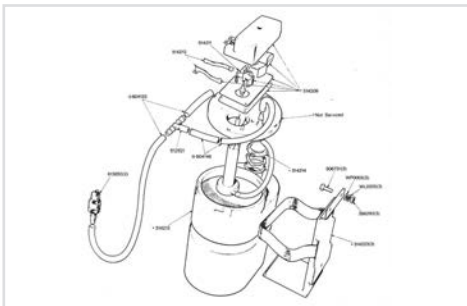




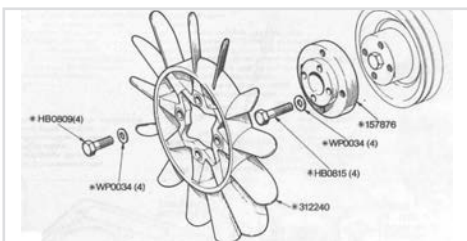
**Tandem Brake Master Cylinder, US market and special order elsewhere.**



**Larger Windscreen Washer Bottle for German Market.**



**Electric Washer System for Swedish Market.**



**US export cars fitted with a 13 vane**

**cooling fan to cope with the higher temperature in some states (eg California) in place of the 7 vane fan fitted in other markets.**



**US Export number plate lights at side of number plate.**



**Two small number plate lights were fitted to the bumper on Italian exports models similar to the late Spitfire 1500s. Picture of a Spitfire used as an example as I've been unable to find a picture of the Italian export MK3.**



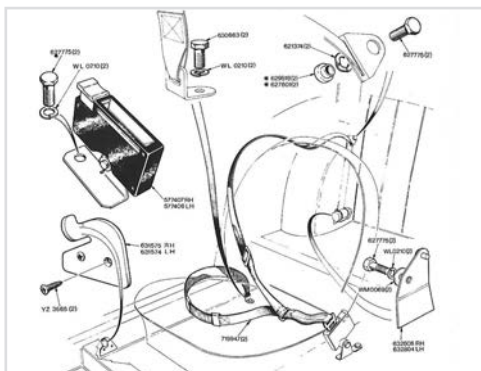
**SCCA Champion Emblem was fitted to the dashboard on US Export models.**



**High Back Seats Fitted to US, Japan and Australia export models (up until the separate headrests became standard in late GT6 MK3 swing spring models).**



**German MK3 in non-standard Silver at the International Spitfire Weekend in Holland in 1992.**



**Inertia Reel Seat Belts fitted to US Export Models.**

## From the Archives

Some of the export models GT6s I have seen over the years.



**German MK1 at the UK GT6 weekend parked up in Portsmouth in 2019,**



**Gert Jan de Haan's Dutch MK2 at the TSSC Essex 40th Anniversary weekend in 2018.**





**Ron Verlaan's Dutch MK2, at Triumphfest, Santa Pod in 2016.owned by Chris Emm.**



**Chris Allibone's Swiss Mk2, at Triumphfest, Santa Pod in 2016.**

**Below & Right  
US Spec MK3 imported by Dennis Benson  
and converted to RHD.**

Sporting paintwork with Patina from years of exposure to US sunshine. Note the bars fitted to the bumpers which were an optional Triumph accessory sold in the US.

*Andy*





## THE BEST OF BRITISH



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# Vitesse 1600, Mk 1&2

DAVE RUMENS [vitesse@tssc.org.uk](mailto:vitesse@tssc.org.uk)

## A Phoenix arises!

**Hello everybody, March is with us, and Spring is just around the corner.** So, bring on those warm sunny days. Moving on to this month's coverage we have an excellent article from **Andy Green** on the restoration of his Vitesse 2 Litre (Mk1). Over to you Andy.

*"I needed a project and had wanted a Vitesse when I was a 16 year old in the mechanical trade but could not afford it at the time. So now was the time and here is the story of bringing a tired old Vitesse back to life. The car was bought on E-Bay for £1100 and was delivered to East Sussex from Devon on a trailer. When I saw it in the flesh for the first time I wondered what I had done. I am sure it was busy rusting away even as I stood there staring at it. The panels were all multi coloured, including that rusty colour. It was a non-runner and for a good reason; it had a cracked block and the engine was beyond repair. So the engine had to go and a heart transplant would have to be found. When I went through the car documents, it turned out to be a saloon that*



**Pic.1.**

*had been modified to be a convertible.*

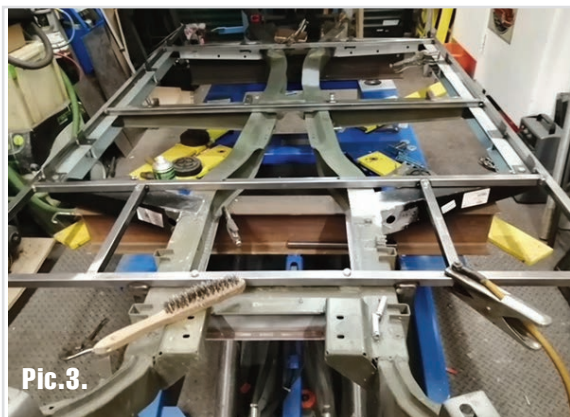
**Pictures 1 & 2 The Stripdown:-** An awful lot (about 50%) of the bolts did not want to part company with the body but eventually brute force won out. The body, or what was left of it, was lifted off and panels were separated and destined to either the recycle bin or the skip. I was left with a rusty chassis, the bulkhead, the tops of the wings, the top of the bonnet, 2/3rd of the B-posts and the door carcasses.

### **The Bodywork Rebuild:-**

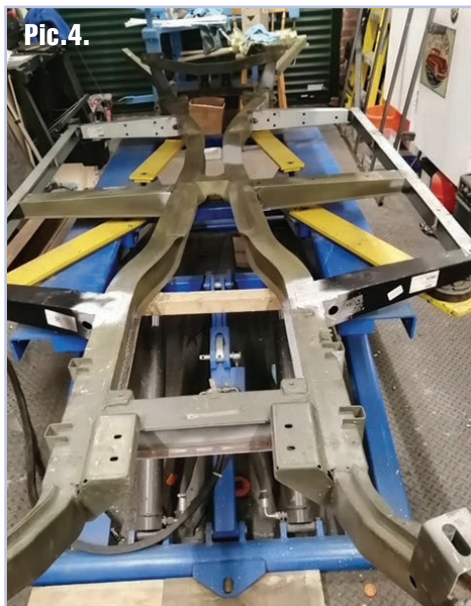
A jig was fabricated for the chassis repair work so that everything could be welded back in the correct place **Pictures 3 & 4**. Once the chassis was completed, the jig was donated to the TSSC HQ and trailered up there. Basically, two thirds of both the rear end and the front end had to be remade. A new boot floor and spare wheel well had to be fabricated along with the inner lower quarter panels



**Pic.2.**



and the inner and outer wheel arches. The axle tunnel was repaired and a new rear floor was fabricated as well as both B posts. Door seals,

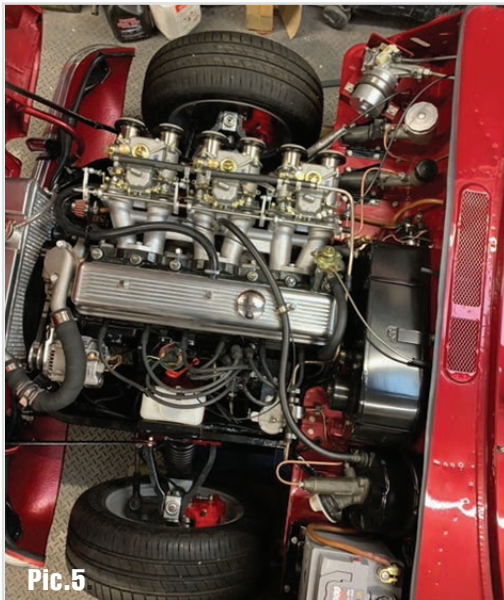


rear floor panels along with new seat belt anchors and the lower half of both A posts were all fabricated as well as both lower door frames. New door skins were fitted. The new lower quarter panels were not a good fit and I had to reconfigure them into a sensible shape. At the front end, new 'A' post gutter channels were fabricated and a new front panel and front wings were fitted to the old bonnet. To create more stability in the rear tub, a bulkhead was installed over the rear axle panel. Attaching near side and off side wings and the

fitting of a roll bar created a far stronger body construction. After a lot of patience and fettling the doors were eventually made to fit and close properly without slamming. I manufactured a new petrol tank out of aluminium and fitted it behind new rear bulkhead in the boot space, allowing it to be in a much safer place similar to a TR6. Also manufactured was a new rear deck panel, since these panels are unavailable to purchase and you do need the right skills to do this. The boot lid was modified by removing the inner steel rods and manufacturing an inner boot lid skin incorporating brackets to fit

hydraulic rams. This arrangement meant the boot lid was much sturdier.

**The Engine:-** A replacement engine was acquired online and was a 2.5 litre triumph engine from a TR6. The engine was stripped down to individual components and everything was thoroughly cleaned, after which the engine block, cylinder head and crank shaft were taken to a specialist engineer, who rebored the cylinders, reground the crankshaft and fitted new valve seats in the cylinder head to facilitate use of unleaded fuel. Picture 5 Two weeks later with the engine back home, I



started to rebuild the engine block with new bearing shells, oil pump, new pistons, new small ends, all new gaskets, new cam shaft and followers, new



rocker shaft, new oil seals, new valves and springs. A new clutch assembly was installed and the engine was put back into the car. To begin with I fitted the standard twin SU carbs, but found they were hitting the underside of the bonnet. I had two choices; either find modified different parts for the old carbs or fit a completely different set up and in the end I fitted triple side-draft weber carbs. This allowed the bonnet to fit as it should do, although a little close. With this carburetor set-up it is standard to fit a pressurized regulated fuel system driven by an electric pump. The gearbox was totally stripped down, cleaned up and fitted with new bearings, new synchro rings and re-assembled. Differential was stripped down cleaned, fitted with new bearings, new gaskets and oil seals and re-assembled.

**The Mechanics:-** I had intended to fit an independent rear suspension to my own design but unfortunately I had to revert back to the original design of leaf spring suspension. The front suspension has uprated front springs with adjustable shock absorbers. Front brakes are 4 pot callipers with vented disks and are servo assisted. Front vertical links are trunnion-less. The hubs are aluminium with uprated enlarged wheel bearings and there is an uprated anti roll bar. Poly bushes were fitted to all steering and suspension components and stainless steel nuts and bolts used, wherever possible, throughout the whole car. The radiator is now aluminium with an electric fan. There was not very much room to install this radiator so I had to make adjustments to enable this to fit. The car is now running on 14 inch, 5.5J Minilite replica wheels.

**The Interior:-** New door panels were created out of 1/8th inch marine ply and covered in a new fabric to my own design. Front seats, bought on line, were made by a retired upholsterer. The way he did this made me decide that I was going to upholster everything in a similar fashion and do it myself. I had never done any sewing or upholstering prior to this so had to learn on the job. I fabricated a fibreglass rear seat, covered it in upholstery foam. I then bought an industrial sewing machine and made the rear seat covers myself. Pictures 6 & 7 The dashboard and dash were removed and found to be badly warped, so I decided to make a new one out of 12mm marine ply. This allowed me to fit the new dials (all with a white background)



**Pic.6.**

in a better configuration than they were originally. I covered the dashboard in a tiger strip veneer which I then varnished. Whilst rebuilding the dashboard I incorporated two cupholders forward of the gearstick. I don't know why Triumph didn't fit them as standard equipment.



**Pic.7.**

The wiring harness was totally replaced with new and upgraded with a new fuse box inside the glove box along with several new relays where I felt were necessary.



**Pic.8.**

**The Exterior:-** It was now time to paint the car. I decided that I would do all the spraying either in my garage or at a friend's spray booth. All body components were acid dipped before priming and painting. The chassis was given two coats of etch primer, followed by two coats of primer and finished off with three coats of black. The body was etched primed with two coats inside and outside, then primed with 3 coats, then turned upside down and sprayed with stone chip protection, followed by one coat of primer, one coat of base colour and lacquered again. All this was done in my own garage at home. After turning the body the right way up again it was primed and the inside of the body painted. The body was then placed on the chassis and masked up to protect new paint work. The car was taken to a friend's spray booth, cleaned and masked up. Five to six coats of base colour were followed by 3 coats of lacquer. I had decided to go with 'candy apple red' colour right from the beginning of the restoration. A new convertible roof was ordered but I had to modify the roof frame in order get the roof cover to fit nicely. I believe this was because the fabric the roof was made of, didn't have the same give in it as the usual vinyl covers. In order to make this fit I had to remove 10mm from the centre roof frame reducing it inside. Front and rear bumpers were sanded down and polished which has given a satisfactory finish (to have them re-chromed was considered too expensive).

**Picture 8 The Finished Article:-** It is amazing what can be achieved with time, space to work in, the right tools, experience and some knowl-

edge (I used to work as a metal fabricator at Rolls Royce). Apart from the specialist engineer doing the re-grinding of the engine, every other part from the start to the end was constructed, fabricated (if not purchased), painted, cursed and sworn at by one person, myself. A truly "one

man" build. After four years of hard graft finally the Phoenix emerged.



**Pic.9.**

There have been a few minor problems, but it sounds good and looks good. This car can certainly stay ahead of everyday traffic and stop with the best of them! Now it is time to use it and enjoy it. Picture 9 I have just been told that the car will be exhibited on the **TSSC stand at the Classic Car & Restoration Show at the NEC, Birmingham 24-26 March 2023.**

Thanks Andy. As you can see from the article Andy has carried out a very high quality restoration to a professional standard.

That's it for this month, **so safe driving and keep them running on all six.**

See you all next month.

*Dave*  
19



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# Herald

948/1200/1250

COLIN LINDSAY [herald@tssc.org.uk](mailto:herald@tssc.org.uk)

## The Sky's the Limit.

This month it's a big Happy Birthday - 60 years young - to the Herald 12/50 (pic 1). This was the first of the Heralds to have a posh-sounding double barrelled name, but I suppose the 11/39 wouldn't be as snappy, or impressive, for earlier models. Introduced in March 1963, the 12/50 was an uprated version of the Herald, available in saloon form only, and a foretaste of what was to come in the range. It's amazing how many times over the years that I've read of the Vitesse being called an uprated or souped-up version of the Herald, rather than a model in its' own right; so I suppose the 12/50 is the closest thing we ever saw to a GTi Herald, rela-



Pic 1.

tively speaking. I'm a great fan of the early Heralds, but they were quite soon found to be underpowered compared to other models available at the time, and the original 948 engine was enlarged to 1147. This gave a short respite but by 1963 Heralds were becoming quite slow by current standards - great family saloons, ideal for pottering to the shops and back, but possibly not the image the young up and coming driver wanted.



Pic.2.



For the sum of £635 - £56 more expensive than the 1200 - you could have the new uprated and decidedly more modern 12/50 (pic 2). The biggest upgrade was the engine, raised from 39bhp to 51bhp by way of improved compression ratio of 8.5:1 and a Spitfire-type camshaft, plus a unique exhaust manifold which in itself contributed a whole 2bhp to performance.

This extra power was evident at higher revs; the manual claims at

SKYLIGHT Triumph Herald 12/50

STANDARD

TRIUMPH



**Pic 3.**

5200rpm, by which time the engine must have been screaming. The 12/50 also introduced a sliding joint prop shaft to eliminate vibration (pic 3), but it's also interesting to note that they retained the cast-iron bellhousing instead of the lighter alloy version. Top speed was only marginally higher than the 1200, but the whole point was getting there more quickly, not being there. This of course required an upgrade to the braking-by-appointment drum brakes, so discs became standard.

The main change to the car was the addition of



**Pic 6.**



**Pic 7.**

it was to prove very popular, seemingly for standing through (pic 6), although reports of the time claim it was difficult to close when driving due to wind resistance; later cars gained a larger, more robust handle to cope with this.



**Pic 4.**

the folding sunroof; the photo shows just how much metal was removed from the roof (pic 4). Made by Weathershields it was a great selling point, the car being advertised as the *'Skylight 12/50'*; 'open it one



**Pic 8.**

Even **Ted Heath** made use of it during his election campaigns! (pic 7)

The interior gained a padded dashboard surround, hailed as a safety feature, but it's amusing these days to read the advertising leaflets and see a *'wheel-boss mounted horn push'* or *'speedometer illumination lamp'* as something worthy of note.

Visual externally - as you really had to let people know you had the sportier car - the front grille was



**Pic 5.**

handed from either seat on non-rusting alloy runners' (pic 5). At 27.5 inches wide and with 22 inches of slide-back opening,



changed to an all-aluminium version, with small centre spear ([pic 8](#)), and at a closer inspection it sported red 12/50 badges on the rear wings and boot lid

The 12/50 sold in good quantity; just under 55,000 were sold but it's surprising how few have survived. I know there are more than the



**Pic 9.**

([pic 9](#)). Duo-tone paintwork was available for an extra £8.3.1. Here's a question for those in the know - Motoring Reviews of the time state that the 12/50 was available in '[one new paint colour](#)'... but what was it?

The 12/50 was never available in any other model; in 1964 the rest of the Herald range was upgraded to many of the 12/50s features, including an engine upgrade to 48bhp and the inclusion as standard of disc brakes and padded dashboard, but it was not until 1967 and the introduction of the 13/60 that the performance was finally beaten.

recently-quoted figure of six survivors, and indeed have found photos of that number, but it's always difficult to work out what was on the road a few years back, and which have now succumbed to time ([pic 10](#)). I suppose that makes the survivors all the more unique, and the more desirable.

There are still some lying abandoned in the Nation's sheds, to quote Henry Cole, so we may yet see a few more on the roads.

***Here's hoping!***

*Colin*



**Pic 10.**



**RIMMER**  
BROS EST 1982

1982

**40<sup>TH</sup>**  
ANNIVERSARY

2022



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## Feedback.....

It's always a pleasure to get an email or two in response to articles that have been published in *The Courier*, it is some tangible evidence that they are actually read, which of course is nice to know.

With so much information out there on the web it's a pleasant surprise these days to be asked a technical question in a more traditional way, so this month I thought I'd reproduce a few email exchanges.

*Hello Darren*

*Could I ask your advice please? You may recall that in 2019 I sent you for the Courier the story of my Herald VRW 900J. Well I regret to say that since the covid lockdown, the car has been largely stuck in my garage, going nowhere. A couple of years ago I started having cataract sight trouble and had to much restrict my driving generally. But now, with a cataract op scheduled I am beginning to consider what the Herald should have when the season changes and I can get back on the road!*

*One concern is that at some point (not by me or at my request), the trunnions were filled with grease making them unserviceable with 90 oil. Various Courier articles have spelled out the risk to vertical links from unlubricated trunnions so what remedy might you advise? Do you think new parts are likely to be needed or might the existing trunnions be refurbished subject to inspection?*

*As regards the lubricant, would you advise the traditional SAE 90 or the "semi fluid grease" advocated in the Courier a few months ago. Finally, is there a particular make of electronic ignition you might recommend for our cars?*

*Sorry to trouble you with this but I am conscious that action is well overdue and I would much appreciate your advice!*

*With my best wishes for the New Year*

**David Taylor**

*Hi David,*

Good to hear from you again.

I hope the cataract op goes well, both my parents have had them done in recent months, they're very quick ops and the results were very good for them both.

The trunnions I would just remove, clean thoroughly and then refit. I missed the article about the semi-fluid grease so can't comment, but as long as it doesn't go hard like normal grease then it should be fine. I have always used EP90 GL4, has always been Ok for me.

I am not a fan of the cheap electronic ignition modules or complete Electronic Distributors by Powerspark & Accuspark, I know plenty of people say they are fine but my experience with them on multiple occasions is that they're just cheap rubbish.

In my Spitfire I am using a kit supplied by **H&H Ignition** <https://www.h-h-ignitionsolutions.co.uk/> or [https:// www.facebook.com/HHignitionsolutions/](https://www.facebook.com/HHignitionsolutions/) which has worked well, they used to be supplier for the **Club Shop** on Refurbed Dizzy's, not sure if they still are but I have used them a number of times. *(They are still our Supplier, Ed.)*

Back before I converted my Herald to EFI I used to run an **Aldon Ignitor** <https://www.burton-power.com/aldon-ignitor-lucas-23-25d4-ignlu142a.html> which gave 10+ years of good service, I think they are also branded as Petronix depending on where you buy them from.

All the best

*Darren*

*Hi Darren*

*I read your article on handbrake improvers in January's Courier mag. Full marks to you for putting together an article each month.*

*I've never tried these handbrake improvers but I have found a problem in that the pivot on the handbrake lever tends to wear a groove on the front of the backplate. This prevents the slave cylinder from sliding and therefore braking effi-*

ciency is much reduced. My cure was to fill the groove in the backplate with weld and grind the surface smooth. Whilst my 13/60 is now a Spartan, the MOT man has commented on how good the handbrake is!

All the best

**Eric Parker**  
TSSC Membership no 3000

**Hi Eric,**

Thanks for your email.  
I've done that a few times over the years as well, it does make a difference to the operation.

Cheers

**Darren**

**Hallo Darren,**

Your article in the current Courier prompted me to look into the handbrake linkage and rear suspension geometry of our vehicles. I may possibly formulate a short article on the subject.

Right now, I just have one question related to this subject. On the Herald, with its swing axle rear suspension, have you noticed any relationship between suspension deflection and handbrake adjustment, i.e., does the handbrake travel stay the same between the suspension being in the full rebound position (e.g. rear of vehicle on the jack) and the normally loaded or fully laden position? I ask this because with my Vitesse Rotoflex rear suspension this is not the case and this led to my having to "improve" the handbrake linkage in order to meet some stringent requirements. Sorry to have to ask; I used to have a Herald, but this was over 60 years ago and I do not remember this particular detail - bad memory.

Thanks in advance for your brief reply. Have a nice weekend!

Best regards,

**Robin**

**Hi Robin,**

With the Herald you should have the weight of the car on the rear suspension when adjusting the cable otherwise you will end up with a lot of travel, so in answer to your question, No the handbrake travel doesn't stay the same.

I hope that was useful.

Kind regards

**Darren**

**Hi Darren,**

Thank you for your interesting article in last month's Courier about fitting a diode to cure overrunning. You mentioned that it was particularly

useful if you have converted to an alternator. I still have a dynamo - will this fix still work ?

Thanks,

Kind regards

**Chris**

**Hi Chris,**

I'm not sure to be honest, I would have thought that the issue isn't there with a Dynamo but I can't really offer any scientific reason why not. Fitting the diode can't do any harm though, it's purely there to ensure the flow of current is one way only.

Sorry I couldn't be more helpful.

Kind regards

**Darren**

**Thanks Darren,**

I get the dreaded run-on anyway, so I'll have a go with the diode, and let you know if it works!

Kind regards

**Chris**

**Hi Darren,**

I've followed your posts over the years and fitted some of the mods you have detailed, MGF seats, Hoover switch for the windscreen wash. Now I'm looking to re spray my Vitesse Saloon in my garage. When I've finished spraying a door / boot I can hardly see across the room. Whilst some of the mist will be down to my lack of experience I now need to look at building a temp sealed spray area with air extraction. I've initially researched the subject and can't decide whether a positive or negative air pressure is best for my situation. I'm using 2pack Epoxy High build primer & cellulose. I do have an air fed mask. Any advice would be appreciated

**Paul Harris**

**Hi Paul,**

Thanks for the email.

Adding decent extraction was the best thing I done to my set up. What you describe was what I had when I first started, all those solvents hanging in the air will eventually fall down on your paintwork and cause all sorts of issues, getting them out as quickly as possible is essential.

There's lots of articles out there about extraction, but I ended with a negative pressure set up as this is the most cost effective, the down side is that it will pull air from the path of least



resistance, so gaps in doors etc. will allow unfiltered air in which will carry dust and find its way onto your sticky paint.

Is there a reason you're using cellulose? 2k is far superior in every way, and as you're using an air fed mask you're well protected.

Unless you want to invest lots of money, it's all about compromise and getting the best you can really afford.

Extraction is one part, getting filtered air is really just as important.

I'll dig out some pics of what I added and email to you, if you want to call I'm happy to talk you through the options.

Cheers

Darren

This is what I have, it has worked well (Pics 1 & 2).



Even with the 6 filter panels letting air in, it will pull



air through other gaps. This set up was around £3k but you could make the plenum yourself to save some money.

Cheers

Darren

Hi Darren,

Thanks for getting back to me. I have a land locked single garage which I'm using for spraying doors, bonnets etc. To overcome the overspray issue planning to build a temp inner spray booth with poly walls. I'm leaning towards filtered positive pressure as negative will pull in unfiltered air from every nook and cranny. I'm committed to cel-

28

lulose and if I could start again 2pack would be the way forward. Once the removable body work with the exception of bonnet is completed the plan is to move the spray booth to the front single garage where the Vitesse lives. I've purchased spare doors, roof etc. sills, boot which keeps my Vitesse on the road till swop over. Would single or 2 pack lacquer over celly be a good idea?

All the best and good to be able make contact with you

Paul

Hi,

I have to be honest and say I've never used cellulose, I've been working around bodyshops for nearly 20 years and it would only ever be used if the customer insisted that's what they really wanted.

My understanding is that 2k products don't adhere to cellulose very well and there's a high possibility of reaction, that's why it's common practice to primer over old paint before using 2k top coats.

It's hard painting in a single garage, so hats off to you. Have you considered buying/hiring an inflatable spray booth?

Cheers

Darren

## Workshop Update

The red Vitesse is all done from my perspective



4.



5.



6.

(Pics 3-8) and is now back with Bob its owner and he has started the long process of putting it all back together. *That's it for another month.*

Darren



7.



8.



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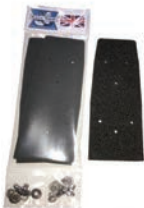
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## As Time Goes By

A while after I submitted my words and photos to Editor Bernard last month I had this sudden thought that I'd missed a significant anniversary. I checked my database and confirmed that in February in 1988 my first Register article appeared in this august periodical. Yes, I've been writing on Herald, and Triumph, connected kit cars for 35 years.

Albeit a month late, I thought this milestone was worth marking. I'm re-producing part of that first article. I remember that in 1988 I didn't have the internet, I typed up my words, or my dear wife Jackie did, and then I sent them and photo prints in the post to Bernard. Note that, "**to Bernard**"... You may think that 35 years contributing is a long time, but how long has our Bern been doing the hard graft of editing and compilation? Respect.

Before we go back to 1988, a bit of context. The Moss Malvern I refer to I still have, and use regularly (though not every day). A Herald 1200 Estate

was my everyday car back then; a few years later I took it off the road, after buying a Triumph 2000TC Estate. Regular readers will know that I kept that car and in 2017 it hit the road again in, what I call, as new condition. I'm proud to say that it has appeared on the Courier front cover twice since 2017.

My piece in February 1988 was accompanied by just one black and white photo of the Moss; that photo is here again. The other pictures of the Moss here all hail from the Eighties. A red 13/60 Convertible joined my collection in 1995, when it was bequeathed to me by its previous, and original, owner.



1996 SEM

This picture of it was taken in 1996 at the Leatherhead SEM, with my two daughters, Gemma and Abby.



My Full Collection & Gemma & Abby - SEM 2017

The photo of my full collection was also taken at Leatherhead SEM, in 2017, demonstrating that Gemma and Abby are still supporting me in my hobby... and they're not now being forced!

Just one more thing, I was first appointed by the club as joint Specials Register Secretary, the idea being that two of us would take it in turns to write a piece on kit cars and specials... the other joint secretary gave up the role after only a few months. So, here's what I wrote in February of 1988:

**Hello, I'm Trevor Collett**, your other joint Specials Register Secretary. I hope over the following months to bring you a few interesting and informative words on the diverse group of cars known to us as Herald-based Specials. Before I get into Register business (sounds a bit formal) just a few words of my own motoring background. Don't stop reading - I'll keep it brief. I bought my first car, a 1967 Herald 1200 estate, in 1978 and since then I have covered 55,000 miles virtually trouble-free - sounds corny, but it's true.

Most of the mechanical parts have been changed over the years, but I have always managed to catch them before ultimate failure. With the notable exception of the front suspension uprights, both of which have sheared just above the trunnion at different times over the past year. Luckily both times we were close to home and a roadside swap (with uprights from my ever growing stock of Herald spares) saw the car mobile again. I am not a metallurgist but I could find no reason for their failure, perhaps 100,000 miles is the limit for these components.

This car is still in regular use, lately with a 1296 cc Spitfire engine under its bonnet. The body is showing signs of its 20-plus years, but as we

all know, especially we kit-car builders, the Herald body is purely cosmetic. By that I mean the body is non-structural, so ripe for removal and replacement.

That leads me nicely to my Moss (you can probably tell that I do like talking about my cars, I hope you're not too bored). Some years ago I saw a picture of an old-fashioned sports car purported to be built from a Triumph Herald. I thought the car looked good, but assumed it must have been built back in the Sixties in a factory somewhere. I found out that this car was the RMB Gentry, that it was still available and it could, supposedly, be built at home by your average DIY mechanic. I sent for details, and liked what I saw, but I thought I should check out some of the competition, so I wrote to Moss Motors in Sheffield.

Building a kit-car appealed to me for several reasons: **1.** I'd get the chance to take a Herald to bits and find out how they work; **2.** I could bolt the bits back together without worrying about the rusty body, not being a welder, and **3.** I'd end up with a car that was a bit different and might turn the odd head.

Although I slightly preferred the looks of the Gentry, I



plumped for the Moss Malvern because of its 2+2 body (so far I've not fitted the rear seat, but I use the rear deck for my brief case when commuting to the office, or for picnic paraphernalia at the weekend) and I got the impression that it would be easier and cheaper to build.

From my experience with the Moss and from what I've heard about Gentrys, I think it was probably right on the last point. Perhaps the relative "buildability" of various kits is something some of you have more knowledge about, let me know so I can pass on your opinions for the benefit of prospective kit builders.

Another aspect where the pooled experience of those who have done it already might be useful to those who haven't, is the build time. It is very difficult to get a realistic idea of





**Bromley 1987 Herald & Malvern**

this before you start; manufacturers' blurb, "A few weekends", to a man loaded down with concours awards, "Three and a half years mate!" There are obviously a lot of variables, so it is perhaps not surprising to see a large range of times. In my case, two pertinent dates are: 7th January 1984 collection of kit from Moss in Sheffield and 20th July 1984 car MOT'd.

Six and a half months seems pretty quick, but this isn't the full story, as I started to dismantle the donor Herald sometime in the Autumn of 1983, and it's not really finished yet! So, let's have a brief timetable from other builders and maybe we can work some sort of average build time for the different kits. My Moss was not intended to be a show car and since July 1984 it has been used constantly, covering 23,000 miles to date, that's about 6,500 miles per annum.

I have been very pleased with it, but there are one or two things I would have done differently and in the future I'll give you more details of the build and of the car that might be of some help in your kit-car project.

**Back to 2023...** I'm jumping forward now to another early piece, published in July 1988; following on from covering build time I moved onto that other important factor in home car building, cost. This is what I wrote:

*On the theme of the cost of building a kit car, I thought I'd give you a breakdown of the expenditure involved to build my own Moss*



Malvern. I make no apologies for pushing the build-cost point as it is probably the most important aspect of building a kit-car. Most of us have the necessary mechanical aptitude, a lot of us could find the necessary time (even if it is well spread out), but can we all find the funds, and do we know before we start how much we're going to need?

Before I started the build of my Malvern in 1983 I estimated I'd need £2,000 to get a road legal car; here is a list of the actual costs involved.

Some parts were bought new, some were new old stock and some second-hand.

If you think there are some items missing, this could be because I've forgotten to include them (in the list, not the car!) or I used the bits directly from the donor Herald with no reconditioning.

#### **1. PARTS FROM MOSS CARS:**

Basic kit	£1088
Hood and sidescreens	£202
Bumper mounts	£34
Seats, trim & carpet	£207

Wood dash & door cappings  
VAT

## SUB TOTAL

### 2. REST:

#### Donor 13/60 Herald

New short engine	£120
Side lights & indicators	£15
Bumpers	£20
Wiper arms & blades	£12
Fuel tank	£15
Steering wheel	£3
Seat bolts	£15
Welding on chassis	£45
Suspension bushes	£10
Hammerite paint	£10
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Disposal of Herald body	£12
Universal joints	£4
Engine oil & filter	£6
Mirrors	£6
Rear shock absorbers	£8
Wheels (Spitfire) & tyres	£110
SUBTOTAL	£776
GRAND TOTAL	£2555

£25  
£223  
£1779

**Back to 2023 again.** Thirty-five years on some of those prices look very low don't they. This is largely, of course, due to 35 years of inflation, but not entirely. I've always been a pretty astute buyer of car parts, attending autojumbles, and often buying parts ahead of needing them if the price was right. Also, back in the Eighties you could rock up to one of several car breaker's yards, find a Herald (often piled on one or two heavier cars) and unbolt the bits you need... happy days.



I'll comment on just one cost, the £20 I paid for the donor Herald. This was a 1969 Herald 13/60 Saloon. It was advertised in my local paper; it was described as an MOT failure and no price was mentioned. I left it for a week, phoned, and it was still available. When I got to the seller's house the car still had five days left on its MOT. I admit I was surprised when the lady seller accepted my initial offer of £20, she even threw in a Haynes manual. I drove it home. **Cushty!**

So, what of the future? I still love my three Heralds (I count the Moss as a Herald) and I've no immediate plans to stop writing. It has to be said that after 35 years and 373 articles, finding a fresh angle on Triumph kit cars and specials every month is a bit of a challenge.

All you out there can help me with this; if you have a Triumph-connected kit or special, or if you have had, or even if you see one out in the wild, tell me about it. Send me a photo or some photos, tell me its story, whether it's in 100 words or a 1000 words... share the joy.

*Trevor*

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# INTERNATIONAL LIAISON

JOHN LAY & JESS SMALE  
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## Isle of Man - Classic Car Destination

This month, we were delighted to hear from Andrew Kelsey on the Isle of Man.

Andrew is clearly very proud of his home and wrote to tell us about the island and to tell us some pretty compelling reasons why classic car enthusiasts should visit. Over to Andrew:

### **The Isle of Man is perfect for a Classic Car Holiday:**

The Isle of Man is small - only 32 miles long and 12 miles wide so it's easy to assume that it only requires the briefest of visits to experience everything it has to offer. There are two reasons why this will prove to be incorrect.

Firstly, as I hope to touch on, the Isle of Man has a fascinating history providing a unique cultural heritage, it has very varied natural features providing stunning scenery, good hospitality and all manner of "differences" that add to its unusual and rather quaint and charming character. For car enthusiasts, there is an unusual amount of focus on cars, motorcycles and basically anything that runs on wheels. For anyone thinking of visiting I would very strongly encourage you to go online and visit the excellent IoM Gov. web-site "[Visit Isle of Man](#)" There you'll find a well-produced brochure which you can download with beautiful illustrations to give you sug-



gestions of what to see and do during any season you visit. Oh - the second reason? Well, almost inevitably you will become



afflicted by something which affects Islanders and is very easily contracted by visitors. It's easy to spot the signs. The general pace of life appears to slow. Some liken it to stepping back in time about 30 to 40 years. So prevalent, the condition even has its own name, "Traa dy Liooar" - translated from the Manx, it means "Time enough" - generally a gentle incitement to take things easy. A bit like the Spanish 'Manyana' (but without that sense of urgency!)

Some things Manx:





The Isle of Man - or Mann as some prefer, is part of the British Isles, but not part of the UK. It is a self-governing Crown Dependency, with the oldest continuous parliament in the world, (Tynwald) passing its own laws and setting its own rates of taxation - an attraction in itself for some to come and live here.

Brexit has not been a furiously debated subject here as the Manx weren't allowed to vote (which was reasonable as we were never members of the EU).



We do have cats without tails. You won't see any foxes or snakes here because there aren't any, but you may see polecats and beware these crossing the road. **Yes, that really is a wallaby** - they do roam the north of the Island, after several escaped from the Wild Life Park many years ago.

Manx culture is rich in ancient myths, folklore and superstition. The sea god, Mananan (from where the Island derives its name) in ancient folklore is said to shroud the Island with "Mananan's cloak" of sea mist to hide and protect the Island

from hostile visitors.

Despite this, its history has been forged by a series of invaders over many centuries - the Norse, the Vikings, the Scots, Irish, Welsh, English (pretty much anyone with a boat, it would seem).

The resulting Manx Gaelic language, though now very rarely spoken apart from the occasional phrase, is derived from Celtic and Norse and is to be seen everywhere in ancient place names (like the

highest summit - Snaefell - which is Norse for 'Snow mountain')

New Islanders keen to name their house "in the Manx" have been known to using Thie, pronounced "tie" (meaning house) and Veg (Pronounced with a hard g - as in peg) meaning "little" or "small", only to be embarrassed to discover "Thie veg" is actually a term for "outside toilet"!

The Manx flag - the "Three legs of Man" is based on the very ancient triskele or sun wheel (also seen in other cultures, such as the flag of Sicily). In more recent centuries it has been seen as symbol of characteristic Manx indepen-



Sicily



Isle of Man

dence and resilience (some might say, stubbornness) - the Latin motto from the 1600s "Quocunque Jeceris Stabit" - loosely meaning "which ever way I am thrown, I stand"

Other Manx firsts - votes for women 1888, founding the National Lifeboat institution (by Sir William Hillary, lived Douglas), comprehensive secondary education, the world's longest electric tram system, the largest water wheel in





the world, the smallest car in the world (Peel P50 made in Peel), various authors and artists, cyclist Mark Cavendish.. And even the Bee Gees.

The scenery is spectacular with dramatic rocky cliffs to the south and long sandy beaches further north- in all a 100 miles of coast to explore.

Centrally there is a hill region with hill walks, an



ancient castle on St Patrick's Isle at Peel on the west coast, a flat northern plain with the town of Ramsey - said to have been built up with the smuggling trade in the 18th and early 19th century and tourism later in the 19th and 20th.

The TT Road Racing and Links Fahren Bitte!

In complete contrast to this picturesque tranquility, the Island has another title: "The Road Racing Capital of the World" - there are different events but for many this can mean just one thing - the "TT" the Tourist Trophy Races.

For two weeks in summer, since 1907, during the last week in May and the first week of June, 40,000 visitors, many on motorbikes, arrive from all over the world to celebrate what is the most exciting, and certainly the most dangerous, mo-

torcycle race on earth.

More police are on duty, some drafted in from the UK and sometimes even from Germany. Extra road signs appear such as " Links Fahren Bitte!" reminding our visitors that it is our custom, and a lot less frightening for everyone, to stay on the left side of the road.

The TT riders reach speeds of 200 mph in places, so standing close to the action anywhere on the 38 mile course during a race is an exciting, even hair-raising experience. Outside towns and villages, there is no national speed limit, and during TT fortnight the mountain road is made one-way. This opportunity to "open up" their machines is fully exploited by TT fans, emulating their racing TT heroes.

A place to tour with your classic car:

After the manic fever of the TT, the scream of racing motorcycles and the wail of emergency vehicle sirens cease, and the roads become a bit more relaxed again and more suited for the type of car and the type of driver who runs a classic car. Outside Douglas the roads are quiet and provide over 600 miles of very varied touring routes - the " Visit Isle of Man' website has an illustrated list of routes with stopping places to view and places to eat.

The Island has a long motoring history going back to 1904 when the Gordon Bennett motor-ing trials started here because of draconian speed restrictions at that time in England.

Perhaps history plays a part, but Islanders are perhaps more accepting of the presence of older cars and motorcycles on their roads and quite a number are car and motorcycle enthusiasts themselves.

### Interesting places for the Classic car enthusiast:

Visitors are often surprised by the number of motorcycle and car museums such as the Manx Motor Museum and the Transport museum, both at ex RAF Jurby, another in Peel and col-



lections in addition to the splendid Manx Museum in Douglas as well as fully working "Victoriana" in the form of steam railways (3) electric railways (2)

Andrew flags two events that should be of particular interest to TSSC Members - **the Manx Motor Racing Club's Manx Classic Hill Climbs - held in April in 2023 - and the Isle of Man Festival of Motoring - held in September.**

We've taken a look at both 2022 events and spotted a Spitfire and a couple of TRs on the [manxmotorracing.com](http://manxmotorracing.com) site and a couple of Stags on the [iomfm.com](http://iomfm.com) site. It's also worth looking at both sites, simply to enjoy the terrific number and variety of cars involved.

It looks as though Triumphs are underrepresented, so if you'd like to put that right, we see that the Isle of Man Festival offer inclusive packages of travel, hotel and exclusive closed circuit runs on the mountain, on the "sloc" hill climb and a track day at Jurby circuit - and there's still time to book for that.

Back to Andrew: **Milntown House:**

*I am a volunteer mechanic at a small collection of rare old cars and motorcycles at Milntown House, which is a charitable Trust with house, gardens, restaurant and apartments open to the public.*



Although we sometimes get diverted into restoring other things - like a cannon - we mainly work with 4 very rare cars - a 1900 New Orleans, a Parisian Delage from 1910, 2 ABC Cars from



1921 and 1924 and some rare motorcycles including the only Vauxhall motorcycle in existence (1922) and the 1923 sidecar winner which has a tilting chassis for fast cornering.

My fellow volunteer, Huw has a nice white Stag which he has converted to petrol injection and



brought to the house last month and I have a Mk IV Spitfire which is being very gradually rebuilt - but nearing completion - Traa dy liooar again ...

Our aim is to keep the vehicles in running order rather than have them as pristine but lifeless exhibits. So, why not come and have a tour of the Island - and if you visit Milntown for tea and cakes and a walk around the garden on a Wednesday afternoon between 2-5pm, do come to the garage and say you're a TSSC member and we will let you have a privileged, much closer look at all the machines and, weather permitting we might start one up!

*Andrew has asked us to give special thanks to Yvette Hollows of Visit Isle of Man ([visitisleofman.com](http://visitisleofman.com)) and to Festival of Motoring ([iomfm.com](http://iomfm.com)) for information and for permission to use some of their photographs.*

**On a slight tangent**

As Andrew points out in his report, the flags of the two islands of the Isle of Man and of Sicily are closely related. That prompts us to report that we've had contact with a new member in Sicily who is pulling together some material we're sure you'll enjoy and that we'll be featuring later this year - with a focus on motor sport, classic cars and Triumphs. Watch this space!

We hope you'll forgive us for closing this month

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P 5/13



As well as their Triumphs, your International Liaison Secretaries have an interest in an AC Royal, that brings together Onchan Motors and Manx plates, as it was originally supplied by Onchan Motors. Here she is, somewhere on the island in the 1920s (we'd love to know where) and then taking part in the 2022 Pre War Prescott. Those with good eyesight, or a magnifying glass, will spot that she retained much of her original registration number in the move.

We'll close with a big thank you to Andrew Kelsey for his beautifully written report and an appeal to any of our International members to drop us a line at [international-liaison@tssc.org.uk](mailto:international-liaison@tssc.org.uk) with anything from a couple of pictures to a comprehensive report.

*Jess & John*





*"We've got to say, this was was the best car event we have ever been on!"*

*"We had high hopes for this trip but the experience was beyond our wildest dreams. Brilliantly organised, beautiful weather, stunning scenery, friendly participants and locals, what more could we ask for?"*

*On top of that, the opportunity to do something that many would envy a few get to do and live to tell the tale, driving the Sloc and Snaefell mountains on the wrong side of the road!"*



# ISLE OF MAN

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TR 4/4A/5/250/6

BERNARD LITTLEWOOD [tr4-tr6@tssc.org.uk](mailto:tr4-tr6@tssc.org.uk)

## Presidents Run 2023

The first run of the year for S.Wales TSSC, organised by our new AO Meg, a great turnout of 8 Classic cars (including a rare Triumph Corsair) plus 2 moderns (cars undergoing repairs/maintenance) for the Presidents run to Mumbles Pier for a walk and a great breakfast in the Pier Café.



**Fresh paint!**

My freshly painted TR was Conifer Green when I left home and completely white (covered in salt) when I returned from the 120 mile round trip, M4 outward bound and a great run through the snow capped mountains back home in time to watch THE ARSENAL beat man. u.

Some will cringe at us using our cars in these



**Meeting at J.33**

conditions, but who knows when legislation will deny us the use of our cars and the reaction from



**Parked at the "Mumbles"**

the public can only add strength to counter the "get the old cars off the road" brigade, well done Meg and all those who were able to support the run!

*The salt and the grit, made this run a hit!*

### KALIB'S CAR "WHEELY" DID HAVE A PROBLEM

On our return journey from the TSSC/TR/MG show at Malvern (shows how old this article is), Andrew (who was driving behind) reported that Kalibs' newly acquired classic had a "wobbly" rear O/S wheel.



**Checking Brake drum Run out**



Kalib, at the time, was new to the Classic car scene and was very keen not only to learn, but to ensure that his 2 classic cars were kept in as good a condition as possible and more importantly, as safe as possible, so after he had established that it wasn't just a loose wheel, he brought it over to my unit the next day to use my car lift and find out the cause. Now the car in question is a Herald, but the next 2 paragraphs are applicable to a TR (so relevant to these few pages).

We raised the car on my lift then raised the rear wheels off the lift. Using a pointer held against the rim of the wheel, it was spun and there was about 6mm of throw, which was obviously more by the time the extra diameter of the tyre was accounted for. In case it was the wheel at fault we bolted another wheel to the hub and checked the throw.

It was just the same proving that the wheel was not the problem.

I cleaned up the surface of the brake drum and using a Dial Test Indicator (clock gauge or DTI) to check the throw I found that there was over 0.040" (around 1mm) throw on that smaller diameter. The brake drum was removed and the hub inspected. There were raised areas around the flange of the hub where it had probably been hit with a hammer or similar in the past, so hoping that this was causing the issue by not

pected because of the throw of the hub flange, not enough. Up until this point the same checks can be carried out on a TR.

Using a wire brush the driveshaft just behind the link was cleaned up and the DTI placed on the shaft. When the shaft was turned there was a throw of around 0.025"! The driveshaft showed no sign of damage and I don't know how the wheel bearing had managed to survive if the driveshaft was the original item and the state of the driveshaft flange to differential flange indicated that the shaft had been in place for many years and miles, but the only action was to replace the driveshaft along with the UJ, wheel bearing, trunnion bushes and while we were at it, the radius arm and road spring bushes.

***With this completed, Kalib's Herald had 4 road wheels running true.***



## **Bargain TR6**

### **DAVID & PAM WALKER'S TR6 ADVENTURE PART 2**

A continuation from last month which ended with them actually acquiring a TR6 and in their own words.....

*The TR6 engine started and ran well as she had been recently fitted with a Bosch fuel pump but she needed the four wings removing and the new ones fitting plus the passenger door skin was badly corroded so it would be quicker and easier to fit the used door I bought with the car. My friend Roger helped me to drive the car up ramps either side of the pit that is in the storage shed. I jacked the backend up onto blocks so that I could get under more easily. I spent many hours under the car removing the old under seal to check the condition of the chassis. I was pleasantly surprised*



### **Checking Drive shaft**

allowing the drum and wheel to sit square, the raised areas were filed flat. With the DTI on the flange the shaft was rotated and there was a run out of about 0.033", so the marks on the flange had not been the entire problem. The drum was replaced and the throw rechecked. There was a slight improvement, but, as ex-





### Too much for David to Fix

to find it all very solid with original black shiny paint underneath, the floors and inner sills were also solid. Meanwhile I obtained a heritage certificate which confirmed that she left the factory in April 1969 painted mimosa yellow with extras, a fitted heater and radial tyres. A very early car so really worth trying to save. I also contacted the DVLA and for the bargain sum of £5 they sent me a list of the previous owners, all of whom I sent letters asking for any history of the car, for instance I wanted to know who decided to have her sprayed Pimento red and indeed, why?

I received a phone call from a kind lady who still lived at one of the addresses. She remembered her son owned the car long ago but he moved to Dubai. She would let him know of my interest in the cars history when they next spoke. I eventually received an email from him saying that when he bought the car she was Pimento red and he loved driving her but sold her when he moved abroad.

He would however be interested in my progress and photos of the restoration.

The chassis was in "as new" condition so I turned my attention to removing the wings prior to their replacement. The problems came to light when I unbolted them and realised that the flange they were screwed to was almost none existent, although the rest of the inner wings were solid and well painted. I know there is a seal between so they would not lift off without that being removed and any force would bring the flange off with them. This applied to both

front and rear wings, so it would require some tricky welding in an awkward spot, well beyond my capabilities. This was becoming too big a project for me. As I sat in the pit during the Christmas break trying to, unsuccessfully, remove the front bumper I decided to let someone else, more capable, have a go at her restoration.

This was where the Courier came in handy. An advert with photo showing her "warts and all", stating that restoration work would be needed, was submitted in January. The March edition of The Courier had just been delivered when I had a phone call enquiring about the TR6! They lived locally and wanted to come to see her as soon as possible. The first week in March, a good response. He turned up on time at my storage shed, mentioned that he already had a TR6 in show condition and was looking for another project. After having a good look around and hear-



ing the engine run, he made an offer but his idea of value was not enough for me so he left his phone number in case I changed my mind.

Two more phone calls were received, one from London and one from Malta. After emailing photos and more history, both decided there was too much work to be done so were not interested. Yorkshire Triumphs rang to say they would like to have a look, but after a good look over her they came to the same conclusion on value as the first buyer. So, I now had a good idea of her true value, I was asking too much. I decided I would keep the car and maybe get some help with the restoration. A month later the first customer texted to ask my lowest price.

After some thought I pitched it half way between his offer and my lowest realistic price and a deal was struck.

**Is this the end of David & Pam's TR6 adventure? Find out next Month**

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# ....Found!

Following on from last month's piece about the racing Spitfires I was very pleased to receive an email from Nick Amey about one of the featured cars, just before I sat down to write this.

*"Just received this month's Courier and thought the photos might be of interest.*

*I bought Richard Lloyd's 1147cc Spitfire after he had written it off at Mugello in 1969. Peter Cox rebuilt the car in Coventry. I raced it in Mod Sports in 1970 and also took it to Mugello in 1970.*

*The car had a metal bulkhead and floor. Just about every else apart from the chassis was fibre glass. One piece rear hard top, boot and wings with integral fuel tank. Ex Le Mans engine. 7½ inch minilites.*

*Richard went on to race Porsches at Le Mans and sadly*



*got killed jetting out of Farnborough when one of the engines ingested a flock of birds. Chris Marshall is still going and I talked to him just the other day."*

Nick said that having bought the Spitfire, once it was rebuilt he went through the process of getting his racing licence and took part in events at various



UK circuits and getting first a National then an International racing license. In July 1970 he towed the Spitfire to Italy behind his Triumph 2000 for the Mugello Rally, with 40 mile laps on closed roads. *"On the last lap, no 4 I think, I ran out of petrol and a very nice Italian lady persuaded her boyfriend to syphon some and pour it into my tank.*

*They bump started me and so I finished, 5th in class and one lap down."*

Nick is also *"currently rebuilding a mk3 as a*







*track day car for my son!"*  
so I hope to hear about that project sometime



stepping on Colin's toes it being based on an early Herald. Oddly enough, no matter



Guy always keeps an eye out on Facebook for items I might like and not so long ago found this car 'trailer'. Definitely Triumph themed and apologies for perhaps



how many of these I find Guy still hasn't been tempted to produce a Spitfire or Bond trailer himself.

*Suzie*



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

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# TR7-8

## ALL MODELS

PAUL LEWIS [tr7-8@tssc.org.uk](mailto:tr7-8@tssc.org.uk)

# Rear Axle 4 Speed Strip

It has been nearly a year since I did any meaningful work on the Birtwistle TR7. It has been hiding away awaiting the body work to be sorted.

This year I am making a conscious effort to move the project forward.

Whilst the body work is being completed, although very slowly, I thought I would start the process of restoring/refurbishing the parts ready for that day when I can bolt the car all back together.

One of the tasks is to overhaul the rear  $\frac{3}{4}$  floating 4 speed rear axle. I am very lucky as I had managed to acquire three in total and the plan now is to recondition them all and sell the two I don't need.

So, this weekend I had set up a production line in the garage and started the strip.

First, the handbrake cables were removed along with the brake shoes and also, the brake piping. 1.



The next task is to drain the oil, 2, then starting at one side you need to remove the four nuts that hold on the bearing housing and back plate of the half shaft. Once the nuts and washers are removed re-attach the brake drum,



but the opposite way round. 3

Take a nylon hammer or normal hammer and a block of wood and tap the brake drum away from the axle whilst turning. The bearing and half shaft





4.

will come out as one. 4



5.

Repeat on the opposite side. With both half shafts removed remove the nuts and washers holding the differential to the casing. 5



6.

Using the nylon hammer again tap the differential until you can easily remove by hand. 6



7.

The axle casing then is ready for the shot blasters and either powder coated or can be painted. 7



8.

This was quite a satisfying job, whilst the axle casing is away the differentials will be hopefully checked over and the bearings on the half shafts along with the seals renewed. 8

Hopefully I will update you as this refurbishment continues.

Paul



# STAG

Ben Carney [stag@tssc.org.uk](mailto:stag@tssc.org.uk)

## For your Curiosity.....

Thank you to those who contacted me about the article from many months ago, about the first Stag Brochure and the requests for more information about brochures and publications.

Well, I have been working my way through the Club archive, especially any Stag material. This is not a comprehensive list of published booklets, but what is currently within the Club archive, but more importantly, what can be found on the late Andy Simons brilliant Stag Resource website 'Stagbytriumph.co.uk'. Andy produced his comprehensive website that covers 'all things Stag', which he stated was available to share. So again, a further big thanks to Andy for his hard work, and Andy's wife Glynis for allowing this information to be available for everyone's enjoyment.

So, back to the contents of the Club archive. Here is a list of the publications that we have, the list is not comprehensive and there are a few gaps as you can detect from the date gaps in certain publications. The publication ID numbers are given with each publication for the majority of documents, but a few do not show an ID number.

Anyway here we go:-

### The Press Pack



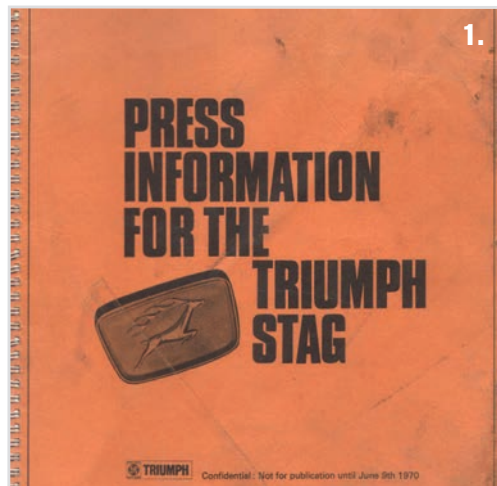
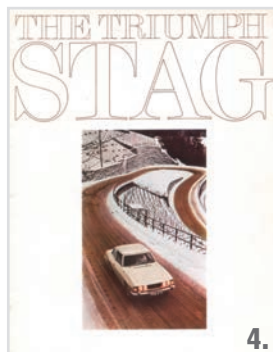
The original press details about the Stag. (Picture 1) With the Press Pack were a number of photo, here is an early photo of LD1, (Picture



2), plus a later photo of an N reg car. (Picture 3)

### UK Stag Brochures

There were three main issues on the Brochure, with the details of the luxury of the Stag, with

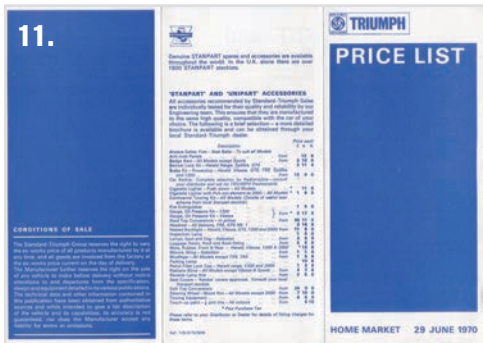






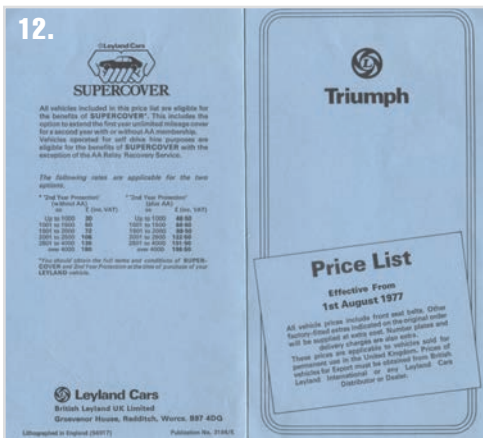
## UK Price Lists

As you can see from the long list of the following Price List publications, the prices of Triumph Cars changed on a regular basis. The following documents cover the entire Triumph range;



### 29 June 1970 126/6/70/50M (Picture 11)

4 October 1970 126/10/70/100M  
27 October 1970 12/10/70/100M  
11 January 1971 126/1/71/100M  
3 May 1971 126/1/71/100M  
15 July 1971 126/7/71/50M  
26 August 1971 126/8/71/50M  
6 January 1972 469/1271/UK  
10 January 1972 469/172/UK  
22 March 1971 469/372/UK  
24 April 1972 469/472/UK  
7 August 1972 469/772/UK  
1 April 1973 T955/Eng./473  
19 June 1973 T955/Eng./673  
13 August 1973 T955/Eng./873  
9 October 1973 T955/Eng./10/73  
15 February 1974 T955/2.74  
3 June 1974 T955/6.74



29 July 1974 T955/7.74  
16 September 1974 T955/9.74  
16 December 1974 T955/1.75  
17 March 1975 T955/3.75  
8 April 1975 T955/4.75  
20 May 1975 T955/5.75  
16 June 1975 T955/6.75  
6 October 1975 T955/10.75  
19 May 1976 3194/C  
26 July 1976 3194/D  
8 November 1976 3194/G  
7 February 1977 3194/H

### 1 August 1977 3194/K (Picture 12)

#### UK Accessory Price List

Only a few accessory lists are in the archive.  
October 1971 25/31 (40068) 10/71-50M  
January 1972 25/31 (41925) 1/72-50M

#### UK Stag Parts Catalogues

The main stay of Stag restoration for myself and others was the Parts Catalogues. Personally used for knowing what to ask for when sourcing parts from current suppliers.  
May 1973 519579/A



### April 1974 519579/B (Picture 13)

October 1976 519579/C  
April 1978 519579/D

#### UK TRIUMPH RANGE BROCHURES

This range of publications serves that entire Triumph range. Here is a selection of pictures covering the Stag. The luxury theme can be seen to be followed thorough out the years of promot-

January 1972 25/31 (41925) 1/72-50M

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May 1973 519579/A

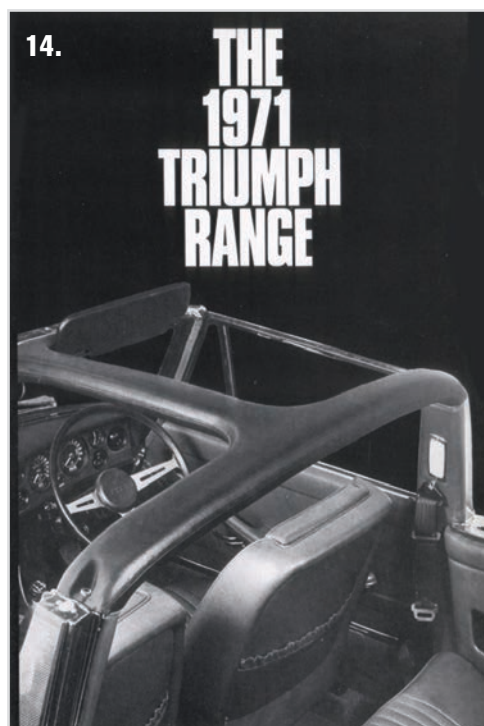
April 1974 519579/B

October 1976 519579/C

April 1978 519579/D

## UK TRIUMPH RANGE BROCHURES

This range of publications serves that entire Triumph range. Here is a selection of pictures covering the Stag. The luxury theme can be seen to be followed thorough out the years of promoting the Stag.



**1971 - 451/1070/ENG (Picture 14)**

1971 - 452/1072/ENG

1972 - 467/971/ENG

1973 - T929/3.73/ENG

1974 - T1001

**1974 - T929/6.74 (Picture 15)**

**1975 - T1127/10.74 (Picture 16)**

1976 - T1209/10.75

## 15. Stag Sports car handling with saloon car comfort

Finally, all there are on the market, for in a crowded London Street, the Triumph Stag with its classic sporting lines and unique 1400cc V8 engine is one of today's most handsome and distinctive motor cars. All round independent suspension ensures an even ride and precise steering gives the driver complete control over the car. The 1400cc V8 engine is the Stag's fine measurability, making it an ideal car for negotiating town, city streets. Back on the open road, a 112 gallon petrol tank and large 8 on 8, four power-aided cornering when turning. Created especially for the Stag, the magnificent 2007 cc V8 engine completely lives up to its

the most elegant while the side windows can be electrically raised or lowered at the gentle touch of a switch. With a welded rear frame, thick carpeting, locking glove box, heated car windows in hard top version, electric clock with alarm, alarm clock, an adjustable locking steering column, three air conditioning fans, electrically operated column shafts controlling two-speed wipers, power windows, headlight flasher, six wiper and horn, and not forgetting large set into the aluminium which right up when the door is opened—we've taken care of all the details to make certain you'll be having in the grand manner.



This is the Grand Touring car that has beaten the continentals at their own game. All over Europe—all over the world—motoring devices have set their sights (and their hearts) on a Stag. Which is great for Britain. It's a little frustrating for British Stag hunters. Certainly, this is a car that's well worth waiting for. Utterly sophisticated in every styling detail, it combines the comfort and luxury of a prestige saloon with the thrust and vivacity of a true sports car. Available as a soft top or hard top plus soft top, it boasts a potent 3 litre, V8 engine, fed by twin Stromberg and capable of launching you from 0 to 50 in a slick seven seconds. Yet, inside, there is no suggestion of sports car spartanism. Instead, luxury abounds. From you-shaped front seats that recline fully, to electrically operated windows. From thickly moulded carpeting, to a definitive heating and ventilating system. From aircraft-type, quick-scan instruments, displayed on a non-glass walnut fascia, to a distinctive and generously upholstered roll-over bar.

Stag 16.



**1976 - 26/14 (91174) 6/76-80m (Picture 17) Overpage.**

I hope this article has been useful to anyone in-

terested in the publications issued by Triumph

17.

## Stag

This is the Grand Touring car that has beaten the Continentals at their own game. Utterly sophisticated in every styling detail, it combines the comfort and luxury of a prestige saloon with the thrust and vivacity of a true sports car. Available as a soft top or hard top plus soft top, it boasts a potent 5 litre, V8 engine, fuel by twin Stromberg and capable of launching you from 0 to 50 in a tick seven seconds. Yet inside there is no suggestion of sports car spartanism. Instead, luxury abounds. From your-shaped front seats that recline fully, to electrically operated, tinted windows. From thick-carpeted carpeting to a definitive heating and ventilation system. From precise, quick-voice instruments, displayed on a magnificent walnut fascia, to a distinctive and generously upholstered salooner hat.



(ok, BL etc). Most can be found in electronic format on **Andy Simons's** brilliant website '[www.StagbyTriumph.co.uk](http://www.StagbyTriumph.co.uk)'. It is hoped to make originals available for viewing in the Club archive at HQ, at some time in the future.

To fill the gaps in the archive the Club is always happy to accept donations to enhance the collection. So, any unwanted publications can be forwarded to Bernard at HQ.

That's all for this month.

**Keep those V8's purring!**

Ben



## Factory Technical Information

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e-mail. [clubshop@tssc.org.uk](mailto:clubshop@tssc.org.uk)

## Workshop Manuals

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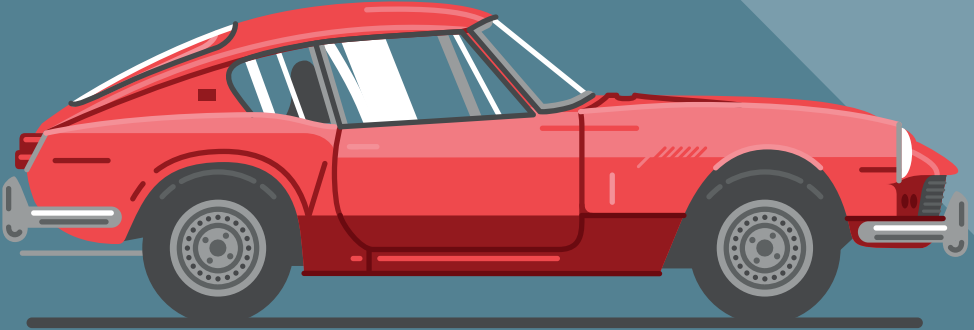
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# BOND EQUIPE

GUY SINGLETON [guy@bondequipe.org](mailto:guy@bondequipe.org)

## A Sting in the Tale?

Well this month I thought I might do something a bit different – another Triumph Based – and in this case unique car, with tangential or apocryphal links to Equipes.

I had found the links on Facebook, so apologies to those who have already seen it.

I will start with **Bob Buckby's** Facebook post – <https://www.rapport-forte.com/timeline/scorpion-sovereign-616m-616ms-620m/>



car can be stolen and not found by the police twice – as Chris states in his letter, he was the person to find the car the first time, but unfortunately it has not been found following the second theft – unless of course you know better!

This was followed by Bob supplying a copy of a letter he had received from the designer **Chris Humberstone**, it is a real shame that the car has been lost, and almost unbelievable that a unique



Dear Robert

Thank you for your letter which has only just arrived. I cannot claim to have designed the Equipe 2 litre, but I don't think Peter Jackson did either. I believe that Specialised Mouldings made the "plug" and the moulds for Bond.

I was responsible in 1964 (I think it was) for a car called the Scorpion.

This was based upon a 1600 cc Vitesse chassis. Later, a 2 litre engine was fitted and tried with a Derrington triple carb set-up.

I met Triumph with a view to putting the Scorpion into production.

I believe it was a man called Arthur Medlock at Triumph who introduced me to Tom Gattrix of Bond Cars at Preston. Arthur felt that they had better production facilities than I had (which was true) and that it would be better for Bond to buy my design.

I travelled to Preston and met Gattrix and discussed this possibility. Later he advised me that he had no interest in my design or concept. I was pretty disappointed when the 2-litre was announced. I think it was an improvement over my first prototype, but the similarities were obvious. Later, I met Trevor Fiore who later became head of Citroen Design. He told me that he had been engaged by Bond to design the Equipe. He suggested that the brief for the front incorporated much of my Scorpion design, but he felt that the fastback was more exciting. I think he was right, although I had selected the "notchback" as a base for a "family" of designs to include a convertible, a sports estate (like GTE) and I even flirted with the idea of a 4 door sports saloon.

Mark Twite of Motoring News did a reason-

## Quinstone

Development and Design Consultants

1 December 1990

Robert Buckby Esq  
8 Brenham Mill, Clifford Park,  
Milton Keynes, Bucks MK14 5QP

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Mike Twite of Motoring News did a reasonable road test of the Scorpion and I think it even appeared on their front cover. Newspapers such as the Telegraph also featured the design.

I spent a lot of time re-working the rear suspension eventually incorporating a double wishbone set-up.

I sold the car to a dealer who shortly after had it stolen. It was later used in a Jewelry shop raid in Southampton and then disappeared. Many years later I spotted the car on the south coast and left a note for the owner. Later he contacted me and I bought it back, only to have it stolen again! By this time it had changed from white to red and my reg.no CJH 507 had gone with it. What I could never understand is why thieves would use a unique car. The Police agreed but they said the only description they had was a "white" car until later on, the reg.no was supplied.

I enclose a slide picture, but I must ask that you return this as soon as possible. Perhaps the Motoring News picture library may be able to help.

A final note. I think Fiore took Bond to court over his design fees, but the company had a number of problems and closed down.

I hope this is of interest and look forward to hearing from you again.

Best regards

F.S I know MN had the car during the RAC rally - 1966 or 67 I expect.  
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Guy



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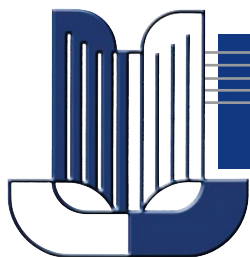


January 2022

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## Readers Write

e-mail: [courier@tssc.org.uk](mailto:courier@tssc.org.uk)

# A request by the 'Automobile'

## The Automobile's Back On The Road series

### To whom it may concern,

I contribute a monthly series to The Automobile magazine entitled Back On The Road, about cars which have recently been restored. I am currently gathering material for 2023 and would like to invite members of the Triumph Sports Six Club who have recently completed a restoration to submit their cars for consideration.

As a rule of thumb, The Automobile's cut-off date is 1960, but there is scope for flexibility. ***We would, for example, be glad to feature a well-restored early 1960s Herald or Spitfire.***

Anything we feature must have been photographically documented, with some 'before' and 'during' photos. We have no need for hundreds of pictures, but 10 or 12 showing the restoration at various stages would be useful.

As I must travel to see the car, all submissions must be in Britain, unless the owner is able to supply their own professional-quality photographs. There is no arbitrary rule, but we would prefer to feature cars which have been recently completed, e.g. within the space of the last 12 months.

Lastly, I would just stress that I am only able to feature 12 cars per

year, so as appreciative as I am for all submissions, I may not be able to feature everything that comes my way.

I look forward to hearing about some interesting projects in the course of time.

Yours faithfully,

**Zack Stiling**

email: [zack.stiling@theautomobile.co.uk](mailto:zack.stiling@theautomobile.co.uk)

## Our Small Cars



**Small Cars?**

**Hi Bernard,**

I've just been perusing my November Courier and spotted a picture in the report from the East Sussex Area Rep showing how small our Classics are compared to modern day vehicles, so I thought I'd send a picture of my little motor that I took earlier in the year in a similar position, and I wondered how many other members might have taken similar pics?

Thanks for a Great Club Magazine.

Best regards,

**Les Green.**

Aldershot, Hants.

## Amphicars

**Hi Bernard,**

Catching up on my Couriers and just read Jeff Baker's letter about the one in the Daily Mail which reminded me that some time in the '60s I saw an advert, presumably in Exchange & Mart, for an Amphicar for sale in London and had vague thoughts about buying it, so I went to see it and the owner took me for a spin down to the Thames - unfortunately I can't



remember any details of whereabouts - we had a pleasant sail(?) along the river but when we tried to climb the wooden ramp to get out of the water, as both that and the tyres were wet, we couldn't get any traction and had to be hauled up by people who were watching and this rather put me off the idea of having one!

Cheers,

Peter Hennell

## DVLA Delays!

**Hi Bernard,**

In response to your article regarding DVLA delays with V5C documents - on 21st August 2022 I purchased my 1967 Triumph Spitfire **RPX 75\*\*** and on the same day sent the change of ownership documentation to DVLA.

*Tried telephone reminder - waste of time.*

*17th October 2022 written reminder sent to DVLA -*

*No response.*

*7th December 2022 tried web-chat, virtual assistant*

*- waste of time.*

*7th December 2022 written reminder sent to DVLA -*

*No response.*

*11th January 2023 written reminder sent to DVLA -*

*No response*

**5th February 2023 emailed  
reminder/complaint to  
DVLA -  
Fingers crossed!!!**

Thankfully I taxed the vehicle (historic car) before I sent documentation to DVLA so hoping for new ownership V5C before vehicle needs re- taxing!

I suppose I'm one of many in this situation.

Kind regards

**Chris Ogden**

TSSC Membership No. 7294

**PS:** thanks for a great publication - perusing the values of the vehicles makes me think how rich I'd be if I'd kept some of the 103 vehicles I've owned over the years (I'm 73 yrs old & still a petrol head!!)



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**CONVERTIBLE Mk2.** Body professionally restored 2021, Overdrive, in good order, MOT to July 2023, 45400 miles, garaged. £15,000 ono. **Roger Dann (Sussex) 07900 643019.**

Spitfire



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TR7

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**13/60 DIFFERENTIAL.** Good clean Condition. Ready to install. Out of 1970 Car. £125. George (Ross-on-Wye) 01989 762429.

**TR4A CYLINDER HEAD.** Will need skimming and Valve Guides etc. £250. Graham Charles (Leicester) 01162 312531.

**STAG MK2** Rechromed Petrol Filler Cap assembly with new rubber seal.

Minus lock device and retaining pins. £70. Paul Griffies (Merseyside) 0151 342 2182.

**GT6 OR TR6 CRANKSHAFT,** New, unused GT6 or TR6 Crankshaft, standard. Original part in factory wax and box. Part no 308034. £185 or nearest best offer. John Frank (N. Lincolnshire) 01652 633486.

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**Peter James**  
0330 124 9539  
[www.peterjamesinsurance.co.uk](http://www.peterjamesinsurance.co.uk)

**Classiline Insurance**  
01455 639 000  
[www.classilineinsurance.co.uk](http://www.classilineinsurance.co.uk)

## Parts Wanted

**GT6 WHEELS WANTED.** GT6 Mk3 5.5J standard pattern oval hole steel road wheels. Usable condition but don't have to be immaculate. Happy to travel or courier, cash waiting. Owen Sparrow 07973 416839.

**VITESSE PETROL TANK.** Seeking a petrol tank for my Mk 1 Vitesse. new or used. Will consider any condition. Jonathan Saunders (Seaford, East Sussex.) 07910 173685.

**MKIV SPITFIRE BOOT LID WANTED.** Spitfire Mk4 boot lid, either steel or fibreglass. Would be amazing if pimento red, but happy with any colour if good condition. John Riley (East Sussex) 07771 985745.

**13/60 CHROME TRIM WANTED.** Looking for chrome trim to drivers side rear corner moulding. Part number 609758 Martin Thompson (Matlock) 07970 790928.

## Triumph Trade Services

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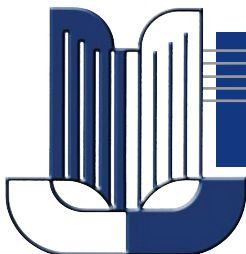
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# TSSC OFFICERS

## Triumph Sports Six Club

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

**HERALD 948/1200/1250**

**TBC,**

**HERALD 13/60**

**Darren Groves**, Moorside Cottage, Ashwater, Beaworthy, Devon. EX21 5DD  
Tel: 07806 351499 e-mail: [herald1360@tssc.org.uk](mailto: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](mailto: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](mailto: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](mailto:vitesse@tssc.org.uk)

**GT6 MkI/II/III**

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

**BOND**

**Guy Singleton**, 31, Cadley, Marlborough, Wiltshire. SN8 4NE.  
Tel: 01672 514241 e-mail: [guy@bondequipe.org](mailto:guy@bondequipe.org)

**SPECIALS**

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

**BIG SALOONS**

**Dave Harvey** e-mail: [bigsaloon@tssc.org.uk](mailto:bigsaloon@tssc.org.uk)  
Melrose, Snelsmoor Lane, Chellaston, Derby. DE73 6TQ Tel: 07540 167534.

**TOLEDO/DOLOMITE 1300/1500**

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

**TR 4/4A/5/250/6**

**Bernard Littlewood**, 92 Lascelles Drive, Pontprennau, Cardiff. CF23 8NQ.  
Tel: 02920 315260 e-mail: [tr4-tr6@tssc.org.uk](mailto: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](mailto:tr7-8@tssc.org.uk)

**TRIUMPH ACCLAIM**

**Julian Rowell**, 6 Stainmore Grove, Bingham, Nottingham, Notts. NG13 8SF.  
e-mail: [acclaim@tssc.org.uk](mailto:acclaim@tssc.org.uk)

**STAG**

**Ben Carney**, 28 Forshaw's Lane, Burtonwood, Warrington Cheshire. WA5 4ES.  
Tel: 07875 944541 e-mail: [stag@tssc.org.uk](mailto:stag@tssc.org.uk)

**TSSC TRIUMPH ARCHIVE**

**Ben Carney**, 28 Forshaw's Lane, Burtonwood, Warrington Cheshire. WA5 4ES.  
Tel: 07875 944541 e-mail: [archive@tssc.org.uk](mailto:archive@tssc.org.uk)

**AMPHICAR**

**David Chapman**, Tel: 01684 592985 e-mail: [amphicar@tssc.org.uk](mailto:amphicar@tssc.org.uk)

**INTERNATIONAL LIAISON SECRETARIES**

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

**YOUNG MEMBERS CO-ORDINATOR**

**Alyson Robertson**, 48 Main Street, Carnwath, South Lanarkshire, ML11 8JZ.  
e-mail: [youngmembers@tssc.org.uk](mailto:youngmembers@tssc.org.uk)

**TRIUMPH/MG 100 2023**

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

**AREA LIAISON OFFICERS**

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

**PUBLIC RELATIONS OFFICER**

**Vicky Dredge**, Kingcott Farm, Alcester Road, Flyford Flavell, WR7 4DF.  
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March 2023

# AREA NEWS

## AREA Directory • News • Events

To celebrate 100 years of the Triumph marque in 2023 a number of TSSC Areas are collaborating to organise a run around their areas giving all members a chance to participate.

**TSSC Essex Area** are having their run over two days (22nd & 23rd) giving the option of doing just one or both days. Those taking part will be asked to take photos of points of interest marked on a tulip route.



**TSSC Devon Area** will be doing their **3rd Tour of Devon** with three start points split into eight stages and ending at a central finishing point. Participants can do as much or as little as they like.



**TSSC North East** will be visiting all the regional post codes areas making a run of around 180 miles.

**TSSC Norfolk Area** have a 200 mile run around the Norfolk border planned, split into four sections. Join in for the whole challenge or at any of the four meet up points.



**TSSC Scotland** are organising two runs starting from Glasgow and Edinburgh and ending up at the English border.

**TSSC Shropshire** are aiming to arrange two groups going around in opposite directions coming together at the end.

...and areas still in the planning stages include **TSSC Worcester, Cambridge, Gloucester, Notts, Avon, Surrey, Thames and North Staffs**

These runs are being organised by the members for the members. If your Area isn't listed why not suggest they do it and offer some assistance if need be.

This will be a great chance for TSSC members to join in with what could be the biggest classic car run ever!

**Put the date in your diary - Sunday July 23rd 2023**



**Date: July 23rd 2023 Venue: Your Local Area**





# AREA DIRECTORY

## AREA MEETINGS Check with AO!

### SCOTTISH AREAS

#### SCOT CENTRAL

**Dave Fray:** 07557 659311

Harvester, Hillington Ind est. - GLASGOW. G52 4DR. **West Coast**

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

**Danny Stroud:** 07823 539047

Various - Contact AO

1ST THURS. 7.30PM

2ND MON 7.30

LAST THURS. EVES.

#### SCOT N. EAST

### NORTHERN AREAS

#### CHESHIRE

**Henry Jones:** 01625 425845

Cock & Pheasant - BOLLINGTON CROSS. SK10 5EJ

1ST THURS. 8.30PM

#### CUMBRIA

**Roy Ross:** 01229 316501 **Nigel Entwistle** 01229 717544

Advertised in Cumbria News & Website

LAST SUN. 12 NOON

#### LANCASHIRE

**Kevin Makin:** 07980 604021. **Dennis Petty:** 07951 727747

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

LAST TUES. 8PM

#### LIVERPOOL

**Mark & Tracey Lamb:** 07975 591421

Vikings Landing, Stonebridge LIVERPOOL. L11 2BD.

1ST TUES. 8PM.

#### MANCHESTER

**Jeff Booth:** 0771 0001893

The Sheldon Arms. ASHTON UNDER LYNE. OL6 7UB

1ST WEDS. 8.00PM

#### NORTH EAST

**Geoff Dent :** 07773 440201 **Deryck Beadling:** 07939 068976

MES Training - Blackmoor Court - DURHAM. DH1 5ES

1ST SUN. 10.30AM.

#### WIRRAL

**Richard Lloyd:** 01516253172

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

LAST THURS. 7.30PM.

#### NORTH YORKS

**Keith Warren:** 07534 820155

The Greyhound, 82 Main Street RICCALL YO19 6TE

The Motorist Sherburn - ELMET. LS25 6JE.

4TH TUES. 7.30PM

2ND THURS. 6.30PM.

#### SOUTH YORKS

**Richard Oakes:** 07702 492349

Crown Inn, Barnburgh - DONCASTER. DN5 7JQ.

1ST & 3RD TUES. 8PM

#### WEST YORKS

**George Kemp:** 07970 045574.

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

**Bryan Clayton:** 07858 959027

TBC Contact AO for Details.

2ND TUES. 7.30PM.

#### LEICESTER & RUTLAND

**David Smith:** 07770 650802

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

1ST TUES 6.30PM

#### LINCOLNSHIRE

**David Samways:** 07709 565118

The Kings Head - 31 High Street, NAVENBY. Lincs. LN5 0EE.

2ND TUES. 8.00PM.

#### NOTTS

**Nigel Hill:** 07976 163006

Sandy Pate Sports Bar - MANSFIELD TOWN FC. NG18 5DA.

3RD WED. 7.30PM

#### NORTHANTS

**Nigel Hawes:** 07879 491778

Overstone Manor - Sywell - NORTHANTS. NN6 0BB.

2ND WEDS. 8.30PM.

#### OXFORD

**Thomas Cope:** 07972 039532

Contact AO for venue meet ups.

3RD TUES. 7.30PM.

#### PETERBOROUGH

**Charlie Noble:** 01780 666045

The Gordon Arms, PETERBOROUGH. PEW2 7DH

2ND MON. 8PM

#### SHROPSHIRE

**Bill Bate:** 07887 605778 **David Embery:** 0770 1049881

**Simon Morgan:** 07786 806189 **Kevin Cain:** 07515 834594

CONTACT AO's FOR MEETING VENUE

3RD WED. 7.30PM

#### SOUTH STAFFS

**New AO/s Wanted Contact Nigel Hill** 07976 163006

## MIDLAND AREAS Contd.

<b>NORTH STAFFS</b>	<b>David Woodward:</b> 07939 603061 <i>George &amp; Dragon</i> - MEAFORD Nr STONE ST15 0PX	LAST WED 8.00PM.
<b>WEST MIDLANDS</b>	<b>Chris Allen:</b> 07505 110922 <i>Farmer Johns</i> , Streetly, Sutton Coldfield, West Midlands B74 2DX.	1ST TUES. 6.00PM.
<b>WORCESTER</b>	<b>Vicky Kitchen:</b> 07745 299457 <i>The Red Hart</i> , Cockshut Lane, INKBERROW, WORCS. WR7 4DD	1ST MON. 7.30PM

## EASTERN AREAS

<b>CAMBRIDGE</b>	<b>Tom Hartley:</b> 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)
<b>ESSEX</b>	<b>Mike &amp; Sue Titchen:</b> 07860 708356 <i>Contact AO for Monthly Meeting Venue</i>	2ND SUN. 12NOON
<b>M25 EAST</b>	<b>John Hill:</b> 07938 526324 <i>Contact AO for Details.</i>	
<b>NORFOLK</b>	<b>Paul &amp; Christina Girling:</b> 07584 000442 <i>Venue to be advised by email and Facebook. Contact AO for Details</i>	1ST THURS. 7.30 FOR 8PM
<b>SUFFOLK</b>	<b>Colin Wake:</b> 01206 250360 <i>Sorrel Horse</i> - BARHAM - IPSWICH. IP6 0PG	1ST TUES. 8PM.

## SOUTH EASTERN AREAS

<b>EAST BERKS</b>	<b>Doug Brown:</b> 01189 321390 <i>The Shire Horse</i> - Nr MAIDENHEAD on A4 - SL6 3QA	2ND TUES. 6PM.
<b>SOUTH BUCKS</b>	<b>Daniel James:</b> 07818 052276 <i>The Harte &amp; Magpies</i> - Coleshill, AMERSHAM BUCKS. HP7 0LU	3RD WED. 8PM.
<b>CANTERBURY</b>	<b>New AO/s Wanted Contact Nigel Hill</b> 07976 163006	
<b>GATWICK</b>	<b>Tony Locker-Lampson:</b> 07775 564427 <i>The Crown</i> , East Street, Turners Hill, NR CRAWLEY RH10 4PT	2ND TUES. 8PM.
<b>HANTS &amp; BERKS</b>	<b>Alan Fulbrook:</b> 07795 096394 <i>The Twesledown</i> , CHURCH CROOKHAM, FLEET, HAMPS, GU52 8DY.	1ST TUES. 8PM.
<b>HERTS &amp; BEDS</b>	<b>Peter Lewis:</b> 01582 750943 <i>The Raven PH</i> , HEXTON, NR HITCHIN. SG5 3JB.	4TH MON. 8PM
<b>ISLE OF WIGHT</b>	<b>Elaine Hawkins:</b> 07842 249591 <b>Tracy Cleaver:</b> 07754 751672 <i>Various</i> - See report in Area News	CALL FOR DETAILS
<b>WEST KENT</b>	<b>Colin Robertson:</b> 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.
<b>NEWBURY</b>	<b>Dave Rumens:</b> 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
<b>SOUTHERN</b>	<b>Mike Goolding:</b> 01252 722432 <i>The Seven Stars</i> - STROUD GU32 3PG	1ST TUES. 7.30 PM.
<b>SURREY</b>	<b>Clifford Darby:</b> 07853 793341 <i>Wellhouse Inn</i> - Chipstead Lane - MUGSWELL. CR5 3SQ.	LAST WEDS. 8PM.
<b>EAST SUSSEX</b>	<b>Geoffrey Scarborough:</b> 07833 944847 <i>The Halfway House</i> - Rose Hill, ISFIELD SUSSEX. TN22 5UG.	1ST WEDS. 8PM.
<b>WEST SUSSEX</b>	<b>Nigel Ayre:</b> 07799 660212 <b>George Ashborn:</b> 07508 853397 <i>Selsey Arms</i> - Coolham, - HORSHAM. RH13 8QJ	3RD WEDS 7PM.
<b>THAMES</b>	<b>Mickey Hazell:</b> 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

<b>ANDOVER</b>	<b>Guy &amp; Suzie Singleton:</b> 01672 514241 <i>The Clatford Arms</i> , GOODWORTH CLATFORD, SPII 7RN	2ND WEDS. LUNCH 12.30PM
<b>AVON</b>	<b>David Dyer:</b> 07860 878058 Call For Details	1ST TUES. 7.30PM.
<b>CORNWALL</b>	<b>Carol Coventry:</b> 01726 824523 <i>The New Inn</i> - Newquay Road, GOONHAVERN. TR4 9QD.	2ND THURS. 8PM
<b>DEVON</b>	<b>Sue &amp; John Franklin:</b> 01548 821348 <b>Nigel Kenneison:</b> 07804 731599 <i>The Star Inn</i> - LIVERTON. TQ12 6EZ. Ring A.O. Details	3RD WED. 6.30PM 1ST SUN. LUN
<b>NORTH DEVON</b>	<b>Darren Groves:</b> 07806 351499 <b>Andy Luckhurst:</b> 07971 413045 <i>Crealock Arms</i> - BIDEFORD. EX39 5HN.	1ST THURS. 7.30PM
<b>DORSET SOUTH</b>	<b>Robin Nicholls:</b> 07920 549474 <i>The Three Compasses</i> - CHARMINSTER - DT2 9QT. March to Sept	LAST MON. 7.30PM
<b>GLOUCESTER</b>	<b>Jane Rowley:</b> 07802 171227 <i>Fromebridge Mill</i> - GLOUCESTER GL2 7PD.	3RD MON. 8PM
<b>SOMERSET</b>	<b>Steven Polden:</b> 07504 516623. Contact AO for meeting venue	2ND THURS 8PM
<b>WESSEX</b>	<b>Trevor Carlyle:</b> 01425 475376 <i>Tyrrells Ford</i> - Avon - CHRISTCHURCH. BH23 7BQ.	LAST THURS. 8PM.
<b>NORTH WILTSHIRE</b>	<b>Craig Gingell:</b> 07852 455242 <i>Foxham Inn</i> - FOXHAM - WILTSHIRE. SN15 4NQ.	2ND TUES. 7.30pm.

## WELSH AREAS

<b>NORTH WALES</b>	<b>Roger &amp; Helena</b> Hill 01691 600215 <i>The Trevor Arms</i> - Marford Hill MARFORD LL12 8TA.	1ST THURS. 7.30PM.
<b>SOUTH WALES</b>	<b>Megan Hancock:</b> e-mail: southwales@tssc.org.uk <i>Y Maerun</i> , Marshfield, Cardiff CF3 2TU	LAST TUES. 7.15PM

## NORTHERN IRELAND

<b>NORTHERN IRELAND</b>	<b>Doug Hogg:</b> 07707 288233 <i>Nortel Social &amp; Athletic Club</i> NEWTOWNABBEY BT37 0EB.	1ST WED. 7.30PM.
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# International Contacts

COUNTRY	CONTACT NAME	CONTACT DETAILS
<b>AUSTRALIA (Queensland)</b>	<b>Richard Graveur</b>	randagraveur@gmail.com
<b>AUSTRALIA (Victoria)</b>	<b>Richard Stewart</b>	rlslaw@bigpond.net.au
<b>BELGIUM</b>	<b>Stefan Vandendijk</b>	stefan.vandendijk@telenet.be
<b>DENMARK</b>	<b>Morten &amp; Lillian Hildebrand</b>	hildebrandrandi@gmail.com
<b>FRANCE (Poitou Charentes)</b>	<b>Victor Thompson</b>	vcandvh@gmail.com
<b>FRANCE (Central)</b>	<b>Ray Lomax</b>	lomaxcreuse@gmail.com
<b>GERMANY</b>	<b>Hans-Georg Stumpf</b>	hgs-systems@onlinehome.de
<b>ISRAEL</b>	<b>Michael Kaye</b>	m@mlk.co.uk
<b>ITALY</b>	<b>Pietro Noe</b>	pietro_noe@libero.it
<b>JAPAN</b>	<b>Shinichiro Nakano</b>	nakanoryugasaki@yahoo.co.jp
<b>NEW ZEALAND</b>	<b>John Etheridge</b>	johnhtetheridge@aol.com
<b>MALTA</b>	<b>John Pullicino</b>	jpullicino58@gmail.com
<b>SOUTH AFRICA</b>	<b>Karl Illenberger.</b>	karl@kre.co.za
<b>SPAIN</b>	<b>Dulcie Crabbe</b>	dulcie@tonycrabbe.com
<b>SWEDEN</b>	<b>Odd Hedberg</b>	odd@triumphclub.se
<b>SWITZERLAND</b>	<b>Robin La Barre</b>	robin.Labarre@Bluewin.ch
<b>SWITZERLAND</b>	<b>Philip Bellamy</b>	0041 79 347 1221
<b>UNITED STATES</b>	<b>Ben Blaney</b>	benblaney@gmail.com





# Area Liaison Officers Report

## Andover - Avon

### Triumph Sports Six Area Liaison Officers

email [nigel.hill@hotmail.co.uk](mailto:nigel.hill@hotmail.co.uk). Tel. 07976 163006

In February we had the MG & TRIUMPH spares day at STONELEIGH which after what seems a very long break we finally had a catch up. Set up day was Saturday then Sunday the show. Thank you to Geoff and Wendy Scarbrow for their help, very much appreciated as the stand was extremely busy all day.

We ask area organisers to keep your area details (whether it be email, phone number, and social media) up to date it is very important we continue this. Also we have a what's app group just for area organisers if you wish to join it please contact us so we can add you the group. There has been some training on how to keep your area page up to date on the website of TSSC. If you missed it, again contact us so we can direct you to appropriate means and sort your page out for the web.

Our next TSSC large event is the practical classic restoration show at NEC Birmingham the Club will be showing restored cars and the Club chassis with other demonstrations happening. We are always looking for helpers so please get in touch with us and we will be most happy of your support and for the Club. Also we have said before if any of your members have a nice car to show at NEC or STONELEIGH show contact us as it makes it a lot easier for us to organise and have display vehicles.

Don't forget to book in for the MG & Triumph 100 show at Silverstone if there are any questions regarding camping or displaying your car please get in touch with Nigel Hill. It's looking like it's going to be a great event with racing, village craft marquees and stunt driver, live music, disco on the Friday night and most important the beer/wine/Gin spirits etc. Something to think about.

We do have the Annual General Meeting coming up on Sunday the 16th April at Club HQ. please raise any queries before hand to the chairman or us. There will be the Area Organiser meeting first thing, time to be confirmed. Hope to see AOs for the morning meeting. Hope to see you all soon.



### Andover

e-mail: [guy@bondequipe.org](mailto:guy@bondequipe.org)

e-mail: [spitfires@cadley.org](mailto:spitfires@cadley.org)

Tel. 01672 514241

January's meeting saw most of the usual gang, and bonus points to Jasper and Alan who arrived in club cars. Suzie didn't make it as she had been very unwell since Christmas with one of the nasty bugs that have been going around and was only just starting to get back to normal.

We will be at the NEC at the end of the month as usual, well, I say 'as usual' but Suzie hasn't been since the March 2020 show, too many people around for her to feel comfortable, but is planning to go this time - unless this jinxes it and she wimps out again. Guy will be there anyway, together with Roland Drew who many of you may know from the old Swindon area, going back donkey's years, who has been doing the shows with Guy for a few years now. Guy will have various Triumph autojumble parts with him and is on Stand AJ210 in Hall 4 so if you're after something Bond related he might be able to help with please get in touch in case it's something he can take along there for you.

Still a bit chilly to be doing much with our cars, Guy has spent more time cutting logs down for firewood than working on the Prototype, or any of the other cars, although he was pleased when the convertible started first time the other day - he wasn't necessarily expecting that.

*Guy & Suzie*

*Nigel & Di.*

### Meeting

8th March at 12.00 - The Clatford Arms, Goodworth Clatford, SP11 7RN

24th - 26th March - Restoration Show at the NEC, Club Stand in Hall 5 on Stand 620

### Avon

e-mail: [daverover@hotmail.com](mailto:daverover@hotmail.com)

Tel. 07860 878058

After the rather cold spell we seem to be enjoying slightly warmer weather as I write this, hoping that there are no more cold spells before we start to enjoy sunshine and comfortable temperatures. One of our members, Steve, is hard at work on a new project (Pic included), any guesses?

I am not sure how many hours he is spending in the workshop in these temperatures! I usually manage an hour before going home to thaw out.

Currently we, the Avon group, are trying different venues. The magazine has been amended to ask inter-



# Cheshire Cornwall



ested people to call for details until we have decided on a new venue.

Plans are in place for Drive-It day, 23rd April and the Border Run on the 23rd July to celebrate 100 years of Triumph.

I hope all your pre season plans are going to plan, safe working.

*Dave*

## Cheshire

**e-mail: [cheshire@tssc.org.uk](mailto:cheshire@tssc.org.uk)**

**[www.tssc.org.uk](http://www.tssc.org.uk)**

**Tel. 01625 425845**

Once again the time has flown past. Both Cast Iron world branches have had domestic issues meaning little time has been allocated to Triumphs.

The Branch Office is trying to start the process of reducing the vast amount of Triumph bits and pieces, and a list of some of the bits known to be surplus to current requirements has been created, so there may be a yard sale at some time.

To towbars. Last month I reported that our man from Crewe was trying to acquire a towbar to fit to the Herald Estate. It seems he was outbid in the last few seconds, but has since managed to order a towbar from a supplier near Lincoln, with delivery via Stoneleigh. One of our irregular regulars read my report (that's at least 3 people who do this) and phoned me to say he had a suitable towbar in his pile of bits. Said irregular regular came to my meeting to report that while he had located the bit that connects to the chassis under the diff, the cross piece and brackets had eluded the search. He then learned of the towbar from Lincoln and Stoneleigh. Hopefully one of the towbars will materialise and get fitted to the Herald Estate.

Back in 2015 the aforesaid man from Crewe loaned me his 4 pot engine stand, which was used to support the 1500 engine I built to go in Hark the Herald. Said engine was still supported on said stand until a few days ago, when the stand was needed back in Crewe to support the engine from the Spitfire, in order to attempt to reduce the amount of oil leaking out of the engine (laughter). I summoned help from Head Office, and engine and stand were separated by standing the engine on its back (which has a handy bellhousing 'sans gearbox' attached to its backplate) and undoing the connecting bolts. My 1500 engine is in the list of items that are surplus, etc.

I've also managed to bring the Events list up to date, as both Mortons and Classicshows have indicated 'applications are open' and 'here is the event list' respectively. The latter people caused me some headscratching by offering the 2023 events list ('click to download') under the 'booking form' tab, but then

providing the 2022 event list when the item was downloaded. However the '2023 classic vehicle booking form' seems to refer to 2023. This brought our meeting to the subject of Tatton, who seem to have managed lots of empty space in the recent shows where we have applied and been rejected. Regardless, I plan to apply when my annual supply of round tuits is delivered. A very recent email from Sandbach Festival of Transport seems to imply that cars are only being on display there on the Sunday. I've read the words several times and I'm still unsure of the meaning.

I understand a TR in Gee Cross is having the bits that live on the side(s) of the engine fettled, hopefully all will be back on the engine in time for show season.

There may be a report from Stoneleigh next month, as I heard words like 'I like a pile of rusty bits'.

One of my spies (whose identity is of course protected) has reported that a neighbouring AO has acquired another vehicle to go with the fleet of Jaguars, this time apparently an Alvis. On hearing this news, the neighbouring AO demanded to know whether the spy had actually seen the Alvis (that's not a denial in my book), but I have had no further updates on the subject. I believe that the kit of Vitesse parts that is also part of the fleet remains a kit of parts.

**Our next meeting is on Thursday 2nd March at the Cock and Pheasant.** Usual 8:30 job.

*Henry*

## Cornwall

**e-mail: [carol.63@hotmail.co.uk](mailto:carol.63@hotmail.co.uk)**

**[www.groups.io/g/cornwalltriumphs](http://www.groups.io/g/cornwalltriumphs)**

**[www.facebook.com/groups/TSSCCornwall/](https://www.facebook.com/groups/TSSCCornwall/)**

**Tel. 07979 464643**

Hi all, great first meeting of the year was had at the New Inn, Goonharvern, really good attendance, thank you to all those that came. As this is a new venue for us, I really need to know if you intend to come along, especially if you are eating, just give me an email please so that I can book us a table.

Sunday 29th January saw our first run and lunch out, which was organised by Tristan and Trudy and here is their report

First triumph run of the year started at the gold centre portreath with coffees and chats - left there at 11am. We made our way to Pendennis point Falmouth where we stopped to gather the troops.

Headed then to the Lizard (taking the scenic route) the





# Cornwall - Cumbria

## Cornwall Continues

most southerly point in Britain. It was a bit windy but luckily stayed dry for us.

We then made our way to Rosudgeon and stopped at the Coach and Horses pub, a lovely pub with lovely hosts and one of the best roasts I've ever had. It was a great run out. Many thanks Tristan and Trudy for the most tremendous day, great drive was had by us all.

Our annual Camping and Caravanning Weekend has been booked at Higher Harlyn Park at St Merryn for Friday 23rd to Sunday 25th of June.

That weekend is the St Merryn Steam Rally which would be good to attend, most probably the Saturday, if everyone is happy with that arrangement, I can then resource entry forms and get them too you.

The cost of camping or caravanning is £20 per night for up to 6 in 1 unit with electric, or £15 per night for up to 6 in one unit for non electric. Dogs are being charged at £5 per night. I shall soon be taking deposits.

Our friend Lynn from Cornwall Classic Vintage Society as produced a leaflet of events which we can buy at £2 each, all money raised goes to local charities. If you would like one just let me know.

We do have a lot of events planned, those can now be found on our county's events page and on our group io account. A couple of evenings with my head in the computer it was done! If you know of any other events let me know and I can amend the list.

I would like to welcome all new members. Ones that I have been informed of are Graham from St Austell and Ross from Camborne. I look forward to meeting with you and your car soon.

That's all the news for this month  
Happy and Safe Motoring

*Carol.*

### Up coming events

Thursday 9th March Club Night

Sunday 26th March Car Run and Lunch out, organised by Steve and Jo

Thursday 13th April Club Night

Sunday 23rd April "Drive it Day" organised by Anthony and Sally-Ann



## Cumbria

e-mail: [roy.anne@tiscali.co.uk](mailto:roy.anne@tiscali.co.uk)

**Roy. 01229 316501**

**Nigel. 01229 717544**

We had our first meeting of the year at the Pennington, Ravenglass, Sunday 29th Jan.

The meeting was well attended with 14 members. Only one classic car in the car park though, and that was Dick and Eileen's blue Herald.

Since the meeting I have been told that Bert Hartley has died. Bert was one of our older members and lived in Windermere. He had been a member of the TSSC for many years and could be seen at our shows and meetings with his wife Joyce, who unfortunately went into a home 3 years ago. Bert drove the red Triumph Gentry with the 1600 engine. As we who met him will remember the car was a really genuine classic. Everything about it dated back to the 60's, when it was built. He told me once that he and Joyce toured Europe in the car in the 70's. Bert's funeral will be at Milnthorpe Crematorium and Anne and I will go to it representing the club. Bert was always a cheerful chap and will be missed. I estimate that his age would be in the mid 80's. He only stopped driving the Gentry when Covid came along.

Among things discussed at the recent Sunday meeting was what we are doing this year? I have some dates for shows etc and will make out the full list when all details are known. For those who want to go to our annual **Ripon weekend** and book their accommodation, the date for this year's show is **Sunday 30th July**. Usual stand is booked for 10 cars and entry is £3 per car. It was mentioned that the entry forms for the lakes **Classic Vehicle show** have been published. In previous years this show was held at Grasmere sports ground but this year it is moving to the Recreation Ground at Staveley. **Sunday 18th June**. Entry is £7 per car - two people. I have been informed that numbers will be limited due to the fact that it is a smaller ground than before. We will not be going as a club and if you intend going please submit your own entries.

Some more dates: **Grange - 13th August. Distington - 2nd July**, this year will be its 40th anniversary. Despite previous comments that this show was going to cease I can confirm that it will go ahead! Grange show will be individual entries. Distington is a club entry.

We have no dates, as yet, for the end of March meeting. Both Nigel and I have other commitments and therefore will not be there

. At our February meeting we will confirm a date and time and put the details on our Cumbria Facebook page and email those members that I know are not on Facebook.



# Derwent Valley - Devon



Our thanks to Joan Moore for taking over the raffle, without which we could not function. The extra revenue we get from the raffles throughout the year, pays for the tea and coffee at the shows and any extra's that crop up with the running costs of our area.

If you come to the shows please support the raffle as it is vital that we keep some funds coming into the club account.

Safe motoring

*Roy*

**Derwent Valley**  
**Tel. 0758 959027**

Hi All. The Derwent camping weekend is now confirmed as the 23rd to the 25th June, more information will follow soon.

The New year's run was well attended, thanks Notts area for organising the run. By the time you read this the Triumph and MG spares day at Stoneleigh will have passed.

Our March meeting will be at our normal venue on the 7th at Top Club, Smalley Common DE7 6FY starting from 7:30pm.

*Bryan*

## Devon

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

**Tel. 01548 821348**

It was more in hope than expectation that we headed for The Star for January Club Night, with Met Office warnings for ice and snow. Our hardy members proved us wrong, with a great attendance and even Dan's Acclaim in the car park. We welcomed Charlie & Lesley to their first Club Night, and were delighted to see Sam back with us after a lengthy absence due to uni and life! We made plans for our Drive It Day run, put Sunday 23 April in your diaries now if you have not already. The plan is to visit Dingles Vintage Fairground at Lifton, where we can re-live our childhoods. Hoping that North Devon members will join us there too.

On 5th February we met for coffee at the Dartmoor Lodge at Ashburton before setting off on our 'No Grass on the Road' run ending at the California Inn near Modbury. A run of 40 miles on all good roads. The sun shone throughout and tops were off where appropriate.



I have to thank Lorraine for the loan of a beanie which kept my hair in order so I could see to drive! John & Irene met us at the pub as their Spitfire is indisposed, Maurice & Mary, Julian & Lorraine, the Lewandowskis and the Attrills were in their moderns, and Mark & Jane in the MX5. Everyone else brought their classics, Two Stags, Ver-



non & Jacqui's and Steve & Shirley's, Shane & Lisa's Dolomite Sprint, Dave & Jane's TR6, Dan & family the lovely 2500 PI Estate, Bob's Vitesse and our 13/60 convertible. We gained waves from lots of people along the route, which took us from Ashburton, via Totnes, Halwell, Dartmouth, Stoke Fleming and Strete to a photostop at Slapton Sands. Then onwards via Kingsbridge and Loddiswell to the California Inn. A great lunch, well served and loads of compliments about the food.

### COMING UP IN DEVON

Note a change to the date for our MARCH run. I got it wrong in the last magazine, as we have had to CHANGE it to SUNDAY 12 MARCH. Rob Lingard is kindly organising this one for us around the East Devon area.

Details - MEET at Starcross Car Park for coffee at 10 am. We will leave for 10.30 and have lunch booked for 12.30. Lunch will be at the Blue Ball, Sidford. I MUST have numbers beforehand so please let me know by 8th March if you can join us. There is a big car park, and a plated Sunday roast. We may need to pre-order and will let you know by email/FB if that is the case.

Our usual Club Night at the Star Inn at Liverton is Wednesday 15 March and we look forward to seeing a lot of you there. It will not be long until we have lovely long light evenings.

### 2023 is the 3rd year for the Tour of Devon - Part of the 23 July Founders Day National Run

A wonderful social event that gives all our Devon Triumph owners a club event close to home. Three routes have each been split up into 8 stages allowing participants to select any time of day to start their chosen route and run a few miles. For the more adventurous there is an early start at three specific locations to run all 8 stages and 240 miles. The finish in Okehampton at 5pm is a gathering of all participants.

We are starting to get entry forms for local events now too and, whilst most should be entered as individuals, for some we can plan to meet up beforehand and drive in to park together. We are hoping Powderham entry forms will be available by now and we will let you have



# Devon - Devon North Essex

## Devon Continues

our internal entry forms to use.

### QUICK DEVON DIARY

Sunday 12 March East Devon Drive & Lunch –  
SEE ABOVE FOR DETAILS

Wednesday 15 March Club Night at the Star Inn  
Liverton TQ12 6EZ

Sunday 2 April Breakfast Meeting – Bickington Nr  
Newton Abbot

Sunday 16 April TSSC National AGM &  
Area Organisers Meeting

Wednesday 19 April Club Night at the Star Inn Liver-  
ton TQ12 6EZ

Sunday 23 April DRIVE IT DAY  
to Dingles Fairground tbc

Weekend 29 April Isle of Wight Weekend

*Sue & John & Nigel*

## Devon North

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e-mail: [arluckhurst@googlemail.com](mailto:arluckhurst@googlemail.com)

[www.tssc-devon.org.uk](http://www.tssc-devon.org.uk)

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

**Tel. 07806 351499**  
**or Tel. 07971 413045**

The February meeting at the Crealock Arms was well attended but unfortunately even the bravest of Triumph owners (John and Kay, who normally bring their TR4 whatever the weather or season) were in a modern vehicle. John had a sound explanation though - he has been completely rebuilding the suspension ready for various competitive events this year.

Malcolm and Mandy were looking relaxed and happy. It turned out that was because Malcolm is retiring very soon after many decades of loyal service with BT Openreach. Mandy has been putting a long list of jobs together which I am sure Malcolm will get done in no time. These include the rebuilding of a motorcycle which Mandy will use.

Alan had just received a spade and axe for the Willys Jeep, which will help to finish off the fine detail and complete the high-quality restoration that he and his son Dan have recently completed. I'm not sure what their next project will be - a Vitesse perhaps? Janet decided that the wintry weather and warming ambience of the pub were ample justification for a pudding!

Also joining us were Simon, Darren, Geoff and Dawn. Darren has been busy working on Geoff and Dawn's Stag and has also recently completed the paintwork on

another local member's Vitesse.

As well as the events that the main Devon area are organising, here is a list of events that may appeal to people in North Devon. If you are interested in any of these, please let me know as some may require entry forms and if a number of us are interested, I will try and enter us collectively where possible.

We'll send out more details about the first three events when we have them.

**Moretonhamstead Motor Museum & Lunch March  
or April TBC**

**Lynton & Lynmouth TBC**

**Ten-pin bowling TBC**

**23rd April Drive It Day – Dingles & lunch TBC**

**Merton Rally 29th, 30th April & 1st May**

**Werrington Hill Climb 29th & 30th April**

**Launceston Steam & Vintage Rally 27th – 29th May**

**MG & Triumph 100 Show,**

**Silverstone 10th & 11th June**

**Lyn Valley Classic 11th June**

**Bideford Soapbox Derby 18th June**

**Powderham Historic Vehicle Rally 8th & 9th July**

**Wadebridge Wheels Classic Vehicle Show**

**Sunday 16th July**

**Boconnoc Steam Fair 28th – 30th July**

**5th & 6th August – Steam & Vintage Car Rally**

**Norton Fitzwarren (West Country Railway Associa-  
tion) needs entry form by 31st May.**

**Very similar to Powderham**

**North Devon Festival of Transport, Bideford**

**Sunday 13th August**

**Next meeting: Thursday 2nd March 2023,**

**Crealock Arms, Littleham EX39 5HN**

*Andy*

## Essex

e-mail: [miketitchen@aol.com](mailto:miketitchen@aol.com)

FB - [facebook.com/groups/182391181818242/](https://www.facebook.com/groups/182391181818242/)

**Mike. 07860 708356**

Here at Essex we have had a very busy January, preparing for the area's very special 45th Anniversary in April & also getting members interested in the MG & Triumph 100 weekend at Silverstone in June. We have also had meetings regarding the Essex Border run which is in July.

**Essex 45th Anniversary 14th - 16th April 2023**

We have secured 15 rooms that are at The Holiday Inn at Notley Cross, Braintree for those who would like to join in with our Celebrations. We have 10 booked so far,



# Gatwick



so if you are thinking of coming please book as soon as possible to avoid disappointment.

The weekend itinerary has been completed with a meal on the Friday at the hotel, Saturday drive out treasure hunt around Essex stop off for lunch at Blake House Craft Centre. Evening meal will be at The Toby Carvery, Notley Cross with drinks in the Hotel's lounge bar afterwards. Sunday we have arranged another drive out finishing up at Little Easton Manor for Tea/Coffee & sandwiches.

## MG & Triumph 100 Weekend 9th - 11th June 2023

There are 10 of us going to this event, we are booked into 2 hotels, Heart of England Hotel in Weedon & The Premier Inn, Northampton (Harpole).

## Essex Border Run - 22nd - 23rd July 2023

We held a small meeting to sort out the route for this Event. We have decided that due to the complexity of the shape of the Essex border we will do this over two days, we can then give a choice of both or one of the days as some members have personal commitments over that weekend.

Myself & Arnie sorting (West - North of the County) Robin & Brian (North - East of the County) & Allan & Karl (East - West of the County) Once the route has been established we are then going to add coffee & lunch stops also with interesting places to visit (which will be optional) to hopefully take photo's of the landmarks with their beloved Triumph's.

All in all we have a very busy year ahead.

Members Cars updates

2

Robin has been working on his Herald, changing the front D loop on seatbelts also fitting new gauges, new dash layout, new speedo cable. Rachael printed new numbers for the rev counter. (See all of his updates on our face book page - Triumph Sports Six Club Essex Area).

Craig's TR6 has been off the road as alloy radiator was leaking, so he had to send back to Rimmer's. He also removed the heater and replaced matrix, well that was fun getting out!! also dash wiring was melting, so now



dash is out, more repairs to do.

Mike has been playing with his Mk2 Spitfire - A set of original 4

wheels, rust removing, dipped ready for chrome re-spray. One of our members son has 3-D printed a set of centre's copied from original ones which now need rubbing down ready for chrome spraying and then he can fit the centre Triumph Spitfire emblems on.

*Mike*

## Up & Coming Area Events

Please put the second Sunday of each month in your diary for 2023

March 2023

Sunday 5th - Classic Car Meet at Little Easton Manor, Park Road, Dunmow CM6 2JN - 10 onwards

- Book online on their events page by RSVP

Sunday 12th - Essex Area Club Day - 11.30am Tinkering oiling trunions - 12 noon at The Castle Pub, Great Leighs, Chelmsford CM3 1NE -

Everyone welcome

Sunday 26th - Classic Cars at Chappel & Wakes Colne Station, Colchester CO6 2DS - 10am until midday - Just turn up

Sunday 26th - Coffee & Cars - 9am - 1pm - Museum of Power, Hatfield Road, Langford, Maldon CM9 6QA

April 2023

Sunday 2nd - Classic Car Meet at Little Easton Manor, Park Road, Dunmow CM6 2JN - 10 onwards

- Book online on their events page by RSVP

## Gatwick

e-mail: [rowfantgardencare@hotmail.co.uk](mailto:rowfantgardencare@hotmail.co.uk)

Tel. 07775 564427

Hi All. Have you've been enjoying the cold weather! Hopefully it's going to start warming up ready for the show season which is kicking off as I write! MG & Triumph Spares day. Did you pick up any bargains? I'm hoping to come back with a boot full, for my mk3 spitfire.

Saturday 4th February saw what must of been one of the busiest Bletchingly meets for a February.

It was great to get the spitfire out on the open road again after a few weeks of hibernation! I met up with Chris for what has become our traditional convoy to Bletchingly along the twisty country lanes, great fun! We arrived to find hardly a space available. An hour later, cars were still arriving & causing havoc in the car park! Dennis was there again with his Austin 7. I'm not too sure how I feel, but Dennis has changed the cain rear mud guards for proper metal ones & rubbed out the chalk no plates & now painted







## Essex - Herts & Beds

### Essex Continues

in very neatly the letters & numbers. I feel the 7 has lost some of its charm, even if it does make it more legal!

7627

This advert now sold, was found by Richard, it's Simon Cowell's mk3 spitfire that went up for auction in America & went for \$87,700.00!!

Even the police couldn't sort the



traffic out in the car park.



Trevor's low owner 13/60.



Tony's smart vitesse mk2



A lovely mk3 GT6 And Cliff's 1500 with a group of our spitfires unfortunately Richard's mk3 is hidden, sorry Richard.

My mk3 spitfire is starting to come together! I put the finishing touches to the dash, just need the ignition switch & light switch.



The body tub finally has some colour, yes it's red (is there another colour?)

Please do give me up dates of all things Triumph you are up to & I could pop them in a future write up. Finally a mention of some possible shows you may like to go to?

**Classic car & Restoration show at the NEC 24-26th March.**

**Isle of Wight camping weekend 28th April to 1st May**

**Followed by Leatherhead I think on the 6-7th May Classic car show Slinfold Sunday 28th May.**

**'MG & Triumph 100' at Silverstone, 10-11 June. Celebrating 100 years of Triumphs 'The Border Run' on the 23rd July, a drive round the Gatwick area meeting up with neighbouring areas.**

Let me know if any other shows coming up that we could go to?

That's my bit done for another month, do please, pop along to our monthly meeting, which is now held at **The Crown on the cross roads in Turners Hill** (good food and beer)

See you there

*Tony*

### Herts & Beds

**e-mail: [peter.h.lewis@green-home.co.uk](mailto:peter.h.lewis@green-home.co.uk)**

**Tel. 01582 750943**

We have a series of runs planned for the season but many places have not finalised their costs or booking but we are on it, so watch this space and my local area email circulation.



Attendance at The Raven continues to be popular often 20 to 25 it's a good social evening with Lads and Lasses all having a good natter, you don't need a car to attend, all are welcome.

Three of us joined in with our Sister members of the TR Lea Valley group for a John Blacks Birthday run out to a garden centre in Great Shelford, started at Baldock services for a coffee etc. with a fast blast for around 20 miles to get a pansy and Lunch, all good fun.

With 6 TR's, my 2000, Alan's Spitfire, John's Stag, Rob's GT6 so 10 cars and a modern.

John Bicknell and myself have been trying hard to fix Tracy's Spitfire which is proving very stubborn, but we will get it sorted, honest.

So not much to report

*Pete*

# West Kent - Leicester & Rutland M25 East



## West Kent

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**[www.tssc-westkent.org](http://www.tssc-westkent.org)**

**Tel. 07810 102525**

Hi, just an update on things. Now I have an issue that means I can't get to Tuesday meetings for a while. Last Oct meeting I needed to discuss this, and the falling numbers and unreliable attendance last year. Usual monthly meeting, nobody bothered to show, well did have Anne for company. How can I discuss attendance when there's no one there?

Having said that I have signed up for another year of service so hopefully things will improve and you're meeting up in my absence.

Second bit of news, the Bodiam group are gaining strength. However, the meeting and the members are all in Sussex not West Kent, so we have decided to rename it as the Bodiam group. I'm still AO for both areas so just a venue name change. (I'd rather be Area Coordinator by title, organising is not my thing but co-ordinating is) point for AGM.

As part of the re-brand I thought it would be good to have our own logos so here's the work in progress, and the websites have a slight makeover. [www.tssc-westkent.org](http://www.tssc-westkent.org) and [www.tssc-bodiam.club](http://www.tssc-bodiam.club)

Hopefully I'll be back soon, and we can get West Kent rebooted.

Take care and see you soon.



*Colin*

## Leicester & Rutland

**e-mail: [davesmith.triumph@hotmail.co.uk](mailto:davesmith.triumph@hotmail.co.uk)**

**Tel. 07770 650802**

Hi all, it has been great to see so many new faces at our meetings in both January and February, long may it continue now that we are starting to get out and about with our cars. We are starting to fill our calendar with some of the bigger shows we need to book in advance and soon we should be filling the gaps with some of the smaller one day local events as well.

A few of the area have already booked up for Le Mans, with many now booking for MG & Triumph 100 at Silverstone. I have also booked a display area at **Donington Historic Festival on the weekend of 29th & 30th April**, as a club display we are able to get entry tickets for up to 50% off. If any other area members are inter-

ested in joining us please contact me asap (10th April 2023 latest).

Our very own **Sunshine Rally is on the weekend of 4th - 6th August** look out for the flyer and the booking forms are out now.

We will be out and about on a mystery tour for **Drive It Day 23rd April**, with a pub lunch or Fish and Chips somewhere along the way, we will also be supporting **Founders day on the 23rd July** with a run around the Rutland area (more news to follow).

We will also be supporting **Stapleford Steam Rally** again this year at the end of **August (bank holiday weekend)** FREE to attend and FREE to camp if you wish to stay over as long as you show off your car, again if anyone out there wishes to join us then please get in touch.

Stay safe,

*Dave*

## M25 East

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Hi all, things should be warming up a bit now as we head into spring and that can only mean one thing - get the cars out!

Later this month we will be holding our annual tinkering day round ours. It'll be a day of last minute fettling to make sure our steeds are ready for the coming summer. There will also be plenty of banter (as usual), drinks and nibbles. Even if your car is fit and raring to go just come for the craic.

I finally got round to fitting my new radiator and so far so good. Fitting was straight forward and I wonder, as it's a full width rad will it be more efficient than the original. I'll find out during the summer.

Shows are coming in now, thick and fast. Don't forget to get those forms sent off. So far we have a mix of camping weekends and one day shows. We've booked a clubstand at **The Enfield Pageant**. First time we've done that for a few years. I will have to dig the gazebo out of the shed to make sure it hasn't rotted away.

We had a nice run out back in January thanks to Dickie Boy organising a Toby breakfast trip. It was nice to meet up with everyone for the first time this year. There weren't any classics on show, too blooming cold. I think we're getting soft in our old age ha ha.

You should have, by now booked your tickets for the **MG and Triumph 100** event to qualify for the earlybird tickets. Looking at the website it looks like it's going to be a massive show - follow the links from the TSSC website for the latest details.

There's a couple of new shows that I'm enquiring about - **The Heveningham Country Fair, The Kent**



## M25 East - Newbury - Norfolk

### M25 East Continues

County Show and The Cambridge Steam Show. They all look big, well attended shows. As soon as I find out anything I'll let you know.

That's it for now - only a short one this month I'm afraid. All the best

*John.*

### Newbury

**e-mail: dave.rumens@btinternet.com**

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With frosty windscreens, ice on the roads and a nip in the air, few have ventured out in their classic cars, saving them from the damaging impact of treated road surfaces. The summer months of car shows, record temperatures and mystery tours seem like a long time ago. However, with the sun beginning to warm the earth, the anticipation of exciting times 'just around the corner' is growing.

Despite our cars being confined to their garages, work on them has not stopped. And in this month we feature the restoration of Robin's Triumph Herald 1200 convertible. Robin bought the car several years ago. He quickly pulled it to bits and rebuilt the chassis and running gear. He recalls his Australian neighbour saying, "mate, it takes at least three times longer to put it back together again". Oh how right he was!

After a pause to rebuild the finances, the car has now gone to a bodywork garage for welding and a respray.

As many will have experienced before, a restoration is usually an eventful journey. With unseen issues there is always something extra to do! Having said that, the car is now all in primer.

Robin will be spending two days in the paint shop next week as there are a few jobs the owner wants help with, to ensure they get things right. It will be a joy to have the car resprayed so that the rebuild can continue. How amazing it would be to finally have the car back on the road. Watch this space!

And it won't be long before we are all back behind our chrome-spoked steering wheels with the smell of a classic car filling the nostrils. I am sure I am not the only one looking forward to that!

*Robin*

### Norfolk

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#### February Meet Report - Night of the Long Roofs

While the pub had over twenty members in it the car park only had three Triumphs but that did include two Triumph estates parked up together (the third being David's TR7).



It was good to welcome a small contingent from the Stag Owners Club who popped along to see what we get up to and how we can collaborate in the future. This includes joint ventures (with TR Wensum) at Sandringham and Helmingham shows where we are hoping to join together to create a display of 30-40 Triumphs. The space has been reserved and will be divided into three. Let me know if you want to be a part of it! Be quick though, the TSSC section is filling up fast.

#### TSSC Norfolk go Carbon Neutral

It's done! Payment has been made making last year's run outs - just under 3500 miles in total - carbon neutral. Following the suggestion from Kaz and Ozzy TSSC Norfolk have donated £56 to the Woodland Trust Charity to use on their new Green Farm project in Thompson, Norfolk. Great that it's in Norfolk (expect a run to go past it sometime) and good that it's not going to a commercial company to organise.

Our next meeting is on **Thursday 2nd February, 7.30 for 8pm at The White Lodge, Attleborough** (Not the Stag/White Lodge on the roundabout, but the pub further down on the right hand side coming from the A11). A number of us will be having a meal there beforehand and you're more than welcome to join us.

Please contact the Pub direct - 01953 799459 and mention TSSC/Triumph club.

#### Coming up:

**Drive It Day Scatter Treasure Hunt -**

**Sunday 23rd April**

**Earsham Hall Classic Vehicle and Country Fare -**

**Sunday 30th April**

**Sandringham Pageant of Motoring -**

**Sunday 28th May**

All the best,

*Paul & Christina*

**Please Send Area News to:**

**[courier@tssc.org.uk](mailto:courier@tssc.org.uk)**

**By 8th of each month - Thank you**



# North East - Northants Northern Ireland



## North East

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First of all let me apologise for the lack of a report in last month's magazine, I missed the deadline, as it was on the day of our Christmas bash.

At that event we had a buffet provided by Martin's wife June, I think she thought she was feeding the five thousand as there was so much to eat, anything that was left was taken to a local food charity, so we had no waste.

We had a good turnout at the Training centre that day, so many we ran out of chairs. We had our usual Quiz and raffle, in which we raised over £100 which we donated to the Air Ambulance service, many thanks to all who attended, I hope you all enjoyed it.

The Feb meeting had a good turnout with a few Triumphs in the car park.

At this time of year we start thinking about events that we would like to attend.

We have a couple of ideas in the pipeline that we are thinking about and we will be together a list soon.

Hopefully the weather is starting to warm up a bit, and the days getting longer so it might give us all the drive to finish those winter projects, or perhaps even get started on them, (I am guilty of this) we need to get started soon as the season will be on top of us before we know it.

Our first event will probably be a cobweb run towards the end of March (to be confirmed), but I will let everyone on my Email list know in advance.

That's all for this month, perhaps more news next.

*Geoff*

## Northants

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Hi all. At last a Northants Area report.

As is normal, it has been quiet Club wise over the Christmas period. We had planned to visit Hook Norton Classic in January but unfortunately this did not happen but there should be an opportunity to attend this interesting event later in the year when it is a bit warmer.

On the subject of events Rob had agreed to help with planning the shows and smaller events this year giving

me more time to work on the larger ones like Silverstone Festival and Sywell Classic. We are compiling a new email list which will keep you better informed of what is going on so I you want to be included could you contact Rob or me with your correct email address.

The list of possible events is very comprehensive this year with local shows, camping weekends, national events and international events.

If we can also arrange a few drive outs there should be something for everyone.

In addition to all this we are still meeting every month at Overstone Manor every second Wednesday of the month at 8 PM. We are happy to see you with or without your Triumph as we know they are not always on the road all of the time.

Hope to see you soon

*Nigel*

## Northern Ireland

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**Tel. 07707 288233**

Hopefully by the time you read this we will have had a successful and enjoyable Annual Area Dinner at the Ballyrobin Country Lodge, Templepatrick on Sat 18th Feb and that it was well attended by our club members and friends. The last of our "Social Runs" for the winter period was held on Sat 14th Jan with us meeting at the car park on the Killinchy Road in Comber and was in the capable hands of Alan and Pam (F). There was a wide variety of cars in the line-up of eight vehicles but with no Triumphs this time, although there was an MG in the hands of Edgar and Joan (P). I got the "half" impression that I witnessed that Alan (F) was looking to bid on it as he appeared to be pulling the money out of his pocket! Although I'm not too sure about the outcome, perhaps we will hear later on!



A few of our regulars were missing due to illness and we wish them all well and that it won't be too long before we see them again. On the move now saw us all making our way along the main A22 towards Killyleagh as far as Lisbane with the intention of taking the Ardmillan and Ballydorn roads to our first stop at Whiterock Bay at the edge of Strangford Lough.

Even with the best of planning, and checking the route beforehand by Alan and Pam, there is no accounting for road works upsetting your





# Northern Ireland

## Northern Ireland Continues

plans. This resulted in us having to leave the main road later on to use the Beechvale road at Balloo to drive through Killinchy to get to the coast. This gave us all a great view of Sketrick Island and the well-known Daft Eddy's Restaurant.

Rest and photo stop over saw us return to the Killinchy area along the coastline to then travel through the Ballymorran area to have another view of the lough and Conly Island with the smaller Shamrock Island just in front of it. I didn't realise that there are 120 islands within the Lough and 150 miles of coastline there you go. Moving inland now to the Ringhaddy area and then on towards Ringdufferin to find ourselves being held up by another "Social Run" that really appeared to be a shooting team of local farmers and their numerous vehicles. Thankfully no more hold ups were experienced by ourselves as we returned to the wider A22 just before Toye to head towards Killyleagh. Not wishing to go through the village we headed off the main road towards and through Shrigley towards the Crossgar road.

Wishing to use the quieter areas we then took to the Scaddy road as we headed towards Pikestone on the A22 as we approached Downpatrick. As we wanted to avoid the town, we took a right just after Finnebrougue Lough on to the like named road just before the Quoile river crossing to make our way to the A7. Using it for a short distance we again took to the side roads to the B2 to travel through the village of Annacloy towards Ballynahinch and then, just after Pollrammer lake on our left, to take the Cumber Road. This move brought us through Drumnaconagher and the Drumaghis areas.

Thankfully this then led us to the B7, Ballynahinch road, as we then made our way to Crossgar and our allocated appointment time at AJs for a late lunch. An enjoyable meal there once again after a break of a few years due to the dreaded Covid 19 that reduced our meal stops, but not our area runs.

Food break over and we were on the road again as we made our way to the Derryboye area and then left to the Manse road as we headed to-

wards Saintfield passing through the Raffrey and Darragh Cross areas to the Killyleagh and Station roads to make our way to our final destination of Saintfield. A number of crews went directly home whilst a few others, who will remain nameless, made full use of the well-known Jackson's store within the village. A very big thanks to Alan and Pam (F) for another good run and for those who attended to support the organisers.



Our Feb monthly took place on the first and was reasonably well attended. I discovered from the staff at Nortel that it was their fault the place wasn't open in Jan for our meeting as the "normal" lady was ill, but now in good spirits, and they weren't aware of the situation. It was really good to see Laurence (C) again after being missing for a while due to a serious health problem that he made light of. I was given the usual expert assistance from a few as regards a Delco distributor cap that I was using on the GT6 and the proper fitting of same. Thankfully I had a spare one in, would you believe, the boot of the TR6! We had an update on the club's finances from Michael (K) and I'm glad to say that we are in good financial standing at this time, but any financial help would be appreciated, little or large. Our yearly programme was discussed as some of the May dates are compromised due to the King Charles 111 Coronation on Sat 6th May in Westminster Abbey. As we usually tie in our show to the Mayors Parade date in Lisburn it's very unlikely indeed that it will be held in Lisburn on that date so we will have to wait and see about a new one from the council. If it does move to the 13th May then the planned area run for that date by Colin (L) will need to move to a more suitable date for us all later on in that month. What have we planned for the future - well! Our next **Area Meeting** will be held on **Wed 1st March** at the normal location of the Nortel Social Club, Newtownabbey at 7.30 pm. Hopefully you will have had the Courier before that date! Our next "normal" classic car run will be held on **Sat 25th March** in the North Antrim area at this moment in time, with details to be given nearer the event date.

**Our Area Meeting**  
**Wed 5th April** at  
**Nortel Social Club,**  
**Newtownabbey**  
with our **Lift, Look**  
and **Lubricate** on  
**Sat 22nd** at Scarva  
with Colin (L) that

will include Trunnon Oiling for those cars that need it. Well, that's about it for this month and so we hope to see you at some of our planned events as it is a good encouragement for the organisers.



*Douglas.*

# Notts - Scotland Central Somerset



## Notts

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Thank you everyone who joined us for the Notts and Derwent Valley new year run last month. We were blessed with good weather. Surprisingly we had the pleasure of Triumphs for the run. After setting off from Ripley Sainsbury's we continued through the countryside around our



local roads taking us through Selston, Bagthorpe and Kirkby.

Our mid way point stop off was at Southwell garden centre for a cuppa, toilet stop and shop browse.

After refreshments we continued through the scenic route of notts pass through villages and the river Trent. As far as we know every one made it to the destination of Shardlow marina in Derbyshire for a carvery which was absolutely wonderful so thank you to the staff at the marina for making us feel welcome and even some of us returned back the following Saturday for classic car breakfast meet on the Saturday, which they have each month.

The drive out and raffle we managed to raise £222.00 so a huge thank you to everyone who contributed we are looking to donate it to a local charity.

We as Notts area are trying something different this year in venues. And our first shuffle change we were at the Ye Old Bridge inn at Oxtun. Julian re assured us the food was very nice especially the gravy. Not sure about Gills bank account though. We are heading towards Kirkby for our next meet up.

As Notts we send out texts and facebook for reference to where the meet is. So if you would like to join us, drop us a message and we can add you to our contact list. Looking forward to seeing you all again soon.

*Nigel @ Di*

## Scotland Central

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**FB. [www.facebook.com/groups/TSSCScotland](http://www.facebook.com/groups/TSSCScotland)**

Our season opening was a curry night in Glasgow at the India Quay restaurant which was attended by 11 members, all things Triumph were discuss as well as the

season to come.

It is with sadness that I have to report the passing of Peter McKenzie a big character and a sad loss for our Club, we extend our condolences to Elizabeth Peters Wife and the family at this time. Eight TSSC Scotland member were able to attend the Ceremony with their cars as a fitting tribute.

I have some good news on the show Front, **Thirlestane Castle event in June** is back on with a new sponsor in Place, the show will return to its original format with a run on the Saturday and a classic Car show on the Sunday, **The Moffat classic Car show** has been confirmed as **24/25th June** and I am in contact with the new organising committee and will advise when the show is open to book,

**The MG and Triumph 100 Festival on the 10/11th of June** is now open for anyone looking to book, [www.mgtriumph100.co.uk](http://www.mgtriumph100.co.uk) as usual we are looking to take a good size Group down from Scotland, we will be leaving on the Thursday, camping over on the Thursday night near Newark and looking to arrive on site around Friday lunchtime, anyone wish to come please let me know.

I will be attending the restoration show at Stoneleigh on the 12th February and more details in Next months update, For anyone wishing to join us on our tour of **Loch Ness for Drive it weekend on the 21/22/23rd April**, we are booked in at the Balavil Hotel in Newtonmore PH20 1DL, If you don't want to stay over but would like to join us for a the run on the Saturday please let me know, Glamis Castle event is now open for booking and I will post details on our facebook page, for those not on facebook please send me an e-mail and it will send you the details.

Regards

*Dave*

## Somerset

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**Tel. 07504 516623**

Hi all, following the feedback from the survey and our January meeting, we are going to try a couple of evenings focused on a particular topic. By the time you read this, our first session on electrics will have been covered at the February club night, with 'fuel & carburetors' in March and 'brakes' in April. The aim is to share our experiences and tips especially as the cars come out of semi hibernation ready for the better weather.

It's been a lovely day today, and there have been a few pictures of Triumphs at this morning's Haynes Breakfast club. We couldn't make it as we were meeting some friends for lunch east of Mere. I did manage to convince Nikki that we could take the Vitesse down, so a very





## Somerset - Southern North Staffs

### Somerset Continues

pleasant 80 mile round trip, roof down on the outward leg, roof up coming home. There was a very annoying squeak coming from the hood frame mounting and I think the passenger door lock needs adjusting as it swung open as we drove round a corner to some consternation from my passenger. No one fell out.

#### Dates for the diary

Saturday 11th March, East Somerset Breakfast Meet  
at East Somerset Railway, Cranmore, BA4 4QP  
Sunday 23rd April, Drive It Day Sunday TBC  
Sat/Sun 5th & 6th August, Norton Fitzwarren WSR  
Steam Rally 5th & 6th August

Keep a lookout on the email or FaceBook page for the latest information on events and shows etc.

Cheers

*Steve*

### Southern Tel. 01252 722432

Our January regular meet at the Seven Stars was as is normal for the time of year a quiet event. The Sunday lunch meet at The Hinton Arms was a success and a hearty meal was enjoyed by all who were there.

Dave Moore has now got his Mk3 GT6 back from the paint shop and is dazzling in Mimosa yellow. All he has to do now is refit it.

Hopefully I will be going to the paint shop in a couple of weeks to drill the holes in the side valances and front valance plus a couple of other little jobs before my convertible Vitesse goes in for paint. When it comes back it will be sitting on a newly screeded garage floor (yippee)

As I was not able to attend the February meet due to a broken Sportage I had tentatively penciled in two dates for the roaming meets. Please see below.

#### Up and coming events March

7th regular meet, Seven Stars GU32 3PG  
19th Sunday lunch meet . The Hen and Chicken,  
Upper Froyle GU34 4JH

#### April

4th regular meet, Seven Stars GU32 3PG  
20th Roaming meet . The Milbury's SO24 0PB  
23rd Drive it day. TBA

#### May

1st Popham Fly drive show, SO21 3BD  
2nd regular meet, Seven Stars GU32 3PG

#### June

6th regular meet, Seven Stars GU32 3PG  
23rd Cornwall camping weekend

#### July

4th Regular meet , The Seven Stars GU32 3PG

#### 20th Roaming meet. The Flower Pots SO24 0QQ

If you know of any shows that the group would be interested in , please let us know.

That's all for now. Take care

*Mark*

### North Staffs

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I will certainly be pleased to see the end of the cold weather, working outside with freezing cold spanners is no fun at my age, bring on the summer.

Talking of summer there are lots of events around the country this year it's impossible to attend them all, by the time you get your March courier a list of shows will be available on the TSSC website and area site.

I have some of the booking forms but most can be found online so let's have some great days out, and meet up with other classic car nuts, what's not to like.

Not many turned out for the last meeting, but as the weather improves I hope to see some of the cars that have completed their restorations or winter makeovers.

Many of the areas are planning a border run to **celebrate 100 years of the Triumph marque on 23rd July**. I'm sure you all would like to join in with the celebrations.

It's a pity that the date is not the week before as the **Great British Car Journey in Ambergate has a special Triumph day on Sunday 16th July** which would have been a good place to have a run too, we will have to see what we can arrange. **(23rd July is MG centenary at the GBCJ damn!)**

Still looking for any information on a Spitfire TNT 3685 which was bought new in 1977 and sold in Longton in 1983.

Apparently it hasn't been taxed since 1994 so it's obviously off the road, this original owner would like to find it and possibly buy it back, if you have any information please drop me an email.

Not much else to report at this quiet time of year, look forward to seeing more of you all in the coming months. Take care

*Dave*

**Please Send Area News to:**

**[courier@tssc.org.uk](mailto:courier@tssc.org.uk)**

**By 8th of each month - Thank you**

# Suffolk - Surrey East Sussex



## Suffolk

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The February meeting saw 11 of us in a very busy Sorrell Horse. Lots of people in there having meals, which was good to see for an independent pub and we managed to add a few Triumphs to the car park as well. There was a few non-Triumph discussions. Colin has fixed, or at least his friendly local garage has fixed, his Vauxhall Insignia, which involved a cambelt and chain replacement.

Now it's driveable again, it means he can get back to solving some of the other issues that existed before, like why it occasionally goes into low-power mode. Possibly to do with a faulty knock sensor, but that's all part of the fun of chasing issues on modern machinery.

Pete is looking at a possible MK IX Jaguar purchase, something he's hankered after for many years, but he's trying to secure some storage for it, before purchase as he doesn't want it outside. His previous place he had the TR4 at, is now full, but there may be an option with Dave, who has a car-less large garage attached to his house.

While Lightning has been off the road with starter trouble, Brian has inadvertently solved another mystery with the car. As he monitors the cars fuel usage, he's been concerned that his MPG ranges from 33 down to as low as 18 for similar types of journeys, and it's puzzled him for some time. Anyhow, as the car has been off the road for almost 3 months, he noticed the fuel tank was much lower than when he left it, as he always fills the car up at the end of a journey, so it's ready to go for his next adventure. Several dips with a stick of the course of it's time off, showed the level decreasing, until it reached the lower part of the fuel sender. Turns out he's had a weep from that gasket for some time, which has caused him to lose fuel, but not at a rate that made a damp patch in the boot. His lack of sense of smell, also assisted in this not being noticed. A new gasket and another brimming of the tank has proven that little mystery well and truly fixed.

Mathew and Justine are off to Stoneleigh to sell a few of their spares off. They're travelling down on the day, which means an early start from Norfolk to get there for 7am. Also, Mathew has a huge amount of parts to shift, but has decided to go with just what they can get in their car, rather than hire a van or trailer. Some choice picking of what might sell will be needed as Justine has threatened to make up some bargain buckets of parts if they haven't shifted by the end of the day. Cranks and brake callipers for a tanner anyone? I look forward to hearing how they got on at the next meeting.

See you at the Sorrell on the 7th March.

*Russell*

## Surrey

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Hello Spring lovers, things are brightening up and we have had a few good meets on the Bletchingly front which portends well for the season to come. I have included a photo from the early February meet which was so busy there was nowhere to park. At least in good British business style the pub stopped serving coffee with a great queue outside as the clock has past the 11 number, hey ho.



Good selection of Triumphs in addition to the Jags and Moggi thousands in abundance. I have been pondering the chassis on my car and am having some surgery carried out to the rear section which, under scrutiny seems to have been attacked by the oxide fiend, but will be properly sorted at a well known London garage. If you still get the mag Con and read this, thanks for your help and I hope you are doing ok and we will see you at Leatherhead.

I understand a few folk went to Stoneleigh some weeks ago so hopefully came back with boot loads of spares. Stuff going around about the national drive out day on **23 July** when we can meet up with neighbouring groups for a turn. Should be fun and I am sure we can sort out a route, Tony from Gatwick is on the case and we can peruse the Surrey atlas.

Wellhouse meet had a good turnout even if I have written that in advance of the day, wish I could say that about the horses or stock market!

Right folks not much else to say, keep the battery's charged and tyres pumped and will see you all soon.

*Cliff.*

## East Sussex

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With a quiet January on the cards, we had to do something so it was decided to go for a breakfast run to T-Podz in Horam on Sunday 22nd. Six Triumphs (plus a few moderns) turned up on the day along with 16 people. T-Podz kindly opened half an hour earlier for us to avoid the normal rush at 10am. The food was good and even though it took a little time to appear for some, the



# East Sussex West Sussex

## East Sussex Continues

overall impression was that we should return later in the year.

During January I was approached by Kent & East Sussex Railway to see if members could help with some classic Triumphs on one of their event days. After discussion at the February meeting it was agreed that I approach the Kent & East Sussex Railway event organiser and let her know that we could send some cars to their 1970s/1980s event on 24th June. So members, put that date in your diary as we need 10 cars to attend.

We have been invited to represent the TSSC club at the Magnificent Motors event at the Eastbourne Lawns and have been allocated 6 spaces on Saturday 29th April. I will be emailing members to ask if they would like to attend and if there is a big demand it will be names in the hat.

Andy Green confirmed that his restored Vitesse convertible is being exhibited on TSSC stand show at the NEC Restoration Show in late March. Please see the March Courier for an article on Andy's four year restoration. Well done, Andy!

Our second meeting of the year on Wednesday 1st February saw 16 people come along to the Halfway House Pub for catch up and general banter. There was some discussion about the Border Run being organised nationally by the TSSC for July 23rd and it was decided to contact the West Sussex Area and Gatwick Area organisers to see if we can arrange to meet up along our common borders. The East Sussex group are really a friendly bunch of people so if there are TSSC members out there in East Sussex who have not yet attended our monthly meetings, please come along and join in; it is not just a bunch of guys talking about cars all night, some partners come too and food at the pub is great.

So, what's happening in March? At the time of writing there is only a breakfast meeting arranged on Sunday 26th March at Hill Barn Golf Club, Worthing. If anyone has ideas for outings etc. then get in touch with me.

This month's photos are from the T-Podz breakfast meeting. One photo where most are engrossed in eating and then an after breakfast shot where there is always at least one bonnet up!

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. 07833944847.



## West Sussex

e-mail: [nigelayre@hotmail.co.uk](mailto:nigelayre@hotmail.co.uk)

**Nigel. 01403 253034**

**George. 07508 853397**

Hello, I hope you're all well. Alan, John, Barry, Morgan, Nigel, Henrik and I enjoyed our January monthly meet and our main topic of conversation was confirming our plans for Le Mans classic 2023 which is very exciting.

I have had good progress with my Vitesse, the 2.5L engine is now running on the bike carbs. Big thank you to Jamie from R.A.C.E Ltd for helping me get it running. Jamie kindly looked into my no start situation and made some adjustments to the carbs and got the engine running. It turned out the carbs were way to lean for it to run so once Jamie made some adjustment to richen the carbs the engine ran well. I was then able to take the car out for a test drive which went well, so now to car is booked in for dyno tuning at R.A.C.E Ltd with Jamie.

My dad Morgan has been busy doing some repairs to his Vitesse convertible. He has overhauled the cooling system with a new aluminium water pump housing, new water pump, thermostat, thermostat housing, temp sensor and all new silicone hoses. The suspension is also having an overhaul which is still in progress. Morgan bought a set of Gaz adjustable shock absorbers and up-rated front springs. Morgan has already fitted the rear shocks and made a start on the front shocks and springs, on the front suspension strip down it was noticed that the suspension arm bushes are all perished and splitting so upgraded polly bushes have been ordered, it was also noticed that the piston dust boots are ripped on the front brake calliper so a boot repair kit has also been ordered. I went over to help out with the repairs and fitted new rear brake cylinders and braided hoses. Morgans

Triumph news continues as he has also purchased a 2.5 PI engine to go in the Vitesse, the plan is to over-time, overhaul the engine and PI fuel injection system, upgrade the camshaft and re-fresh the cylinder head with unleaded valves. And when it's ready, swap it into the Vitesse.

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,



*Geoff*

*George*



# Thames North Wales



**Thames**  
e-mail: [thames@tssc.org.uk](mailto:thames@tssc.org.uk)  
[www.tssc.org.uk/thames](http://www.tssc.org.uk/thames)  
Tel. **07773 623807**

Welcome all, been trying my best to start the new year with regular reports, but it's not happening! Anyone wishing to give it a go?

So a round up since the last report way back in September issue covering July. Meets at the Prince of Wales ended in August due to the poor kitchen staff closing the kitchen as only half of us had ordered food, shame as we were getting good turn out of members there, three Vitesse's a Herald & Spitfire 1500.

At the George Inn we finally met up with Johnnie in his newly brought 2000 Mk2 saloon and three Vitesse's too. Shows in August we attended were Cranleigh (wonderful as ever), Egham Royal show (quite quiet there) Oxford Area camping (as Stafford was cancelled), a wonderful campsite and great weekend with all.

Our return to the Fairmile Inn was comforting and the food was better than remembered (although the same chain of pubs).

At The George we had a visit from Nick T in his heavily modified Spitfire powered by a 1800 Audi engine in the boot. Rob W had fitted a new rad and coil to his Mk1 2000 saloon. There were more shows cancelled at short notice due to the sad passing of the Queen (god bless her) in September.

October was quiet at the meetings with the regulars keeping me sane. The highlight was Chris C, George B Julie and I meeting up for the Real Ale Train one evening on the Watercress Line, steam and ale what could go wrong. Many thanks to Chris for sorting out this one.

November the usual gang at the Fairmile Inn plus Tony P who had recently brought a 1600 Vitesse saloon. At the George Inn we had a bumper turn out (as our usual table was being used for an AGM, all the time we have been going there), so we fought it out in the saloon bar and packed it out with 13 of us, it was lovely to see Doug & Richard visiting from E.Berks, Andy & Paul whom were still enjoying their Herald 13/60 saloon (know they will happily love it to bits), A big warm welcome to Tony P, Nick & Tess R whom own a GT6 Mk3 and not forgetting the back bone of Thames Area, George B, Chris C, John P, Tony H, Bob R & Graeme C (at the previous Meet).

December was lonely with George, Chris, Julie and I at the Fairmile and just George & Me at the George (barr humbug)

Our New Years meal was a nightmare to sort out as all the venues I tried would not let more than eight at a table. So sorry if you wanted to join us we did miss our normal social annual gathering, the lucky eight were George, Chris, Andy & Paul, Bob, Julie (Daughter) Ali & I. which was at the Fairmile in the end for a Sunday

lunch, which was excellent. At the George Inn we had the regulars once more braving the cold.

Well that's us up to date, get the bets on if we make it for a report next month (here's hoping).

SEM update booking is in the hands of the Leisure Centre (waiting for confirmation from yet another new manager) and will be on **Sunday 7th May if accepted.**

**Don't forget our next meeting will be:-**

**1st Thursday of the month at The Fairmile Inn at Cobham**

**3rd Thursday of the month at The George Inn at Wraybury**

Any enquires please call me on 07773 623807.

*Mickey & Julie*

**North Wales**  
e-mail: [helenahill@btinternet.com](mailto:helenahill@btinternet.com)  
Tel. **01691 600215**

Hi, everyone. Our meeting on Thursday 5th January went very well, yet again a good attendance. A lot of topics were discussed, and with the up and coming shows and runs in the season ahead a great deal was organised. Another lovely night in great company.

The Lunch Run on Thursday 26th was organised by Neil Wallace, and what a job he had, as the original venue had to be cancelled due to the chef having an accident, so at the eleventh hour Neil managed to re-arrange another pub and orders for food, well done to him. We all met at Chester Lakes at about 12.00 for coffees and teas, then set off on a very lovely run to arrive at the Bridge Inn at Pontblyddyn for lunch. A really good venue, the food was great, as was the company, lots of chat and laughter, and a very good turn-out of our Border Classic Car group.

Because we are only just coming into the new season this article is short, but watch this space!

So, that's it for now, but don't forget that our meetings are held at the Trevor Arms on the first Thursday of the month at 7.30 p.m. Come along and meet us, all are welcome. Take care on those roads:- we can be, and almost certainly are, amongst some idiots out there.

**Forthcoming events:- March**

**2nd March:- Meeting at the Trevor Arms, Marford.**

**10th March:- Hampsons Auction, Mavericks, North Wales.**

**24th - 26th March:- Classic Car & Restoration Show, N.E.C., Birmingham.**

**30th March:- Lunch Run.**

**April**

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

**23rd April:- Drive-It Day.**

*Helena and Roger.*



## South Wales

### South Wales

e-mail: [southwales@tssc.org.uk](mailto:southwales@tssc.org.uk)

[www.triumphwales.moonfruit.com](http://www.triumphwales.moonfruit.com)

It was a slightly chilly Sunday morning, after scraping sheets of ice off the Herald, my mother and I set off towards the rendezvous point at the J33 services (making very good time for a change) for my first official run as AO. As we counted the ascending numbers of the various junctions, 29...30...31, yet to see any fellow club members, I asked "It is J33 that we're meeting at... right?", "I don't know, you're the one that sent out the email" my mother replied reassuringly, when seconds later we spotted Jared's Herald in the distance with the Animal following closely behind. Which would've eased my doubts if they weren't heading in the opposite direction. It was clear then, one of us was going the wrong way, but as the tail of Paul's white Vitesse came into view as we passed the crest of an incline, I was confident it wasn't us.

Passing the Vitesse with a wave as we went, in order to maintain the earliest arrival I could achieve, we pulled into the services where we were met by Alan (no Stag in sight) and Bern



with his TR4a, Mike in his 13/60 Herald, Eddie in his Dolomite and the Monmouth Mafia with their dog. Leaving the car to say our hellos and chat as we waited for the others, I quickly mentioned to Bern about Jared's directional difficulties so he could contact and reroute him to the right place, before my sentence was cut off abruptly by a thunderous noise announcing the arrival of Tom in his Corsair accompanied by Wes who came equipped with coffee and egg rolls.

After a short while the two lost boys eventually arrived, Jared immediately greeting the group with the request of a foot pump. After a quick photo and the Herald's tyres reinflated,



we set off towards Mumbles pier for breakfast as is tradition on the Presidents run (Which we hold to celebrate Bernard's birthday). Arriving at the pier, we lost a few cars after some carpark confusion, with the majority opting for the bottom car park, a few seemed to prefer the top, though there was no division regarding where to go for breakfast.

As everyone was enjoying their meals, I found myself preoccupied with the opportunity to further improve my artistic capabilities with a colouring sheet I'd found in the cafe. Suitably fortified and happy with my artwork, I

gathered everyone for a stroll along the pier and a group photo under a floral arch that must've been arranged for the President's arrival.



Returning to the cars, I was tasked with handing out Bernard's birthday cake and informing everyone of the route we'd be taking home along with it. With no cake left, and our parking time almost up, we began the journey home towards the M4, although somewhere along the way Jared had decided he'd like to take home the tardis trophy this year, and broke down not much further than a half mile from where we left. As usual, the bonnet went straight up and various club members got out to help, with Bernard hosting a scavenger hunt for parts, and lots of tinkering the Herald was back on its way home!

If only home was a couple of yards down the road, where it broke down once more. This time, Jared showed how much he really wanted that trophy, managing to cover a mile or so before the bonnet back up and the scavenger hunt continued. Thinking ahead we decided to abandon the motorway plan, with Tom stepping up to lead the way, we're back on track, with our Ford escort (that looked weirdly like a Corsair), to a non motorway route.



Eventually, everyone made it home safe, some in more pieces than others, but back home regardless.

A few days later I received word from Bern about a meet at Mamhilad park estate on the following Sunday, with a few members showing interest and some needing a little convincing we decided to attend. Unfortunately, as Sunday morning came around, my car didn't, with my co-pilot stood shaking his head as it tried and failed to start multiple times. Although this meant I might be able to keep the trophy again this year, following Jared's recent attempts to seize it, I was met with the looming threat of completely missing the event, given the time it would take to fix the issue. Not wanting to tarnish my stellar attendance record, I put my pride aside and asked through gritted teeth, "Can we take the Corsair?". As the roles were reversed, with me becoming the co-pilot this time, we made our way to join the others. Parking opposite Jared's Herald, Paul's Vitesse, Bern's TR4a and Andy's Spitfire, with none of the owners in sight, I correctly assumed that we would find them in the cafe. After a coffee and a look around the cars, we all set off

# Wessex - West Midlands



as a unit towards Goytre Wharf for a little drive and a photo op before heading our separate ways.

I also held my first meeting as AO this month, and with 19 attendees and 1 new member Tim (Welcome to the club!), I'd say it was a very successful start to my term in office.

*Megan*

## Wessex

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**or e-mail: [berry223@btinternet.com](mailto:berry223@btinternet.com)**

**[www.triumphnewforestrun.co.uk](http://www.triumphnewforestrun.co.uk)**

**Tel. 01425 475376**

The MG & Triumph Spares Day, a welcome return to Stoneleigh Park on Sunday 12th February, "will we, won't we, did we?" attend that is! I'm sure some made the journey, we hope to, nothing taken for granted!

Basingstoke Transport Festival; War Memorial Park, Sunday 14th May, 11 am - 4 pm. As always, the Wessex area in conjunction with TR Southampton, have a joint stand. Unfortunately this clashes with Beaulieu Spring Auto-jumble, which we will go as punters on the Saturday and Basingstoke Sunday.

Le Mans will be celebrating it's centenary and have decided to include a Classic weekend; a small contingency will be making the cross channel pilgrimage to celebrate this milestone in motoring history. Silverstone Classic or should I say, Silverstone Festival is still under debate and might be better as an individual choice as interest has been sporadic.

The first meeting for what used to be Classic Cars on the Proms, Sunday 22nd January, was well attended, although I was unable to go, the feedback was positive; held next to South Coast Carting, Parley, which is located at the Chapel Gate entrance to Bournemouth Airport;

**Sunday 19th March; 11 am - 2 pm**

**Bank Holiday Mondays; 10th April (Easter), 1st May (early May Day), 8th May (Coronation), 29th May & 28th August; 11 am - 4 pm**

**Themed Evenings (Wednesdays); 19th April, 17th May, 21st June, 12th July and 6th September;** in the car park; 6.30 pm - 9.15 pm; to coincide with the Championship Summer Racing on the track, as always check before you commit. The address to head for is:- **South Coast Karting, Chapel Gate Circuit, Parley, Christchurch, BH23 6BL**; If I have read it correctly, toilets & diner are available, a three or four minute walk, adjacent to the field.

Trevor and Alan are looking into the viability of doing another run to Old Sarum Aviation Museum to celebrate 100 years of Triumphs. Fingers crossed that they are able to accommodate us as it was a good day out last time. On that note, **Sunday 30th July** has been pen-

cilled in, as the museum have a previous booking for the 23rd, the preferred TSSC date for this landmark achievement. We are waiting on the response from members before booking.

Also looking into the **Vintage Nostalgia Festival, Stockton; near Wilton House, Salisbury; 2nd, 3rd & 4th June**. There are various options; a day ticket with a pre 1985 classic is £6; weekend and camping is available at various prices. How prompt at booking you need to be, not sure, do they sell out, or is that their P.R. wishful thinking? Other options; **Bath Rotary Festival of Motoring, 17th-18th June, Walcot Rugby Ground, Bath. Gillingham & Shaftsbury Spring Country Show, Sat 22nd-Sun 23rd April and Wed 16th-Thurs 17th August, Turnpike Showground, Motcombe, Shaftsbury, SP7 9PL**. A few shows to be going on with, if you have any suggestions, mainly local events, please forward the information to Trevor.

*Martin*

## West Midlands

**e-mail: [heraldhabitat@gmail.com](mailto:heraldhabitat@gmail.com)**

**Tel. 07505 110922**

It looks like our new venue is great success, 25 souls braved the February weather, we were made most welcome by the landlord Iain, it's real step up from the previous one, the food is very nice, and we have a delightful room put aside for us every 1st Tuesday.

Remember and it's St Georges day so red and white are the suggested colours of the day.

MOE is in the paint shop having a general fettle and a front bumper overhaul and rechroming. Barry is waiting for a visit from me to see if my circuit tester can work its magic to sort out his GT6 and his herald.

Ken Heaton ran a quiz, teams took part, the cream rose to top and my team won! No one more surprised than me lol.

And now to something a bit more serious, I have one member (and only one) who perpetually moans about how Wendy and I run the group, he complains that we don't communicate well, eg What's App, Facebook, emails and texts isn't working for those less Internet savvy but has no ideas how to improve it.

He also complains that we are not best using club funds i.e he wants to spend the money supporting local charities and not spending it on the membership (we paid a small amount towards the not the Christmas Dinner from our fairly small reserve)

That we don't use our barbecue, twin burner stove and two gazebos (which he stores)

He also says that members are cliquey which is plainly rubbish.

So at the next meeting please think about discussing





## West Midlands - North Wiltshire Worcestershire - North Yorkshire

### West Midlands Continues

- 1/ Better ways to communicate to members away from group.
- 2/ what you feel we should do with money reserves, spend it or keep it for rainy days
- 3/ What shall we do with unused equipment (can you store it?)
- 4) Discuss cliqueness to see if it exists and how to manage it.

*Chris*

### North Wiltshire

**e-mail: [north.wiltshire.triumph@gmail.com](mailto:north.wiltshire.triumph@gmail.com)**

**Tel. 07852 455242**

It was good to see so many members attend the meeting in February. This month we are changing things around a bit, and our midweek evening meeting at The Foxham is replaced with a weekend breakfast meeting in Devizes. We hope you will be able to join us from 10:00am on **Saturday 10th March at The Silk Mercer, St Johns Street, Devizes, SN10 1BL.**

This will be a great opportunity to get your Triumph out and blow away the cobwebs. We extend the invitation to other members of the Club in the surrounding areas if they would like to join us.

In **April we will be back at The Foxham on 11 April.**

That's all for now. Take care.

*Craig & Sarah*

### Worcestershire

**e-mail: [vicky@richardddredge.com](mailto:vicky@richardddredge.com)**

**Tel. 07745 299457**

Well, we're into the winter season and only 13 members venturing out to the Red Hart. However, there was plenty of lively conversation and a lot of laughs.

Talking of conversation, there was a large amount of discussion about car things; wishbones, rotoflexes, etc. - not used to this! I suppose this will mean, I shall have to start work on the Spitfire soon, hopefully as soon as the weather warms up and then I might be able to close the hood which I left down and then realised I should have raised it to stop shrinkage - too late!

Well we also had some news with reference to events which seem to be raising their heads, so with all our heads spinning at the list Vicky rolled out, I couldn't keep up to jot them all down. Luckily, Vicky, being the 'organised' person that she is, has sent out an email with the dates, so if you haven't seen it yet, check your emails. Also she wants pictures for the calendar if you haven't

already sent them in.

Some of the events:

**Firstly, The Annual (Christmas) Dinner at the Red Hart, 7pm on Saturday 18th March.** Vicky said she would be forwarding details, so hopefully if you're coming along you will already have replied by now.

Next we have the **Autojumble at the Three Counties Showground, Malvern on Sunday 19th March** - busy weekend!

**Practical Classics Show at the NEC - 24th to 26th March.** (that's 2 busy weekends!)

Thinking ahead now: **Drive It Day - Sunday 23rd April.** Roger is apparently organising a run out so keep your eyes and ears peeled for details.

**MG & Triumph 100 at Silverstone Circuit - 10 & 11th June.**

**23 July - 100 Years of the Triumph Border run (TSSC Founders Day)** - Keep checking for details as they become available.

Anyway, I will sign off now for this month and hopefully, I shall have more news next month and Vicky threatened to even have a raffle organised!

Take care everyone and enjoy your Triumphs or other classic cars that you may have, e.g. Volvo Amazon, MGB, etc!!!

*Step.*

### North Yorkshire

**e-mail: [warrenktr6@yahoo.com](mailto:warrenktr6@yahoo.com)**

**Tel. 07534 820155**

Hi All by the time you read this spring will be well on the way with thoughts of getting our cars ready for hopefully a good summers motoring, our February meeting at Riccall had a very good turnout with talk about how far we had got with the winter projects but the cold spell we have had seemed to curtail a lot of garage activities also talk about what events we would like to attend. I was away for the the Christmas Dinner but Grace said that sixteen people attended and they had a good time.

The Motorist meeting have been cancelled until March due to them closing at 5pm during the winter months so by the time you read this we should be back to our two monthly meetings and hopefully a third around the Pickering area so will let you all know about that later.

The start of the season is usually the **Drive your Classic day 23rd April** last year we joined in with **York Historic Car Club setting off from the Knavesmire ending up at Sherburn Aero Club for a great big Classic Car gathering** so that is an option again for this year, Grace has suggested a run out to either the coast or moors so please let us have your thoughts she has also put details on the face book page.

One other event I am planning is a tour of **Drax Power Station** the last one we had was a few years ago they

# West Yorkshire



are only doing weekday tours now, the end of May would probably be the date but as yet no date has been fixed so please let me know if you are interested.  
Hope to see you all soon

*Keith*

## West Yorkshire

**e-mail: [kemphq@tiscali.co.uk](mailto:kemphq@tiscali.co.uk)**

**Tel. 07970 045574**

Hi everyone  
I've just taken over the AO job from Alan who cannot

carry on due to poor health. Alan has done a great job in keeping the Area running during difficult times. The Christmas meal, organised by Alan, was well attended and, as usual the good food and company made for a good evening which was enjoyed by all.

Well a little about myself. I've been a club member since 1996 and held the AO's position in 2000 -2004 I have a Vitesse Mk2 Convertible which I completely rebuilt in the late 90's. I am awaiting an up to date members list from HQ and hope to use this to make more contact with local members to ascertain how the area would work best for them. Looking forward to a great summer

*George*

# ESSEX 45<sup>TH</sup> AREA ANNIVERSARY

**FRIDAY 14<sup>TH</sup> – SUNDAY 16<sup>TH</sup> APRIL 2023**

## FRIDAY

Mike & Sue will meet and greet

Evening Meal at Holiday Inn, Notley Cross, Braintree, Essex CM77 7AB

## SATURDAY

Drive out treasure hunt around the Essex countryside stop off for lunch at Sconch Tea Rooms and a look around Blake House Craft Centre.

Evening Meal at Toby Carvery, Notley Cross, Braintree, Essex CM77 7AJ

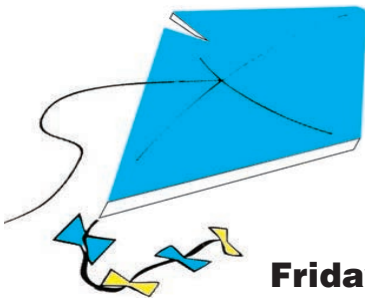
Afterwards at Hotel for drinks in the lounge bar

## SUNDAY

After breakfast a car drive out finishing up at Little Easton Manor

**For more details contact Mike Titchen on 07860 708356  
or email [miketitchen@aol.com](mailto:miketitchen@aol.com)**





# **2023 TSSC Isle Of Wight Triumph Weekend**

**Friday 28 April to Monday 1 May 2023**

## **Waverley Park Holiday Centre**

**51 Old Road, East Cowes, Isle of Wight. PO32 6AW.**

**[www.waverleypark.co.uk](http://www.waverleypark.co.uk)**

**Telephone: 01983 293452**

**email: [holidays@waverley-park.co.uk](mailto:holidays@waverley-park.co.uk)**

**Please quote TRIUMPH when making reservations**

**Discount available on Red Funnel Ferries only**

**48 Static Caravans 3 Flats 33 Serviced Pitches**

**Large Camping Field**



### **Berry Hill Park Classic Car Show**

**In cooperation with Nottingham Triumph Sports Six Club**



**Sunday 25th June 10am—4pm**

**Compered by Acacia Radio**

**featuring**

**Blidworth Brass Band**

**Fab 2 Beatles**

**Danny Draycott**

**Rapide — Childrens Entertainer**



**For further information contact Pete Draycott on 07507 682205 or**

**email : [carshoworganiser@virginmedia.com](mailto:carshoworganiser@virginmedia.com)**



**100  
YEARS!**



## Final Bookings for Camping! 29th June to 3rd July 2023

Camping available 12 Noon Thursday June 29th to 12 Noon Monday July 3rd

Please fill in all the highlighted fields clearly in BLOCK CAPITALS

XLS form

Name		
Email Address		
Day time phone number		
If TSSC Members insert Membership Number/s		

No of Cars in Party -----

Drivers Names Phone No & email Addresses will be required - Full Details to follow

**Now Open to All Triumph Enthusiasts!, Limited Camping left! Unlimited Entry Tickets**

### Page 1 ENTRY - CAMPING - CIRCUIT LAPS

All entries this year will include a FREE T Shirt - Please state Numbers required & Sizes

3XL ----- 2XL ----- XL ----- Large ----- Medium ----- Small -----

Item	Cost	No. required	Total (GBP)
LEMANS CLASSIC 2023 at TETRE ROUGE			
Entry ticket only (Per person 16 and over)	£85		
Entry + Paddock	£120		
Entry + Paddock + Open Grandstand	£150		
Entry + Paddock + Covered Grandstand	£180		
Camping (Member Discount £30per Pitch)	£240		
Camping (Non Member)	£270		
Gazebo/marquee ticket (max size 3mx3m)	£205		
Classic car parking (Please Indicate)	FREE		
Modern Car Parking	£50		
Circuit Laps available Friday 30 June - Morning	£215		
LeMans Organisers Picnic Basket (2 People)	£85		

Page 1 SUB TOTAL **Then PTO!**

Royal Mail Delivery (UK Addresses)	£12		
Multiple Bookings(over 10 people)Delivery Charge UK	£16		
Airsure Delivery (European Zone)	£20		
Page 1 SUB TOTAL to add			
TOTAL			

I wish to pay by                      Credit Card \_\_\_\_\_                      Debit Card \_\_\_\_                      Cheque \_\_\_\_\_

**If you wish to pay by Credit/Debit Card please ring 01858 434424 9am-5pm Monday-Friday**

Charges are in GBP, Foreign card holders are billed in their local currency at the prevailing rate. The delivery charge is mandatory. The organisers reserve the right to apply a mandatory currency surcharge of up to 10% at any time before 01/05/2023

Please see the accompanying Booking Notes for details of the possible currency surcharge.

Bookings confirmed by email (or by post otherwise).

Bookings are non-refundable except at the discretion of the organisers. Tickets will be despatched close to 23/06/23

**I authorise you to debit my card with the amount shown above & agree with the terms and conditions. Signed**

**Delivery Address for Tickets**

**For Further Enquiries regarding your Booking Please contact us By email/Phone or Fax**

**Tel: +44 (0)1858 434424 Fax: +44 (0)1858 431936**

[info@tssc.org.uk](mailto:info@tssc.org.uk)

**PLEASE PRINT/SIGN THE COMPLETED FORM AND POST, FAX OR SCAN/EMAIL TO TSSC:**

**Le Mans Classic Bookings,**

**Triumph Sports Six Club, Sunderland Court, Lubenham LEICS LE16 9TF**

### **BOOKING NOTES/TERMS & CONDITIONS - PLEASE READ CAREFULLY**

1. When you have downloaded this form, please complete with your booking requirements. When you have completed the form, **print/sign** then **post, Fax or scan/email to the TSSC Office**. Our Fax number is 01858 431936, email [info@tssc.org.uk](mailto:info@tssc.org.uk) - A confirmation email will be sent.

2. A Camping ticket admits the car to campsite and circuit so you will not need to book parking. The Camping Option is only available to those booking Club Entry tickets with us, we cannot offer camping options on their own. If you are not camping with us, you will need to book the appropriate Car Parking ticket (classic or modern). Classic parking is within the circuit but modern parking is off-circuit.

3. In previous years some have placed a tent and a gazebo on a single camping pitch, which unreasonably restricts the space available to other campers. If you wish to pitch a gazebo or marquee, please book an additional space (see Gazebo/Marquee ticket on front of booking form). Gazebos should be no larger than 3x3 metres. If you wish to have a larger gazebo or marquee, or for Group bookings please contact the organisers.

4. The charge for special delivery is mandatory because we only receive the tickets from the organisers shortly before the event. We therefore cannot risk the tickets being delayed in transit to you in the normal postal service. Please select as appropriate for UK or Overseas delivery.

5. Exchange rate fluctuation between Sterling and the Euro is a significant problem. You will have noticed that some prices for 2023 are higher than 2022. This has been caused mainly by inflation in costs from the French event organisers. The TSSC has done everything possible to minimise the increase in costs but we have to reserve the right to apply a mandatory currency surcharge at any time before the event as follows. If the value of Sterling as quoted in the NatWest commercial currency sell rate falls below €1.10, a 5% surcharge will be applied. If the value of Sterling falls below €1.05, a further 5% surcharge will be applied. Failure to pay the surcharge will be deemed to be cancellation (please see Note 6). The Currency surcharge will not apply to delivery charges.

6. Payment is due at the time of booking. In the event that you need to cancel, refunds will only be given at the discretion of the TSSC. If you do need to cancel, please advise us as soon as possible as we may be able to resell your tickets, in which case a 10% handling charge would apply. In the unlikely event of cancellation by the French organisers, the TSSC will refund all money recovered from the organisers.

7. A system of **Booking Priorities** is being used. **The first Two weeks after opening for bookings are exclusively for TSSC members.** After Two weeks we will start to take bookings from Allcomers. Since the number of camping places is limited to 320, we expect to sell out very quickly. **To ensure your place, you may find it advantageous to join the TSSC.**



## Leicester and Rutland Area

### 37<sup>th</sup> Sunshine Rally 4<sup>th</sup>-6<sup>th</sup> August 2023. Booking Form

We will be at our venue Greetham Community Centre, Great lane, Greetham, LE15 7NG. for two nights Camping / Caravanning Friday 4<sup>th</sup> & Saturday 5<sup>th</sup> August 2023 with the option for additional nights.

**Friday Night.** A warm welcome, with Tea and cake or even a piece of local Pork Pie on arrival, meet old friends, make new ones and join in with our light hearted quiz to start the weekend off.

**Saturday.** Optional planed casual drive around some of Rutland's most amazing picturesque villages, with the opportunity to stop for refreshments along the way.

**Saturday Night.** This year Saturday night is a casual night in or out doors dependant on the weather. A chance to relax and socialise with friends.

**Sunday.** Optional planed casual drive around Leicestershire and Rutland with a small on foot treasure hunt in each village. At around 15.00, our show and shine car show and prize giving.

Prices;-

Rally weekend with one night camping, @£22.00 per unit

Rally weekend with two nights camping, @£38.00 per unit

Extra nights on request, Thurs/Sun, @£12.00 per unit

One Day only (no camping) Sunday, Inc. Treasure hunt and Show & Shine @ £5.00 per car

Please call or email Jan or Dave for further information and / or your booking form.

Jan Muschialli, 10 Marsh Road, Mountsorrel, Loughborough. LE12 7JP.

**Please enclose a self-addressed envelope.** For further information:

Jan on 07799804415 J.muschialli@ntlworld.com

Dave on 07770650802 [davesmith.triumph@hotmail.co.uk](mailto:davesmith.triumph@hotmail.co.uk)

Hope to see you all soon.



*the TSSC Herts & Beds Area*

# DUXFORD



## ALL TRIUMPH & CLASSICS DAY

IWM Duxford  
Jct 10. M11  
Sat Navs use  
**CB22 4QR**

**Confirmed Date**  
**SUNDAY September 10th 2023**



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

**Event Entry Adults £22 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

**Refreshments Available**

**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**