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THE COURIER NUMBER 515 MAY 2023 TRIUMPH SPORTS SIX CLUB

THE

COURIER

NO. 515 MAY 2023



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THE May 2023

COURIER

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MAY MK 2 GT6

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BY JEREMY SILVER

Courier Copy/Area news



Editor. Bernard Robinson

e-mail: courier@tssc.org.uk

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NO Word/etc Document attachments please

Courier Copy By 8th of Each Month

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THE GET OUT

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COUNCIL OF MANAGEMENT 2023 meetings:

22nd May 10th July

1st October 26th November

Any member who has any item of business that they wish to be discussed at a Council of Management meeting should send the item to:

**Chris Gunby, Riverside Forge,
Water lane, North Witham, Lincs,
NG33 5LJ**

Tel. 07843 435190

or email: chairman@tssc.org.uk

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

Outdoor Shows 2023

Welcome to the May edition of the Courier, May already where is the year going?

Still here we are with good weather and long summer evenings, we hope you are going to make the most of them with your Triumph.

This past weekend was very busy with a visit to Gaydon to celebrate "Handover Day" with the **Classic Car Loan Project**, Our Herald that is in the



project 'JDX' is a couple of weeks away from Handover, but it was great to meet **Joshua Perry** who is the lucky Young Person who is going to trial living with a Triumph Herald for a year and take it and us on some of his adventures. We are really looking forward to seeing Joshua out and about and hopefully there will be a few articles in the Courier during the year.

Our AGM was the next up last Sunday, always good to see HQ full of cars and people it really comes alive, we had a great debate with reference our Exclusive Insurance Deal with Peter James Insurance. Hopefully there is more understanding of what is available, we agree one size does not fit all, but Peter James are very experienced in Classic Car insurance and we have a great working relationship with them that will bring big benefits to all who use them. Please remember your valuations are still valid with other insurers but give PJ a chance to quote you will be pleasantly surprised.

There is a Bank Holiday on the horizon and a good number of us are on our annual pilgrimage to the **Isle Of Wight Triumph Weekend**, If you have never been you may like to check it out. Very well organised by Tracy and Elaine (AO's of the TSSC IOW) with runs, activities, entertainment filling the weekend from start to finish. The move to a different Holiday Park was very successful last year and Julian made us all very welcome we are all looking forward to this year hope you have the sunshine booked.....

A great favourite of the **TSSC is the South of England Meet (SEM)** which is on **Sunday 7th May at Leatherhead Leisure Centre** please come along on the day pick up a few bargains from the auto jumble or the TSSC Shop if you pre order we will know to bring it, or get your lovely Triumph Valued. It is always a good day out.

We then roll neatly on to the **Standard Centenary Triumph Picnic and Marque Day on Sunday 21st May at Walton Hall Hotel in Warwickshire**, just turn up on the day with a picnic and enjoy the ambiance and the Triumphs, it will be a great Triumph gathering and a day to remember.



...Do More with Your Triumph!

JANE ROWLEY

COUNCIL OF MANAGEMENT



EVENTS CALENDAR

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See also further adverts in Courier

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JAN 07799 804

September 2023

SUN 10 SEPTEMBER 2023
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DUXFORD ALL TRIUMPH & CLASSICS DAY
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CONTACT PETER LEWIS. 01582 750943
EMAIL peter.h.lewis@green-home.co.uk

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May 2023

SUN 21 MAY 2023
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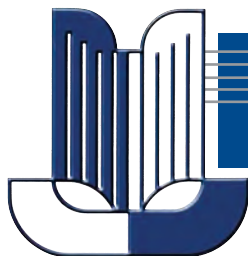
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A1* The vehicle must exceed A1 - SERVICEABLE and with a life after could be considered to be Concours.
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The vehicle's components should be free from any but trivial faults and should work efficiently.

P - PROJECT The vehicle is usually in need of a full restoration of all its components.
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*This certificate will NOT be TSSC Backed unless Insurance is with Peter James Insurance
*The vehicle's components should be free from any but trivial faults and should work efficiently.
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

Herald 948/1200/1250 Register Secretary Wanted

So all you Herald 948/1200/1250 aficionados (and I know there are lots of you) we now need a NEW Early Herald Register Secretary.

If you are ultra enthusiastic about the Herald Range (and that is all that is needed) and you want to share that enthusiasm with all of us, then please get in touch with **Bernard the Courier Editor** either by email, the email address



is as follows, courier@tssc.org.uk or indeed by Post, to **Bernard Robinson, The Courier Magazine, Triumph Sports Six Club, Sunderland Court, Lubenham, Market Harborough, Leicestershire. LE16 9TF.** Or please call him on 01858 434424.

Where I will discuss the requirements needed to fill the position.

Rest assured that I will give you ALL the support you need for this role, so get in touch, NOW.

Bern - Courier Editor



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Time to Call a Halt.



Well, all good things come to an end; it used to be the bubble gum at the bottom of the ice-cream (do they still make Screwballs?) but after over thirty years membership, and more than twenty years writing for The Courier, it's time to call a halt.

It's not a divorce, no fracture, just a gentle diversion of the path that sees me concentrating more on local things and local clubs. The TSSC will always be 'my' Triumph club. Times change; maybe I'm still hankering after the days of Stafford and the huge gatherings we had there but ferry prices and travel costs have forced me to look closer to home for shows and events. If there aren't any – why not? A few years back I worked with various music projects and scrounging things was no object; you just need the right contacts. Grants, equipment, even premises, no problem with the right approach. Sadly I'm just too remote from TSSC HQ to assist with planning, or

8

scrounging, or volunteering, so instead I want to use whatever skills I have at a more local level and see what we can achieve with small, local Classic Car clubs, in a region where Classic shows are dominated by blacked out windows, lowered suspension and noisy exhausts and the cars are even younger than the teenage owners.

[illegible]

1st & Last GT6 Register

GT6 Mk I - II - III Register

www.tssc.org.uk/gt6
e-mail. gt6@tssc.org.uk

Colin Lindsay

And So, the end is near.

No, it's not an April Fool, but given the month you would be forgiven for believing that - this really IS my last Q76 Register. Ten years I've been at this. I remember was

So... all I want, Article after article. How to do it, how not to do it, how to break it



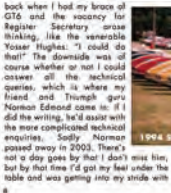
Some planned and well-intentioned articles never even made *The Courier* at all, as Homer Simpson says: "If at first you don't succeed, hide all the evidence that you ever tried."

I've met some tremendous

back when I had my brace of GT6 and the vacancy for Register Secretary arose thinking, like the venerable Yousie Hughes, "I could do that!" The downside was of course whether or not I could answer all the technical queries, which is where my friend and Triumph guru Norman Edwards came in. I did the writing, he'd assist with the more complicated technical enquiries. Sadly Norman passed away in 2003. There's not a day goes by that I don't miss him, but by that time I'd got my head under the bonnet and was getting into my stride with



owners and enthusiasts over the years, not to mention some outstanding cars. The line of GT6s from my first Seaford is



Jasper Bacon and Chris Longhurst, owners who knew the Club cars so well they could actually write about them as Register Secretaries. Little did I think that eight years later, with a gentle push from my sadly-missed friend and mentor **Nor-**



numbered my GT6 by five to one at least.

Unfortunately geography has always been my problem, and I always seem to be working on my own, miles from the cen-

man Edmond that I'd be doing it myself, first with the GT6 Register and then a sideways slide into the Herald Register, which cars to be honest always out-

I like to think I got a lot of it right. I was always conscious of the fact that many of us are enthusiasts, not mechanics, so tried to steer towards everyday enjoyment of the cars rather than expert-level engineering. I'll leave that to the real experts – I'm still very much an amateur.

Thanks to all of you who have corresponded over the years; there are some great owners out there and some lovely cars.

Colin

HERALD 948 -1200 -1250 Register



www.tssc.org.uk/herald
e-mail: herald@tssc.org.uk

Colin Lindsay

**Be Nice to Me,
I'm New Here...**

If you read this month's GT6 register – my final chapter as it were – you'll understand why I've made the sideways jump from 6 cylinders to 4. It's going to be strange having an engine that I can almost pick up and carry about, where I can actually see the steering rack and can buy one pack of sparkplugs instead of two with two spares left



D Reg Convertible



over that I always lose. I got my first Herald in the same year I bought my first GT6 – 1995 – and since then have had nine, some for as long as two whole weeks. It's funny, but when you drive a Herald, people come up to you and tell you where there is another one... and so the collection grows. Rescue them, clean them up, pass them on. Keep the good ones, of course. The saloon in the photos was rescued and passed on to a good home, as was the D-Reg 1200 convertible.

My main Triumph while the GT6 was being restored was a very nice 948cc twin-carb Coupe; immensely fun to drive and which polished up quite well. Shortly after I sold it, it appeared on the cover of Classics Weekly as part of a dealer's stock, but hasn't resurfaced since.

So, what am I currently working on? It's more a case of: what am I NOT working on? Three Heralds in varying states of restoration and all the associated parts – the end of last summer saw a lot

of sandblasting and painting, primed parts stored away to dry in the garage roofspace over the winter, eBay purchases sorted away (and some completely forgotten about too!) and small cleaning or restoration jobs which could be fitted into a freezing cold garage and worked on as time and even the weather permitted.



HERALD 948 -1200 -1250 Register

Current Convertible



Rescued Saloon

My current cars are a 1964 1200 convertible, in bits, and a 1967 1200 Estate, still unfinished and probably the longest-running Herald restoration ever, having been commenced in 1995, restarted twice, and completely ignored since 2003. I also have one of the 13/60 Heralds from the 'Last of the



Current Estate - Longest Restoration?

1st Early Herald Register

Colin

It has been a Pleasure and Delight working with you and enjoying the **craic** with you at many Staffords and Stoneleights. You have always been a stalwart of the 'Courier' Team and I and I am sure, a great many of the TSSC family will miss your input, very dearly.

Thank you for everything.

Bern - Editor

tre of things, whilst envious of those who could rely on mates in the next street. This means that over the years I've had to learn nearly everything myself, and at present my first attempt at re-veneering a Herald dashboard is ticking along nicely. It will be strange after so long to work in my garage and not photograph everything in detail for the next article.

Old habits die hard!

I will also no longer need to research everything – there's a wealth of experience in the Club, and I was always conscious of the need to get things right, not only for those who wanted to try some of the things I wrote about, but also under the scrutinising gaze of those who know.

TR7-8

ALL MODELS

PAUL LEWIS tr7-8@tssc.org.uk

The Detectorists



Back in 2014 I was approached by a TV company about the possible hiring of my yellow TR7 FHC that I had at the time.

The company, without giving too much information away, wanted a car for a TV series that was destined to be for one season only.

As the exchange of emails progressed the company were looking at the possibilities of a second series and therefore wanted some continuity in relation to the car. So, my offer was declined, and a car was purchased from the car and classic website.

Forward on to 2023, the TV series has been greatly appreciated amongst the audience and a total of three series were produced and a set of Christmas specials. The programme was the Detectorist. The show aired on BBC4 and centres on two friends from the fictional rural town of Danebury in northern Essex (but really in Suffolk, if you're an Anglophile). The characters,

both belong to the Danebury Metal Detecting Club (DMC), whose small membership is exactly as eccentric as you might expect.

Mackenzie Crook plays Andy, scuffling with day jobs while studying to become an archaeologist and **Toby Jones** playing Lance a recently sepa-



My TR7 Offered



rated man. The storyline is very funny and some of the one liners are really to be looked out for.

Going back to the TR7, well the show has now wrapped up and all the props are being or have been sold off. The TR7 has just been spotted being auctioned at **Matthewson's**, the centre for the TV series Bangers and Cash.

Obviously, I am very interested in the car and may have a little flutter on the day Friday 28th April 2023. If I am successful, then please look out for it being at shows in the near future.



If not, then I'm sure it has gone to a good home and is part of TV stardom.

Paul





Whatever happened to?...

I've brought you various pieces about racing spitfires recently but just to round things off, at least for those of you who have access to the internet, Trevor Collett recently sent me a link to a car that he'd seen on the Car and Classic sales website.

A car probably familiar to many of you who have seen various articles, photos and brochures over the years as this car appeared in so many - 412 VC - with an asking price of £55,000.

www.carandclassic.com/car/C1535179

412 VC was a pre-production Spitfire which started out as a Press demonstrator car. (I've read both that it started out as a right hand drive and was converted to left hand drive then re-converted; and that it started out as a left hand drive subsequently converted to right hand drive so I guess it'll be one of

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1962 EX-WORKS TRIUMPH SPITFIRE 412VC AS RACED AT GOODWOOD REVIVAL For Sale

£ 55,000 As stated 1962

Details

Price: £55,000 As stated

Ad Type: For Sale

Category: F18 Race Cars

Make: Triumph

Model: Spitfire

Year: 1962

Country: United Kingdom

Region: Sussex

Status: Trade

Listed on: 10 Mar 2023

Ref: C1535179



race and rally cars modifications, entering several events in its own right, usually unsuccessfully, but placed 2 nd in the 1964 Welsh Rally.

It seems that most of its life it has been used for rallying and racing, not bad for an old gal of 60, eh?

Consulting my guru "Google" I found another piece about the car dating to 2017: <https://drive-my.com/1962-triumph-spitfire-prototype-track-and-road-test/> Then another from 2008 when it had been sold by Bonhams for £24,150 at a Silverstone auction: <https://www.bonhams.com/auctions/16249/lot/223/>

Sorry, with so much written about the car online I'm taking the easy way out and letting you look the references up yourself, although

those) It then moved into the competitions department. It was used as a test car for the



if anyone really can't get access to t'internet and is really interested please get in touch and I should be able to print off a copy.

Trevor also reminded me about the article on Spitfire Gold Seal Racing on the Canley Classics website



<https://canleyclassics.com/?archive=spitfire-gold-seal-racing>, which I believe was originally published some years ago.

Whilst I'm on the topic of fast Spitfires, **Stuart Holliday** sent me a great photo of his car in motion, one he hadn't know existed.

"The back story was that I was looking to



book a slot at the next Footman James "Coffee and Chrome" event, a midlands based quarterly event that covers the full suite of classics held at some rather swanky venues. However, the next event is already over-subscribed (must have something to do with their excellent free bacon sarnies!) so whilst I was on the website, I thought that I'd have a scroll through pics from their event in Oct that I attended.

To my surprise I spotted this one of my car, taken by their event photographer on the way-out of venue.... it's the navigators/boss-lady's arm out the window waving at him whilst we "made progress" on their private road."

We don't know who the photographer was but Stuart found the photos on Footman James' website: <https://www.footmanjames.co.uk/gallery/coffee-chrome-success-impney>

And finally, a photo of a very unusual Spitfire Guy spotted on Facebook, a Gullwing Spitfire (with a bonus part of a Macau Spitfire in the background). The post was in Dutch by **Renco Spoor**, he thought the photo was taken in 1987. **Ron Verlaan** mentioned in a comment that he had noticed it for sale years ago on Marktplaats,



a Netherlands based sales website (which we once bought a small caravan through!) saying *"If only I knew then what I know now..."*

Hmm, yes, it would be rather fun to have that one tucked away in the garage.

And no, this isn't the April issue of the Courier!

Suzie



Braking News

Hello Folks, I am typing this in March and hopefully by the time you read this in May we will be into the better weather.

Moving on to this month, we have an excellent article from club member **Vivian Arthur** explaining just how those drum brakes work.

"Hi Dave. As a Vitesse owner I am sending this to you although it could go to the secretaries of any of the Herald based cars. I have noticed over the years that the rear brake often causes problems and thought this might be helpful. As a brake development engineer with Girling (and the iterations up to TRW) for 22 years the way the brake works is obvious to me but may not be quite so to many owners.

Rear drum brake on Herald based cars; - The

verse because leading shoes work better than trailing shoes. At the rear the leading / trailing shoes gave reasonable braking in both directions because the trailing shoe becomes a leading shoe in reverse and the leading shoe becomes a trailing shoe in reverse. As the majority of the braking is done by the front brakes in normal driving this gives a good balance. The handbrake works on the rear drums so works well in both directions.

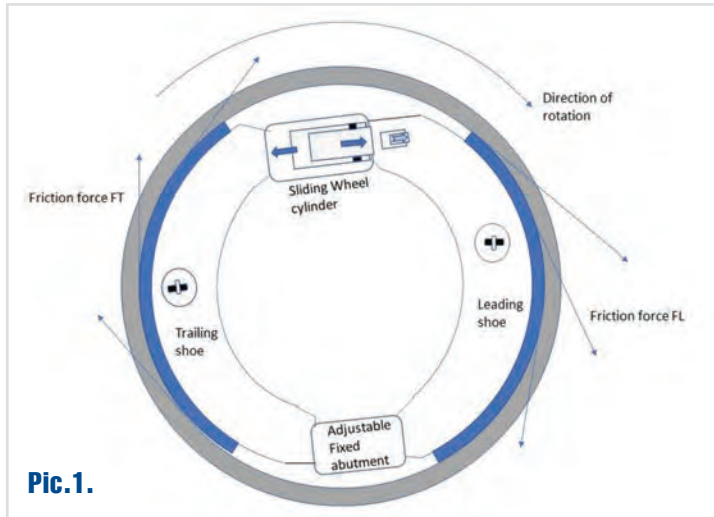
So, what do we mean by leading and trailing shoes and how do they work?

Picture 1 shows the layout of the rear drum brake on the Herald based cars. When hydraulic pressure is applied to the sliding wheel cylinder, it forces the piston in one direction

and the cylinder in the opposite direction bringing both shoes into firm contact with the brake drum. The friction force between the leading shoe lining and the rotating drum (FL) forces the leading shoe into the fixed abutment and also harder into the drum, the harder the brake is applied the more friction force is generated and this is in the same direction as the hydraulic force so magnifying it.

This is referred to as a self servo action.

The friction force generated on the trailing shoe (FT) also forces it into the drum but it opposes the hydraulic force from the wheel cylinder thus reducing the braking power of the trailing shoe. Similarly, the handbrake applies a force to the leading shoe via the lever and window in the shoe, the pivot pin for the lever is in the back of the



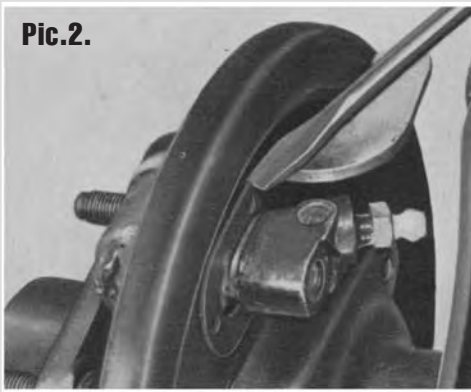
Pic.1.

rear drum brake on our cars is a leading/trailing shoe design with manual adjustment. What does this mean and why is it used? Up until the early 60's most cars had drum brakes all round with two leading shoe drums at the front and leading/trailing at the rear, this gave good braking at the front in the forward direction but poor braking in re-

wheel cylinder and causes the cylinder to slide and apply an equal force to the trailing shoe. As the leading and trailing shoes swap function when the drum direction is reversed this makes the handbrake equally effective in both directions. That's the theory, very simple and reliable and well up to the job, so what can go wrong and cause MOT brake issues. These brakes are capable of passing MOT's without modifications. First: the brake should be free of excessive brake dust and both linings clean and free from contaminants such as grease or brake fluid and with sufficient lining thickness (the leading shoe wears faster than the trailing shoe so don't expect them to be the same). New shoes will need some miles of bedding to achieve full friction potential so either get the MOT before changing the shoes or do some miles before the MOT.

Second: all sliding surfaces must slide freely. Each shoe is held against the backplate on three raised 'gimps', these must be clean and lightly greased (preferably with dedicated gimp grease). The wheel cylinder **MUST** be free to slide in the backplate slot, check this with the shoes removed. If required release

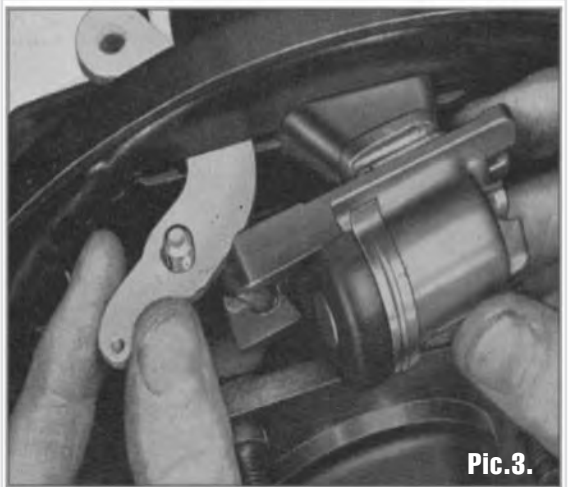
Pic.2.



the wheel cylinder by removing the 2 'U' clips at the back **Picture 2**, pull the cylinder away from the backplate, thoroughly clean the area around both sides of the slot and lightly grease both sides (there should be enough length in the hydraulic hose to do this).

Reassemble with a smear of grease on the 'U' clips, the clip with the 3 holes farthest from the backplate. **Picture 2**

This should take care of service brake issues but what about the handbrake?

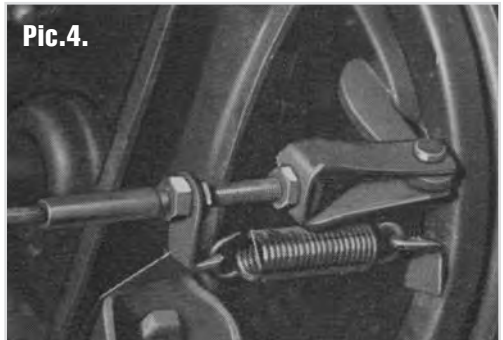


Pic.3.

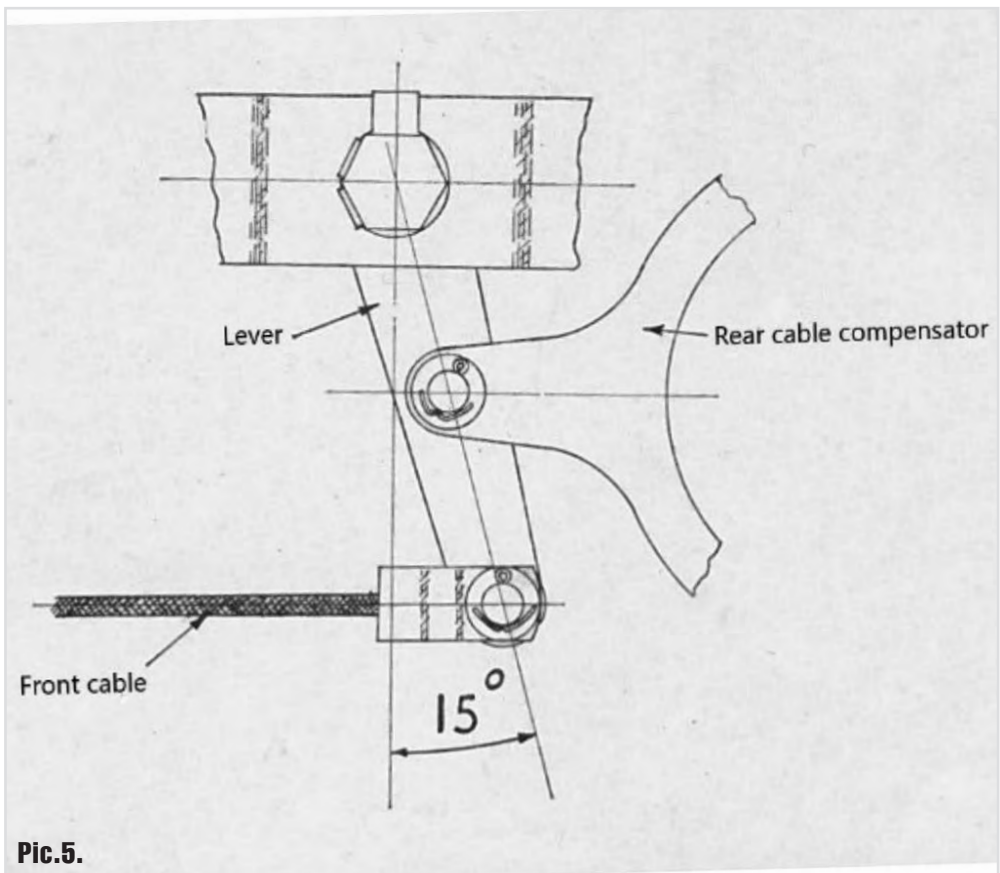
The handbrake operates via a lever that pivots in an extension of the wheel cylinder **Picture 3**.

In time the pivot wears into both the wheel cylinder and the backplate causing the lever to adopt the wrong position for efficient operation. The bulk of the wear is in the soft metal of the wheel cylinder, if this is the case get a new one, they're only about £10 each. The backplate may only need dressing with a file, any significant wear and it will need refurbishing or replacing. Check the pins on the lever for wear, replace if necessary. If there is a hollow worn into the backplate, the lever pin will be pulled into it when the handbrake is applied effectively preventing the wheel cylinder sliding, reducing brake performance. If the brake assembly is in satisfactory condition and the shoes

Pic.4.



correctly adjusted this lever will sit close to the backplate **Picture 4**. But not more than parallel to the backplate, ie The handbrake cable needs to



Pic.5.

pull at 90 deg to the lever.

The handbrake cable is a loop from rear brake on one side to the other, it goes around a guide near the inner end of the drive shaft on each side then forward to a 180 deg compensator under the rear seat these need to be clean and greased. This loop is pulled by a lever pivoting at one end on the rear seat pan and the other to a short cable to the handbrake lever in the car. For maximum efficiency it is important that this lever is set to the correct angle with the handbrake released by correct front cable adjustment, **Picture 5**.

I mentioned earlier the shoes must be correctly adjusted. The correct way to do this with new or disturbed parts is to disconnect the handbrake cable, Adjust the adjuster at the back of the backplate by turning it 90 deg at a time anticlockwise until the drum is locked then back off the adjuster until the drum can be rotated in

both directions with no more than a trace of shoe rub. Check that the intermediate lever is at 15 deg and free to move.

Reconnect the handbrake cable, check that the external springs (**see picture 4**) are present and in good condition and check that the drum is still free to rotate, adjust the handbrake cable such that is just short of the point of causing the shoes to rub.

This ensures correct handbrake cable adjustment, subsequent routine brake adjustment can be done without disconnecting the cable unless there are handbrake travel issues.

Hope this is helpful."

Vivian

Many thanks Vivian for passing on the knowledge in your excellent article.

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Dave

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Daytime Tel. No. Evening Tel. No.
Email: Post Code
* Must be completed with current TSSC membership number and expiry date to validate certificate.
Name of Insurance Company

VEHICLE DETAILS - MUST BE COMPLETED									
Model & Mk	Reg Number	Body Type	Engine Size CC	Tax if UH Drive	Manual / Auto	Year of Manufacture	Recorded Mileage at Submission	Date of purchase (Year)	Purchase Price
Overall Conditions below - To be Completed by the Club Official Valuer only									
Body	Paintwork	Chrome & Trim	Chassis & Underbody	Interior	Engine Bay	Transmission & Suspension	Electrical equipment	LAST Known Valuation Figure of Vehicle Here	

Do NOT fill in! Leave for TSSC APPOINTED VALUER ONLY

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

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

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

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

NOTE: This certificate will NOT be TSSC Backed unless insurance is with Peter James Insurance. Provided the details and member's valuation are in order, a file will be opened. If the Club Car has been over or under valued for five numbers, or a more realistic value will be set and you will be advised accordingly. In the event of a dispute, the Club valuer may request more information or a personal inspection.

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

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

TSSC INSURANCE - CAR VALUES

MODEL	BODY	PROD	CC/Cyls	Concours	A1+	A1/S	P - Project
Herald 948 & S	saloon	1959-61	948/4	8000	6000	4000	1500
	fhc & dhc	1959-61	948/4	12500	8000	5000	2000
Herald 1200/1250	saloon	1961-70	1147/4	9000	6000	4500	1500
	fhc & dhc	1961-67	1147/4	14500	9500	6000	2000
	van & est	1961-67	1147/4	13500	7500	5500	2000
Herald 13/60	saloon	1967-71	1296/4	8500	6000	4500	1500
	dhc & est	1967-71	1296/4	14500	7500	5500	2000
Spitfire 4	sports	1962-64	1147/4	25000	19500	14000	4000
Spitfire II	sports	1965-67	1147/4	22000	18000	12000	4000
Spitfire III	sports	1967-70	1296/4	21000	16000	10000	2800
Spitfire IV	sports	1970-74	1296/4	12000	8000	4500	1500
Spitfire 1500	sports	1974-81	1493/4	15000	10000	6500	1500
GT6 MK1	fhc	1966-68	1998/6	27000	22000	15500	4500
GT6 Mk II	fhc	1968-70	1998/6	26000	20000	14000	4500
GT6 MkIII	fhc	1970-73	1998/6	23000	19000	13000	3000
GT6 Convertible Early (RT)	dhc	1966-70	1998/6	22000	19000	15000	4000
GT6 Convertible Later (ST)	dhc	1970-73	1998/6	21000	17000	12000	4000
Vitesse 6	saloon	1962-66	1596/6	10000	7000	5800	2000
	dhc	1962-66	1596/6	12000	9000	7500	2000
Vitesse 2L Mk1 & Mk2	saloon	1966-71	1998/6	20000	13000	8500	2000
	dhc	1966-71	1998/6	24000	15500	10000	2500
Renown Roadster	saloon	1946-54	2088/4	13000	9500	7500	2000
	dhc	1946-49	2088/4	25500	20000	17000	8000
Mayflower	saloon	1950-53	1247/4	6000	4000	3000	1000
TR2	sports	1953-55	1991/4	35000	24500	15400	5000
TR3 & 3A/B	sports	1955-61	1991/4	38500	28000	16800	5500
TR4	sports	1961-65	2138/4	35000	24500	15400	4000
TR4A IRS	sports	1965-67	2138/4	38500	28000	16800	4500
TR5	sports	1967-69	2498/6	65000	45500	26000	9000
TR6	sports	1969-75	2498/6	40000	30800	18000	4000
TR7	fhc	1976-82	1998/4	10000	7500	4000	1500
	dhc	1980-82	1998/4	12000	8500	5500	2000
TR8 (Factory/Grinall)	dhc	1980-81	3528/8	17000	10000	8000	3000
Stag	dhc	1970-77	2997/8	30000	20000	12000	3500
2000/2500S 2.5PI	sal/est	1963-77	1998/6	20000	12500	7000	2000
	sal/est	1968-77	2498/6	25000	15000	9000	2500
1300 & 1500 Toledo & Dolomite	saloon	1965-73	1296/4	5500	3000	2000	1000
Dolomite Sprint	saloon	1970-81	1493/4	6500	4500	3500	1000
	saloon	1973-81	1998/4	25000	14500	8000	2000
Acclaim	saloon	1981-84	1335/4	4500	3000	2000	1000
Bond GT 2+2	fhc	1963-64	1147/4	9000	6500	4500	1000
Bond GT4S & 1300	fhc	1964-70	1147/1298/4	6000	5500	4500	1000
Bond Equipe 2L	fhc	1967-70	1998/6	8000	5600	3800	1000
	dhc	1968-70	1998/6	9000	6500	4500	1000

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

Please remember originality and rarity will always add to value

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

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

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

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

Above Values Revised as of 01/01/2023



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Windscreens drip channel	£24.00 pair
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Door Skin repair panels	£36.00
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Rear floor mounting bracket 607655	£15.00
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TR6

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Recon exchange D Type O/D Mk IV	£600.00
Recon exchange J Type O/D Mk IV	£720.00
Recon exchange J Type O/D 1500	£600.00
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Recon exchange drive shaft assembly	£240.00
Rear shock absorber GSA385	£18.00
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Recon exchange brake caliper type 14	£48.00
Brake disc 208715	£15.00
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GT6

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Gearbox (exchange)	£480.00
Recon exchange D Type O/D	£600.00
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New Sports Car For The Summer?

This month I have four Triumph Herald-based kit cars for you, all for sale on the second hand car market around the time I write.

Three of them have another thing in common, they are all examples of the JC Midge, the other isn't a Midge, I think. Slightly frustratingly, the web adverts for three of them have very little textual descriptions of the cars they are trying to sell, which means I have only the photos supplied to work out some specification.

I'll start with the one car with some seller's description, the seller is **Brightwells**.

The car is the matt green car **BCH208H**. Here is the text:

"1970 JC Midge

Unusual Triumph-based kit car by

John Cowperthwaite; straightforward project.

Inspired by the MG J2 Midget of the 1930s, kit car builder John Cowperthwaite (JC) showed his first Midget lookalike in 1985. Not really a kit, the JC Midge was available as a set of plans, which allowed the builder to construct the body from plywood and aluminium cut from paper patterns, using a jig-



saw. The donor vehicle was usually a Triumph Herald, Vitesse or Spitfire, but later plans also showed how to build the kit from a Ford Escort donor vehicle.

This rather sorry looking JC Midge has been languishing in the back of a workshop in Southampton for many years. The only paperwork with the car is a V5C which records it as a 1970 Triumph Herald 1200 with Historic Vehicle status, so it is free to tax and MOT exempt. HPI/Experian records



a colour change from blue to red in 1986, which is perhaps when it was first built, followed by another colour change from red to green in 2014 which is perhaps when it was last



ally cries out for wheels bigger than the factory 13inch.

I can usually recognise the source of wheels used on Herald-based kits and specials. I know, and not a lot of people do know this, that the 15inch steel wheels from a MG Magnette do fit. The black wheels on BCH208H are a bit like MG Magnette wheels, but I'm not sure they are; they do look to me to be 15inch diameter. A good feature.

Apparently the car sold, in March this year, for £825.

tinkered with – who knows?

It appears to have a Ford Crossflow engine under the bonnet, but other than that, it is what it is. On offer here as a straightforward restoration project, it should keep someone gainfully employed over the coming summer months and has no reserve, so the best bid takes it home."

So, quite a useful description, including a brief history of the JC marque. Typical salesman's "straightforward restoration" for a car that will need a considerable amount of input to get it road legal.

Also, no discussion on the fact that DVLA still has it as a Triumph Herald, an issue which may or may not be an issue, I don't know.

Amongst the photos supplied there are shots of the chassis, which does appear to be a genuine Triumph one, but also seems to show some rust in the main rails. The one thing that stands out for me about this car is its wheels.

As most Herald/Vitesse/Spitfire/GT6 owners know there are limited options of alternative wheels, due to the particular stud spacing. This can become a real problem for kit car builders, as the new body style usu-

This seems a fair price to me. The buyer will have to invest some significant hours and some significant cash, but the car has potential.

The glossy green car, **GPW881D**, was up for sale on **autouncle.co.uk**. There is no description included, which may be due to the fact that when I discovered the page the car was already sold, for £6,495.



The car's title is, "**Triumph Herald JC MIDGE ROADSTER 2-Door**".

From the DVLA and DVSA websites I can see that the car is registered as a JC Midge. It has an extensive MOT history recorded, with its most recent MOT expired in March 2022. I've only got three photos to make my own assessment of this car, and it does look like it is pretty well finished.

My eyes are again drawn to this car's wheels. We can see that they are wires, but not the traditional centre-lock variety. They are bolt ons. There is a company that has sup-



weeks away, but it is given a pre-sale estimate of £3,500 - £4,500. The sales tactic employed by Mathewsons is not to write a description of the car, but to shoot a short video, not surprising I suppose. The video for this car, made in the Yorkshire rain, is presented by the top man, **Derek Mathewson** himself.

He is quite complimentary of the car (he has to be, doesn't he, he wants to drive the price up!) and

plied bolt on wires for the Herald hubs, 13inch diameter.

Looking at the side view of GPW881D, some people might think the wheels look rather too small for the car.

Next we come to the silver and green car, **DPK214B**. This is up for auction by what has become, over recent years, probably the most famous car auctioneers in the country, yes, the Pickering based **Mathewsons**.

The title given to the car is, "**1964 TRIUMPH HERALD 12/50**". As I write the auction day for this car is a couple of





running boards this car looks like a Burlington Berretta, the full-winged variation of the Burlington Arrow. It does, though, have one Midge-like feature, the twin humped dash top, not something you see on a "standard" Burlington.

On the DVLA and DVSA websites

also about the concept of home built cars.

Derek calls it a special, and seems to know little of its mechanical specifica-

DPK214B is still a Triumph Herald, with a 1296cc engine. It also has no MOT history recorded; this always concerns me slightly. There could be several good reasons the car has not been MOT'd since electronic records begin, about



tion, not even what engine it has. From its grille, engine sides and full

2007, but it is a slight worry that the car has just been put on the road when it can claim MOT exemption.



On a minor note, I do like this car's badging, with the Standard shield on the grille and "Triumph Sports" on the rear. I approve when a Herald kit car hails its roots, as opposed to trying to hide them, as many do.

Finally, the Red car, with its registration plate redacted. This car is pictured in a car showroom in Rome, yes, the Rome in Italy; why it is presented with its doors removed I cannot begin to guess. The title of the car is, **"1967 Triumph Herald Midge Roadster KIT CAR"**, and it has an asking price of £5,730.

There is no useful description of the car, a few random "facts" are stated, such as, "[Brake condition:30%](#). [Clutch status:70%](#)".



No, I don't know either.

And, "[Original British papers available](#)". I wonder, if a local Roman bought this car, what is the administration or testing required to make it legal for Italian roads.

Trevor

<https://www.instagram.com/heraldspecial/>

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





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Roof Box & Back on Road

Hi all, I received an interesting solution to the limited luggage space we have all experienced on longer trips in our Spitfire...

Roof Box Project Spitfire MkIV / 1500

To cope with luggage requirements for longer trips during the colder months, I thought a small roof box might be a better alternative than the boot rack. Plus, it gives the advantage of being a bit more secure. So here is what I bought:

Gutter mounted Roof Bars, M10UN (120cm)

(Yogi24 Limited) £56.59

VonHaus 320 litre roof box

(Amazon UK) £129.99

2 x Set of 2 x U-Bolts 30-35mm Inner Width 304 Stainless Steel M6 (Size 35x75mm

W*L) (ebay – Seller: sellerbible) £24.56

Prices shown when I purchased in November 2022, but even a month later, the roof box was



Pic 1.



Pic 2.

£180. Anyway the whole system tends to work quite well, and having tested it with a couple of suitcases in it, weighing around 12 Kg each, there did not seem any adverse effect, even at 70mph. My car is a GT6 (chassis and running gear) with a Spitfire MkIV body (apart from doors and bonnet) and 2.5Pi engine. It does have a steel hard top, so I would not advise to fit this to the fibre glass hard top

I have made a few modifications, in order to improve stability and rigidity: The roof bars were just a bit too long for my liking (Pic 3), so I removed the end caps, shortened them and refitted the end caps (Pic 4) Although at 120cm, they did not stick out over the width of the car, it just made it look a bit neater. The thumb nuts holding the roof bars in the brackets, I replaced with nyloc nuts, as I was able to tighten these much better (Pic 5).

The original U shaped bolts sup-



Pic 3.



Pic 4.



Pic 5.

plied with the roof box were not really suitable with roof bars which are just under 35mm wide, so I purchased a more suitable alternative (Pic 6).



Pic 6.



Pic 7.

The ones for the front had to be shortened, so they did not stick out too much into the in-

terior of the roof box (Pic 7 and 8).

On the rear, they had to be bent slightly (Pic 9), as the roof bar did not sit



Pic 8.

parallel to the front, but angling back a bit. Also, as the rear bars were lower than the front, I inserted some wooden blocks (Pic 10), to raise the rear, so the roof



Pic 9.

box would not create lift at higher speeds, although the original test was carried out without the wooden blocks



Pic 10.



Pic 11.

This also meant that the rear U bolts did not need to be shortened (Pic 11).

I know that as it stands, the brackets are not lockable and are clamped onto the roof gutter with thumb screws, but I may replace them with some security screws, like a torx drive with a pin in the middle. Of course there still would be a hexagon nut on the other side, which is not the complete solution, but it would discourage the petty thief with a bit of luck.

Arnie Göbel,

TSSC Member Essex Area

Thanks Arnie, looks a very neat and practical solution to the shortage of luggage space. As you point out a few security precautions are needed but it sounds like you have these in hand.....

Next up, another one....

....Back On The Road (Part 1)

Hi Steve

Just thought I'd let you know that another Spitfire is back on the road.

I picked this Mimosa yellow Mk VI up just after new year from a really nice fella in Ashbourne, Derbyshire. He bought it in 2009 as a substitute for motorbikes as he was getting a bit older and felt like it was time to slow down a bit. Unfortunately it didn't quite fill the gap and after a few minor mechanical issues he parked it up in 2010 or 2011 and went back to 2 wheels.

When I bought it off him in January of this year it was a non-runner and the clutch was frozen on with a solid pedal. Fortunately he had a dry integral garage so other than some surface rust, a few minor bumps from storage and some coffee cup rings the body and chassis have held up well. Over the past couple of months I have got the engine running (really nice and smooth) changed the engine, gearbox and diff fluids. I've stripped, cleaned and bled the brakes, stripped and cleaned front and rear suspension and replaced all rubber bushes. I've also replaced the seats, dash pad, dash support, refitted knee crash pads and got the gauges, wipers and lights working.

As the bodywork is solid I think I will do some minor paint touching up followed by



Back on the road

fine wet & dry all over and a mop compound polish - I want to keep some of the age in the car and avoid a respray.

The picture attached is after the cars first test drive on main roads after about 12 years laid up. It drives great, sounds great and from 10 yards looks great! It is a bit slow compared with my 170bhp Alfa Romeo but hey, that's progress! I started smiling the moment I turned the key and haven't stopped yet, it didn't even rain

which is rare for Buxton - perfect!

Tim

Brilliant to hear another Spitfire gets back on the road. I've asked Tim for more pictures and an update (hence the above is Part 1) so watch out for this next month.

Anyone else in the process of getting another Spitfire on the road? If so I'd love to hear from you....

Cheers,

Steve



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Mk 1/2/3

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ANDY COOK gt6@tssc.org.uk

Export Feedback

This month will see the 2023 Triumph season start in earnest with the TSSC Isle of Wight weekend and SEM (South of England Meet) at Leatherhead. I should be at both of these events in the GT6 and will be on the lookout for GT6s to take photos of for this column to use in future articles. Come and have a chat if you see me!

Following up on my article on Export GT6s I had a bit of feedback on my recent article on export GT6s from the March 23 Courier with some correction on inaccuracies, extra information and details of a Dutch imported GT6 that lives really close to me.

Firstly **John Macartney** contacted me. As some of you will know, John worked for Standard Triumph, initially in the export sales department in Coventry and then in the London showroom where he sold the range of Triumph cars to overseas visitors, British emigrants and members of foreign embassy staff, so he knows all there is to know on the subject! The TSSC shop sells a book written by John about life at Triumph called "In the shadow of my Father" as they both worked for Standard/Triumph.

Here is the feedback I received from John.

"You commented at some length on CKD and SKD assembly yet I saw no mention of the factory in Belgium called Malines (French) or Mechelen (Flemish). You placed a deal of emphasis on the Seneffe plant yet my own recollections are that Seneffe produced relatively few Triumphs of any model because it simply didn't have the capacity over and above what it was doing for the former BMC product line. Indeed, post 1973 when the UK officially entered the EU, build of cars from all UK sources for EU markets soon switched back to UK plants and Seneffe was in BL's view, mostly surplus to requirements because of Belgian employment

laws. But as far as Standard-Triumph is concerned, you didn't really list the various overseas manufacturing plants and these are as follows: (Note: the numerical identifier was the prefix on all commission numbers applicable to cars built at each plant)

1 was for Belgium.

Prior to 1964 build in Belgium, this appeared as a letter B and was soon (unjustly) given the tag by Canley track workers as Boded in Belgium. This is an unfair and typically bloody-minded UK opinion as the Belgian built cars were often far better put together than their UK equivalents and with a measurably lower level of later warranty claims! The Malines/Mechelen factory was sadly destroyed by fire.

2 was Australia

3 was New Zealand

4 was South Africa

5 was Malta,

6 was India

7 was Eire

8 was Philippines,

9 was Peru

10 was Portugal

11 was Israel.

That deals with assembly plants.

*You then turn to the United States and talk about various states having variable emission laws. To an extent, this is true and as an example, the TR6 in injected form *could* have been sold in every US state except California for 1969 and 1970.*

The fact is that no European manufacturer (as far as I know) built cars to a US State specification. In the case of the injected TR6 - and the TR250 before it, the performance difference was so great that virtually no carburetted cars would have been sold in California if an injected car had also been available through dealers in

neighbouring states such as Oregon, Utah and Arizona – or any other in the Union.

It was made clear to us in Coventry by Standard-Triumph North America in New Jersey, that if an injected car entered California as a new vehicle within the warranty period and needing to be licensed in that state, legal action by the California Senate against the company in New Jersey would result and the damages would be punitive. It is for that reason that California emission levels were adopted by manufacturers for the whole of the United States and Canada and cars bound for both markets were built to a Federal US specification as laid down by the US government. What variances individual states might have had were irrelevant. From memory, the only difference between an American destination car and its Canadian destination counterpart, was the speedometer. Kilometres for Canada even though many Canadians were happy with a miles version. The bottom line in all this brouhaha is an issue few have thought about or written about. It's simply that European manufacturers progressively found themselves building two types of the same car model – of which one variant got ever slower and more uninteresting to drive year on year. In fact, from a production planning viewpoint, North American spec cars were a confounded nuisance and saw Engineering and Production tying themselves in knots every six months in trying to anticipate what the blighters were going to demand for the next model year!

You say the GT6+ was known by that moniker in all export markets except the UK where it was the Mk2. Sorry, you're wrong. The GT6+ was the designator only for the US and Canada. In all other markets it was the Mk2."

Thanks for the feedback John, always good to get the facts from someone who knows and put things straight!

The second contact I received was from Belgian GT6 owner **Stefan Vandendijk**. Stefan is the TSSC Belgium Area Organiser.

Like John, Stefan also confirmed that no Triumphs were built in Seneffe and that Mechelen was the

assembly plant in Belgium, this plant was later destroyed by fire. After Mechelen was closed it was sold to Saab and Triumph imports from the UK were via the Seneffe plant. Although cars imported via Seneffe had a Seneffe commission plate, they were not actually built there as Seneffe was a Mini assembly plant. Stefan has a friend who's father was the senior manager at Seneffe who confirmed that unfortunately all the paper archives from Mechelen were destroyed after the transfer to Seneffe.

Stefan actually owns the last GT6 produced in Mechelen, there are a few details to confirm that a car was from the production in Mechelen



like all glass was from Belgian Glaverbel plant.



Stefan's GT6 MK3.
(Photos by Photography-Dekleine)

Another piece of feedback that I received was from **Malcolm Thomas** at a local East Berks TSSC area meet that I regularly attend. The feedback was that I missed one of the visually obvious differences on US export GT6 MK3s, the side marker lights fitted to the front and I also received a picture of another export GT6



**Rear side marker light on
Dennis Benson's MK3 US import**



**Front side marker light on
Dennis Benson's MK3 US import**

from owner **Chris Green** of his GT6 which was imported from Holland and was assembled in Belgium. It has the three letter identifier LDL



Chris Green's Dutch import GT6.

as a suffix after the Commission number to confirm it was assembled from a kit.

Chris's car is Sapphire Blue, has the optional rear seat, being Dutch it's obviously left hand drive, it's also a rotoflex model and has a 3.27 diff with overdrive as well rather than the normal 3.89 diff fitted to most overdrive cars.

The only non-original parts are a high torque starter motor and leather seats. Chris has advised that the Dutch cars from Belgium also had walnut dashes from new and the different brake master cylinder with separate reservoir rather than integral in the casting that I mentioned in my previous article.

Chris keeps his Dutch registration plates as well, they are the old Dutch dark blue number plates with 3D raised white numbers and figures similar in construction to our older GB plates. He puts them on once a year on the Dutch National Triumph day.

Chris lives within a few miles of me and we have met previously at my local TSSC Hants and Berks Christmas dinner. He ended up with two meals that evening as his wife ill didn't attend!

From The Archives.

This month's from the Archives pictures are new pictures I took at a recent TSSC East Berks area meet rather than the usual old pictures, but they are relevant as archive subject matter as they are of old stuff!

Malcolm Thomas has owned his two GT6s since the 70s and bought in some interesting articles from back in the day to show me. Firstly following up on my article on my February article on SAH



and Triumphtune, Malcolm brought in some original SAH and Triumphtune catalogues from the 70s.



Malcolm also brought along an interesting 70's aftermarket accessory that came off one of his GT6s, a set of rear rubber over riders. I've never seen these accessories before, they were a bolt on extra specifically made to fit the MK4 Spitfire and MK3 GT6 and are shaped with the bumper profile.



**Original SAH catalogues from the 70's,
Note: the inside also refers to
Triumphtune**



**An Original Triumphtune
performance manual.**



TR 4/4A/5/250/6

BERNARD LITTLEWOOD tr4-tr6@tssc.org.uk

TR Crash repairs

My TR4A had been damaged when an electric car owned by one of my neighbour's smashed into the side of my house.

The owner turned on the ignition (if that's what it's called in an electric car) and it accelerated across the road destroying my carport (luckily, I had taken the Vignale out that day or it would have been sandwiched between the Hyundai and my garage), security posts and causing tens of thousands of pounds worth of damage to my garage, utility room and kitchen.

It had also caused shelves in my garage to be damaged and the contents of the shelves to fall onto my TR!

The insurance company asked me to get an estimate for the repairs to my TR as they did not know of a Classic Car repair specialist in S. Wales! Craig from Rocketdog visited my house to view the car and said that as the paint was 55 years old in places, he would have to paint the whole car, the total cost being £2,895. Less than £3k to repair the car and paint it? TRtastic!

The insurance company sent an "engineer" to view the car and the insurance company queried whether the entire car required painting. *"Fine" I said, "you find a specialist that will repair my car,*

deliver a hire TR4, 4A, 5 or 250 for me to use while my TR is being repaired, trailer my TR to the specialist and when it is finished, I'll inspect it and if it's a good enough repair, I'll have it back,



Old Windscreen frame removed



Spittfire frame trial fitted



Wing and deck damage

if not, it can be done again". They said that they would get back to me, they didn't, so I



Bolt Pulls out dent

called them to tell them I was putting the matter in the hands of my Solicitor and they offered to pay me the £2,895 if I agreed to organise the repairs myself and that the payment would be the full and final amount, no matter how good or bad the repairs turned out to be.

I accepted this and booked my car in at Rocketdog.

I wanted to carry out some

other work on the car while repairs were underway, so Rocketdog proprietor Craig allowed me to start stripping the car at his premises.

One of the jobs I wanted to do was to fit a very good condition Spitfire MKII windscreen frame in place of my previously repaired TR screen, so on day one, I removed the windscreen, then the frame and drilled holes for threaded rivets to fit the soft top clasps.

I also removed the soft top, windscreen wipers and "bushes" and the rear

interior trim as well as the door top trims.

Over the next two weeks I called into Rocketdog and took some images of my TR as it was repaired and prepared, this included having the door gaps "re arranged" and not just adjusted. Proprietor Craig, has, like most small businesses suffered badly since the Covid pandemic and is currently working alone, he has also had to relinquish some of his garage space which included his spray booth, so



Filler covers repairs



Filler Flatted back

GAPS! And all one colour!

I took over from this point (although the bumpers, lights and other bits and pieces had been fitted by Craig) and refitted the soft top using new riv nuts around the cockpit, fitting the windscreen frame and windscreen and the inner and outer drop glass seals as well as the

my TR was going to be painted without the aid of all the usual benefits that a paint shop would



N/S rear wing finished

sun visors, door handles and door cards etc.

I even vacuumed the interior!



Sad looking TR



O/S rear wing finished

My TR now looks as good as any of the TR's that you will see col-



Localised primer for imperfections

have, however, Craig is extremely resourceful and when I went to see my TR in its fresh paint, it was **TR TASTIC!!**, what a job! **PERFECT DOOR**



Magpie's Spider looks on



No Spraybooth? - No problem!



Initial polish



Is that really my car?

lecting trophies at car shows, it looks as good as it has always driven, it looks as good as a TR should, it looks as good as it deserves, it looks as good as me!

I can't thank Craig enough for the care with which he treated my TR, I now have the car that I have always wanted, but wouldn't take it off the road to achieve. The repairs weren't

that drastic, but now my TR's
FANTASTIC!



Rear O/S quarter

AO Meg's Wheel bearing issue

While driving along in her 13/60 Convertible, AO Meg "felt that something was not quite right" with either the steering or the front wheel(s). Being the responsible person she is, she pulled into VATEROL MOT (not the real name or I might get sued) a "Classic Car Specialist" where loose wheel bearings were diagnosed and "put right".

Fast forward 5 days and on a TSSC S. Wales run, AO Meg felt an intermittent "knocking" from somewhere in the steering. She pulled over and the assembled



Front N/S quarter

TSSC S. Wales members jacked the front of the car off the ground and checked the car over and a fault was detected in the front O/S wheel area, but it didn't appear dangerous (the wheel bearings seemed like they required tightening and the brake pads on the O/S seemed slightly loose in the caliper), so AOMeg drove the few miles home after arrangements had been made for her to bring the car to my unit on the Monday.

When she arrived at my unit, we jacked the car up and placed the car on axle stands with both front wheels clear of the ground. We examined the O/S wheel/hub and caliper and were



One Mal adjusted bearing

shocked to find that VATEROL MOT had over tightened it so badly that the inner bearing had collapsed (hence the bearing feeling like it was



Wheel Hub Destroyed

slightly loose) and the outer race of that bearing had been turning in the hub and destroyed it.

Luckily, I had one last new set of brake pads and 2 excellent used wheel hubs complete with good bearings left over from my "mass scrappage" of Triumph spares that took place before last Christmas. So, with the larger studs for AOMeg's alloy wheels fitted into one of my used hubs and the disc brake from the destroyed hub bolted on and

new pads fitted into the caliper, the bearings were given a good "dose" of grease, the hub was fitted, wheel bearing adjusted correctly and the caliper bolted back onto the vertical link. With the roadwheel re fitted we turned our attention to the N/S, where we found that the wheel bearing was fine and just required adjusting slightly to tighten it and new brake pads to be fitted.

Again, although not a TR, this is an issue that could affect any of our Triumph's, the moral of this article really is that if you have any work carried out on your Triumph by a garage that you don't normally use due to a fault when you are not local to your home, take some time to check over the quality of the work as soon as you possibly can.

If your name is Meg take Vaterol Mot down a peg!

A HEART FELT PLEA FOR A TR3.

I recently had an email from **Bob Jones**, he is trying to locate the current owner of TR3 registration number TFJ 701, (a car that I have photographed in the past). Back in the early 1960's it used to belong to a friend of Bob's, Don Capel of Bookham Surrey who sadly passed away a couple of years ago.

Don's son currently owns a TR4 and Bob, initially would like to confirm that this is the same car, hopefully by a log book entry, and if so, share some recollections about the car that may be of interest to the current owner.

If you own, or know who does own this car, please send me your details and I will forward them to Bob.

TR4A Wanted

It's never an easy decision to part with a car you love, but sometimes circumstances conspire against you and it's your only course of action. It makes it far easier if you know that the car is going to someone who will look after it and cherish it as you have.

With this in mind, I know of a lovely lady who is looking for a TR4A that is in good condition and I know that when she finds the right car, it will be going to an excellent home.

Anything from a good solid car requiring some work to a first-class example will be considered. Contact me in the first instance and I will forward your details.

Bern

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.

We currently have 18 areas participating. 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.

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 four start points in North, South, East and West Devon 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.

TSSC East and West Sussex Areas are planning a joint run across their areas.

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

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



Date: July 23rd 2023 Venue: Your Local Area



INTERNATIONAL LIAISON

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

This Side Up!

Knowing that there is an active competitive racing scene in Malta and with Malta being so close to Sicily, we gave John Pullicino a preview of Mario Sgro's wonderful report on Enna Pergusa that featured in last month's Courier.

Inspired by that report, John tracked down **Clifford DeBono**, a racer who is well known and respected in Malta, and who has also raced in Sicily, and talked with him about his long term love affair with Triumphs, his experiences of racing them and also of running them on the road.

This is John's interview with Clifford.

"This side up"

JP: How did you become enthusiastic about Triumphs?

CD: At the age of 16 I bought my first car, a Triumph Herald 13/60 saloon. It was my dream to own one from a very young age, since my father also owned a 13/60 saloon. At the age of 18, I subjected it to a



Father's Car

cosmetic rebuild, having changed seats and various other items from standard.



5 years later I decided to rebuild the car to original specifications, having to buy a set of original seats and re-upholster. After the rebuild was complete, I decided to enter the second edition of the Valletta Grand Prix. This was a race event organised by foreigners, with the track essentially consisting of the streets which circle our capital city Valletta. I decided to take part in a semi competitive relaxed drive not



pressing the 13/60 too hard for fear of damaging this newly restored car.

JP: How did you eventually enter into competitive racing?

CD: During the interim, I had bought a blue Vitesse convertible and decided to upgrade the suspension and enter into competitive racing in



the Mdina Grand Prix.

The venue is a road race in streets that circle the old capital city of Malta.

This 2014 event proved to be quite dangerous with a situation where I lost control of the blue Vitesse, until eventually managing to regain control and luckily escaping without damage.

So once again I decided that the blue Vitesse was to be spared the risks of smashing this gem in race events and my attention turned to the remains of another Vitesse which I had originally acquired for parts.

JP: What was the plan for the Vitesse still in chassis form?

CD: At first I had to pinch certain mechanicals like the engine from the blue Vitesse and wanted a revolutionary approach this time on a car I could race to the limits. I also wanted something different and unique from the rest of the competing cars

JP: So what was the end result?

CD: In 2015 "The Beast" came out to race in the Malta Grand Prix. It was a highly modified car, though retaining many standard features externally. The work on the yellow Vitesse was started in February 2015 and it was ready to compete by October, in the 2015 edition of the Grand Prix.

I built in a safety roll cage for the driver which extended under the dashboard.





The 'Beast'

This piece of kit was proven to be life saving when "The Beast" was brought into action. I was used to driving the blue Vitesse, which

to the lack of space as I was still wearing the helmet. Initially I refused a medical check up until I assessed the damage on the car.



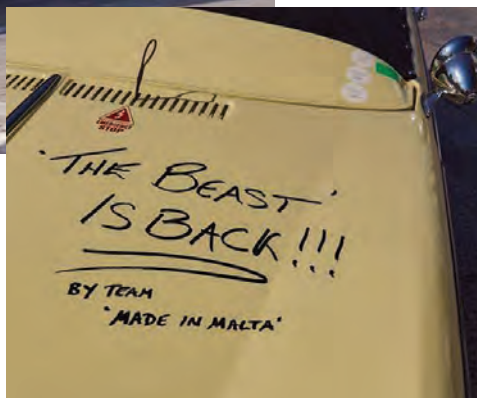
There was oil and straw from the crash barriers all over the car.

It had also suffered a severed brake pipe and had a bent wishbone.

I immediately started calling friends for spares and that same evening, just five hours later, the car was ready for rac-

weighed about 1270 kilogrammes, and to the early braking that was necessary to prepare for bends during racing. The yellow Vitesse proved so much lighter that I went overboard with the late braking. This led to an incident where I braked too late and overturned in "The Beast".

I was pulled out of the car by St. John's ambulance volunteer but could not emerge at first due



ing again the following day. My friends in the garage used a jam marker to write on the bon-



net "This side up " and the "Beast is back".

To the surprise of the organisers the yellow Vitesse was ready to compete again and passed through the scrutineering test. The following day we achieved an excellent result, taking first in Class and 2nd overall.

JP: What happened during other GP races?

CD: In the 2016 edition Mdina Grand Prix now known as Malta classic, I placed first in class. In 2018 I decided to participate again - this time I did some show jumping over a centre strip! I last raced in the Malta classic in 2019. There were no more races in these events since, due to the Covid 19 pandemic.

JP: What have you been up to during the time the Malta Classic has not been running?

CD: I started racing in hillclimbs with the island

car club in the classic modified class, winning this class every year and becoming overall winner for classics in 2021.

JP: Have you ever participated in overseas events?

CD: I have done races in Racalmuto in Sicily, with other Maltese participants, once again winning the class for modified classics.

JP: Tell us a bit about the Beast.

CD: The car has a modified Triumph 2000 saloon engine, with Vitesse running gear, mounted on to a very light body. It has eaten through five gearbox rebuilds and two differential rebuilds in spite of strengthening modifications to the standard units .The car still runs on its rudimentary transverse leaf spring.

JP: What has been your last racing event?



CD: Recently I decided to try out the ¼ mile race at Halfar Raceway.

There were some sneers and jeers when The



Beast entered the Raceway to compete with modern machinery. Others laughed until the Mercs , BMWs and supercharged modern Minis became visible in the rear mirror of the Vitesse.

JP: *What other cars do you have in your classic collection?*

CD: *I have my late father's Herald saloon and Herald estate.*

JP: *This story tells us how much muscle a Triumph can provide. Clifford went a long way to show us that excellent driving skills can outpace more powerful and even better handling cars of both modern and historic eras. I am sure that you join me in wishing Clifford the best of luck for future races - he really does do more with his Triumph*

A big thank you to John and to Clifford - and we can't resist closing this report with a wonderful picture of Clifford standing between his blue Vitesse and the unfeasibly tall **Edd China** .

You will recall that last month, **Mario Sgro**, President of the wonderful Pergusa Circuit wrote about an historic race meeting that he is organising in 2024 and invited TSSC Members to come along. Who knows, we might even see Clifford's "Beast" racing that weekend. We'll keep you posted.

Meantime, we'd love to hear from you, wherever you are in the world, whether racing, driving or just gently working on your Triumph. Just drop us a line at:

international-liaison@tssc.org.uk

Cheers

Jess & John



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29th June to 2nd July 2023

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ALL Triumph enthusiasts are welcome.

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- Laps of Le Mans circuit in your own car.
- Rally plaques, car stickers and FREE commemorative T Shirt
- **Priority booking for members of the TSSC and selected other Classic Car clubs.**

Don't miss the Triumph Trip of the Year!

Booking forms from HQ

Tel Lisa. 01858 434424 opt. 2



STAG

Ben Carney stag@tssc.org.uk

What were the Problems with the Triumph Stag?

(Some questions asked in conversation)

Hello, I've recently been conversing via email to a non-member who was very interested in buying a Stag, he interrogated me as he wanted to know how the original problems with the car manifested.

I pointed him in the direct of a local Stag specialist who provided him with the following written answers. I found these quite revealing, what do you think? Is this a helpful answer to a potential Stag owner?

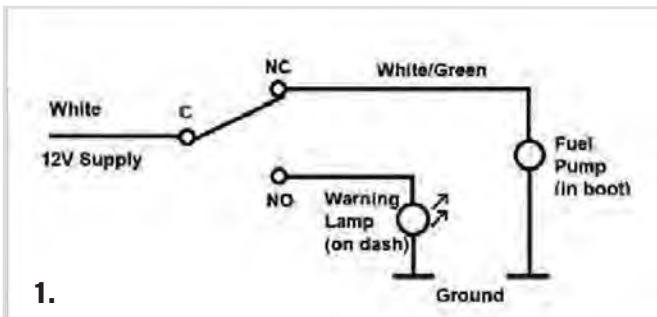
The Triumph Stag is a popular sports car produced by the British manufacturer Triumph from 1970 to 1978. While the car has a stylish design and was well received by the public, it does have some well-known issues that owners and enthusiasts have identified over the years. Here are some of the common problems with the Triumph Stag:

1. Engine overheating:

One of the biggest issues with the Stag was its tendency to overheat. This was often caused by the design of the engine, which had a reputation for being unreliable.

2. Timing chain tensioner failure: The Stag's timing chain tensioner was prone to failure, which could lead to engine damage or failure if not addressed promptly.

3. Electrical problems: The Stag's electrical system was known for being problematic, with issues ranging from failing starter mo-



1.

tors to unreliable charging systems. Picture 1

4. Rust: The Stag was notorious for rust problems, particularly in the chassis and bodywork. This was due in part to the car's construction, which used a combination of steel and aluminium panels.

5. Transmission problems: The Stag's automatic transmission was known to be unreliable, with issues ranging from slipping gears to complete failure.

Overall, while the Triumph Stag was a stylish and popular sports car, it had a number of well-known issues that potential buyers should be aware of. If you're considering purchasing a Stag, be sure to thoroughly inspect the car and have it checked by a qualified mechanic before making a purchase.

What were the causes of overheating with the Triumph Stag?

There were several factors that contributed to the Triumph Stag's tendency to overheat:

1. Design of the engine:



2.

The Stag was fitted with a 3.0-litre V8 engine that was designed with a narrow-angle cylinder block. This design made it difficult for the engine to dissipate heat properly, which led to overheating. [Picture 2](#)

2. Cooling system

issues: The Stag's cooling system was not designed to handle the heat generated by the engine, which meant that the engine would often run hotter than it should. The car's radiator was also prone to clogging, which reduced its effectiveness at dissipating heat.

3. Thermostat problems: The Stag's thermostat was located in an area that was not well ventilated, which made it difficult for it to regulate the engine's temperature properly.

This could lead to the engine running too hot or too cold.



4. Fan and water pump failures: The Stag's cooling system relied on a combination of a fan and water pump to circulate coolant through the engine. If either of these components failed, the engine could quickly overheat.



To address the overheating issues, some Stag owners have made modifications to the engine, cooling system, and other components to improve the car's cooling performance. These modifications can include upgrading the radiator, installing a larger water pump, and adding additional cooling fans. [Picture 3](#), [Picture 4](#), [Picture 5](#)

Why was the timing chain a problem on the Triumph Stag?

The timing chain on the Triumph Stag was a well-known issue for several reasons:

1. Poor design: The Stag's timing chain was de-

signed with a single row of teeth, which made it more prone to stretching and breaking than other timing chains. This was a design flaw that was not corrected during the car's production run.

2. Poor lubrication: The Stag's timing chain was located at the rear of the engine, which made it difficult to lubricate properly. This could cause the chain to wear more quickly and become more prone to failure.

3. Tensioner failure: The Stag's timing chain tensioner was also prone to failure, which could cause the chain to become loose and jump a tooth on the sprocket. This could lead to engine damage or failure if not addressed promptly.

4. Maintenance issues: The timing chain on the Stag needed to be regularly inspected and replaced, but many owners neglected this maintenance due to the difficulty of accessing the chain at the rear of the engine. This could lead to the chain breaking or jumping teeth, which could cause significant engine damage. [Picture 5](#)

To address these issues, some Stag owners have modified the engine to use a double-row timing chain and improved lubrication systems. Others have opted to replace the timing chain more frequently or use aftermarket tensioners to improve reliability. Regular maintenance and inspection of the timing chain are also essential to preventing problems with this component.

What are the main rust issues for the Triumph Stag?

The Triumph Stag was prone to rusting due to a combination of factors, including its construction materials and

design. Here are some of the main rust issues associated with the Stag:

1. Chassis rust: The Stag's chassis was constructed using a combination of steel and aluminium, which made it prone to rusting at the points where the two metals met. This was particularly problematic in areas where the chassis was exposed to moisture, such as around the suspension mounting points and the floor pan.

2. Body rust: The Stag's bodywork was also prone to rusting, particularly in areas where moisture could collect, such as around the wheel arches and door bottoms. The car's roof was also susceptible to rust due to its construction from a single sheet of steel. [Picture 7](#), [picture 8](#)

3. Rust on brightwork: The Stag's brightwork, which includes components such as the bumpers and door handles, was made from chrome-plated steel.

Over time, the chrome could wear away, exposing the underlying steel to moisture and causing it to rust.

To prevent rust, Stag owners should take steps to keep the car's chassis and bodywork clean and dry, particularly in



7.



areas where moisture can accumulate. Regular inspections of the car's undercarriage and bodywork can also help identify and address rust issues before they become too severe.

Some Stag owners have also opted to replace rust-prone components, such as the chassis or body panels, with aftermarket or refurbished parts to improve the car's overall durability.

What were the transmission problems for the Triumph Stag?

The Triumph Stag had a number of transmission problems that were common during its production run. Here are some of the main issues:

1. Overall failure: The Stag was equipped with an optional overdrive unit that could be engaged to provide better fuel economy at high-way speeds.

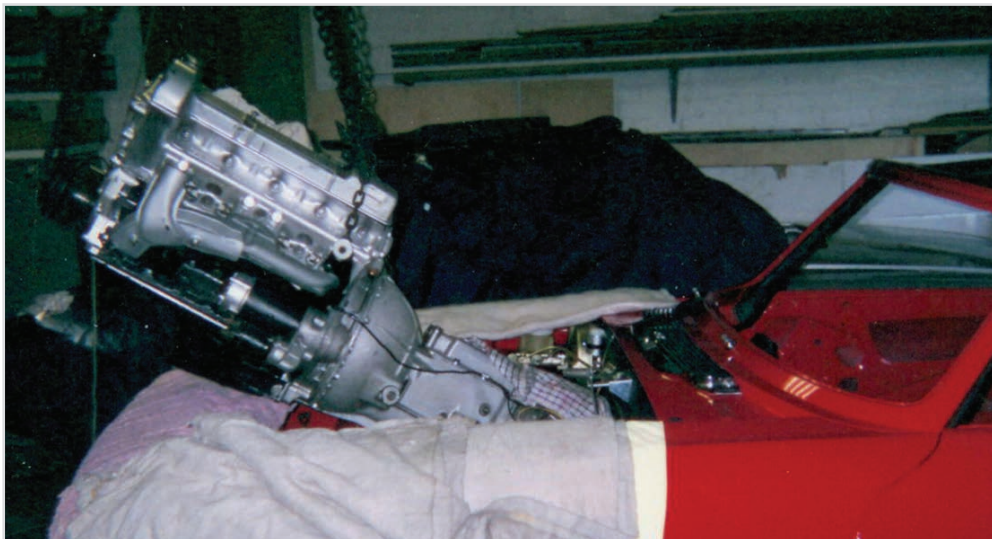
However, the overdrive unit was prone to failure due to issues with its solenoid and

electrical components.

2. Gearbox wear: The Stag's manual gearbox was prone to wear, particularly in the synchromesh mechanism. This could cause difficulty shifting between gears, particularly between second and third gear.

3. Clutch problems: The Stag's clutch was known to be heavy and difficult to operate, particularly in heavy





traffic. The clutch hydraulics could also fail, causing the clutch to become inoperable.

4. Differential issues: The Stag's differential was prone to failure, particularly in cars that were driven aggressively or used for towing. The differential's crown wheel and pinion gears could wear or break, causing significant damage to the transmission.

To address these issues, some Stag owners have modified their cars to use aftermarket or refurbished transmissions or components. Others have opted to upgrade the car's clutch hydraulics or replace the differential with a stronger unit. Regular maintenance and inspection of the transmission can also help identify and address issues before they become more severe.

Differential issues on the Triumph Stag

The Triumph Stag was known to have a number of issues with its differential, which is the component that transfers power from the engine to the wheels. Here are some of the main issues: [Picture 9](#)

1. Crown wheel and pinion wear:

The Stag's differential was prone to wear in the crown wheel and pinion gears. This could cause a whining or grinding noise from the rear of the car, particularly during acceleration or deceleration.

2. Differential bearings: The Stag's differential was also prone to failure of the differential bearings, which could cause excessive play or noise from the rear of the car.

3. Limited-slip differential failure: The Stag's limited-slip differential, which was an optional feature on some models, was also prone to failure. This could cause the differential to become locked, making the car difficult to manoeuvre or control.

4. Differential leaks: The Stag's differential was known to develop leaks over time, particularly around the seals and gaskets.

This could cause a loss of lubrication, leading to increased wear and failure of the differential components.

To address these issues, some Stag owners have opted to replace the differential with a stronger aftermarket unit or upgrade the car's differential with reinforced components.

Regular maintenance and inspection of the differential can also help identify and address issues before they become more severe. This includes checking the differential fluid level and changing the fluid as recommended by the manufacturer.

Well, a very comprehensive answer to the questions asked? One final note, the above descriptions are the opinion of one person and are not intended as a guide to the problems and issues of the Triumph Stag, just an overview as how they see the problems.

Please refer to the Triumph Repair Operation Manual for the method prescribed by Triumph for undertaking any work or personally consult a Triumph specialist.

Keep those V8's purring!

Ben



ULTIMATE TRIUMPH!

One man's TR5 build ready for marque's centenary



SAFE?
The rotisserie is good, and the glasses, but Matt should be wearing gloves and ear defenders.

Cash saving tips!

TEST your compression
CHECK your working safety
MAKE a diagnostic smoker
GO under your classic safely
FIT the best exhaust mounts

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BOND EQUIPE

GUY SINGLETON guy@bondequipe.org

See you at Leatherhead?

Good News, and hope your Equipes are all ready and raring to go. You may have seen that the South of England Meeting is on at Leatherhead Leisure Centre, the main day being the Sun-

ing collection of Laurie Bond's creations, based at **Sycamore Farm Caravan Site, Soss Moss, Macclesfield, Cheshire K10 4TU**. There will be road runs. It runs over the **August Bank Holiday weekend, 25th - 28th August**, there will be road runs all 2 days (including a run to the Bond factory site in Preston) and a fish 'n' chip supper on Friday (which needs to be pre-



50th Anniversary at South of England Meet

day of the Coronation weekend. This has always been a good venue and great season opener and also has attracted a good display of Equipes, although in recent years the numbers have dropped off a bit.

Why am I saying this? – well of course this year is the 60th Anniversary of the production of the Equipe, and I would like to have a good display of Equipes at SEM – on the 50th Anniversary meeting we had 12 Equipes – can we beat that this year?

And, while on the subject, don't forget the **Bond Equipe Rally** in co-ordination with the Cheshire Microcar Rally hosted by **Clive and Andrea Steggel** with their amaz-

ing collection of Laurie Bond's creations, based at **Sycamore Farm Caravan Site, Soss Moss, Macclesfield, Cheshire K10 4TU**. There will be road runs. It runs over the **August Bank Holiday weekend, 25th - 28th August**, there will be road runs all 2 days (including a run to the Bond factory site in Preston) and a fish 'n' chip supper on Friday (which needs to be pre-

booked). If staying onsite pitch fees are £10 per night, electric hook-up being £3 per unit per night. If you wish to book in to camp on site please contact Andrew on **01625 860893** or **andreasteggel@aol.com**. Alternately there are many hotel, B&B or guest house options in the area if you've got used to the comfort of 4 walls, a roof and a real bed for the last 2 Bond Equipe Rally weekends.

In the spirit of getting ready, at the end of last year the over-

drive on my 2+2, GMT, was playing up, it was working but when the oil got hot the overdrive clutch was slipping. This being Easter Weekend, I thought now is the time to take it out and investigate the problem, so I ordered the replacement seal and gasket set, that of course was the easy part.

I decided to take the overdrive unit off leaving the gearbox in situ, so it was a case of undoing the propshaft, jacking up the rear of the car, removing the exhaust, putting a jack under the rear of the engine, then undoing the gearbox mounting bolts then lifting the rear of the gearbox until the output shaft cleared the propshaft – it might have been easier to remove the propshaft as well as it was a tight fit – watch out for the fan



on the radiator as well. I did have to trim the propshaft tunnel back a bit to get the O/D unit out. It was then a case of undoing the nuts between the overdrive unit and the adaptor plate, and sliding off the O/D unit, and with a bit of wiggling off it came.

I looked at the O/D unit, and replaced the O rings on the pressure release valve and pistons, these all seemed fine, so I didn't know whether this would be enough to cure the fault or not. So, at that stage I decided discretion was the better part of valour. I did not feel like doing it twice and I had an overdrive unit which I knew worked, destined for the prototype, so I decided to put that unit on, and will try out my old one at a later date.

Reassembly as they say is the reverse of taking it out – just check that the two sets of splines are completely lined up, and the oil pump cam on the gearbox output shaft has the lobe on the top, then it slides on with no trouble. Once I had everything connected up, and before reinstating the inside, I took it for a quick test, the overdrive went in and out, and given

that it is a different unit, I hope the clutch does not slip as before – time will tell, as by then it was time to tidy up and put everything away.

The next big job on the car is to replace the existing 4.11 diff with a 3.89 one, but that means replacing all the driveshaft and propshaft flanges and I need to get the UJ's for that so a job for an-



other day. The car has a 1500 engine, so I might fit the 3.63 diff but that means altering the speedo to get the correct reading.

Finally I am now servicing both the 2+2 and Convertible so that they are ready for the year.

South Of England Meet 22/23

by Mickey Hazell - Thames AO

It was fantastic to see you all at last years SEM South of England Meet), we are hoping you can come & join us for this 100th year celebration of Triumph also 60th anniversary of 12/50 Heralds, Bond Gt2+2 & 2000/2500s .

We have Camping available from Friday 5th of May afternoon, when we arrive to start setting up the show ground, although the camping is quite basic. There are Three chemical loos around area as those in the sports pavilion are no longer in use, we also have use of the showers & toilets in the Leisure centre (entry with the program). Leatherhead town centre is a short walk by the river, with lots of places to eat & drink. Warm yourselves by the camp fires (12" off the ground please) as your fellow campers gather to socialize.

Saturday is a free day to explore to beautiful country side & local places of interest, like the Surrey Hills & Brooklands Museum for example (we have some road runs if interested or ask about places to go). We will be marking up the field and putting up the marquee and would love a helping hand. In the evening (when it's getting dark) we hold quizzes in the marquee.

Sunday is very manic for us parking up your Triumphs as you arrive and guiding auto jumbler to pitches. Julie will be selling raffle tickets through out the day; Adam & Will can check over your Triumphs trunnions and oil them; The TSSC club shop will have some goodies for sale and hold on to your pre ordered items until your ready to collect, they will also be very busy doing valuations for the TSSC Agreed Value Insurance scheme. Around the edge of the field will hopefully be auto jumbler selling their wares, Engine tuning, Refreshment Van for hot food & drinks.

All this with the wonderful field full of Triumphs and Triumph based cars with a splash of visiting classic as well.

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



**2022 TSSC Choice Presented to
Kevin Perryman by Chris Gunby**

So, grab a friend or family member, jump in your Triumph & bless us with your company. we had a wonderful turn out & great fun with those brave enough to camp.

SEM 2022

The turn out of Triumph's for the Sunday was stunning and the weather was kind too boot

The concours results for 2022 were

Best Herald	John Hill	FMM 714J
Runner up Herald	Trevor Collett	RMG 691F
Best Vitesse	Pete Hale	YRT 832H
Runner up Vitesse	Stuart Reddick	532 MUO
Best Spitfire	James Delamere	BBR 976S
Runner up Spitfire	Chris Tickner	RLM 504E
Best GT6	Kevin Perryman	DAA 606K
Runner up GT6	David Burden	XUY 578G
Best Bond	John Kempshall	EKY 226D
Best Special	Chris Slade	XLB 123G
Runner up Special	Terry Johnson	TKN 943
Best Saloon	Andrew Burford	HNR 108N
Runner up Saloon	Mohammad Jamil	XYN 44G
Best Stag	Kevin Newman	RVC 427H
Runner up Stag	Paul Chambers	OLX 800P
Best TR	Andrew Russell	HKM 444D
Runner up TR	Russell Newall	HDE 88D

T.S.S.C. Choice 2022 was

Kevin Perryman GT6 DAA 606K

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

2023 SEM Sunday May 7th

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

Under 16's free with paying adults. Camping from Friday evening also £7 per unit per night. Quiz on Saturday evening in the campers Marquee.

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

**Mickey, Julie
& Team**



TSSC Choice - Kevin Perryman

The 2023 Peak Run

by Colin Wright



The 2023 Peak Run camping weekend runs between 22nd to 26th June, with the actual Peak Run on Sunday 25th June 2023.

This year the Peak Run Weekend takes on an exciting new format and a more leisurely pace.

The Saturday theme night and crazy frantic games have gone and been replaced with individual challenges and games of skill in the marquee on the camping field. This also includes limitless BYO food and booze.

The Friday night noggins and natter will also be in the marquee. You never know we might even

Show Stoppers Line up at Carsington 22

let Roger loose. Your guess is as good as mine as to what that might be.

During the Saturday daytime we are planning one of our infamous treasure hunts which involves stumbling across a pub or two.

The Sunday Peak Run is also slightly different as well. We will be starting and finishing at the Peak Gateway camp site so bring a picnic to enjoy whilst the cars are judged.

Booking forms are available on our website www.peakrun.weebly.com



**Car of the Show -
Keith Lister's beautiful Spitfire.**

The show stoppers from last year Peak Run were:

Car of the Show -

Keith Lister's beautiful Spitfire



People's Choice Best Triumph -
Adrian Hadfield's 2000



People's Choice Runner Up Best Triumph -
Cliff Griffiths' GT6



People's Choice non-Triumph -
Gary Flinn's Sunbeam



Brian Watkins Award -
Andy Muschialli's Triumph thingy ???
We hope you can join us in Derbyshire for a weekend of fun and Triumphs....



Contact Club Shop for prices

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

e-mail. clubshop@tssc.org.uk

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GBH14 1/4" Hose - *Fuel Pump to Carb to Carb*

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STANDARD



TRIUMPH



THE “TRIUMPH CENTENARY” PICNIC AND

MARQUE DAY 2023

SUNDAY 21ST MAY 2023

THE WALTON HALL HOTEL

HOSTED BY THE

PRE-1940 TRIUMPH MOTOR CLUB



This, the fifth of our picnics, celebrates the 100th year of Triumph car production and everything that is wonderful about owning and running a classic Triumph, Standard or Standard Triumph car and all Clubs and individual owners are truly welcome. You are asked to do nothing more than arrive in your car between 10am and 4pm and spend a sociable day with us enjoying and marvelling at the range and variety of Triumph cars produced between the 1920s and 1980s.

This year's venue is the beautiful Mercure Walton Hall Hotel, Wellesbourne, Warwickshire CV35 9HG and, for those without a picnic, our usual Hogroast, coffee and fresh Ice Cream vendors will be there. For more information you can call John Lowe, Chairman of the Pre-1940 Club on 07876 685868



1923 10/20



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Car Model



**Your Name *or*
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**Car Model
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GT6 - TR6 - TR7

and Triumph Shield

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Vitesse

GT6

TR6

TR7

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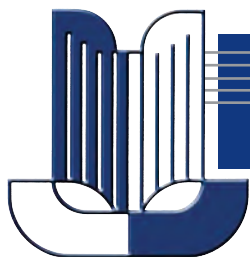
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Name *OR* Registration when ordering**

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Readers Write

e-mail: courier@tssc.org.uk

Not So Mini now.....



Dear Bernard

In the March issue of The Courier Les Green posted a photo of his Herald against modern vehicles and wondered how many other members had taken similar pics.

Last year I was at my son's and came out to find his neighbour had parked her Mini next to my car. The difference in size was striking - especially considering the other car is badged as Mini!

Looking forward to seeing other similar shots

Paul Hildreth

Newton on Ouse, North Yorks

INVITATION TO ENTER

DEVON and
CORNWALL

1923



CENTRE

2023

MG CAR COMPANY and TRIUMPH ARE BOTH 100 YEARS OLD THIS YEAR.

The Devon and Cornwall Centre of the MG Car Club Will be organising a

CELEBRATION SCENIC DRIVE

On Sunday May 21st Starting in Plymouth and finishing at Harrowbarrow Village Hall

Entry forms available from

Alan Davis event organiser at alan.verona0251@gmail.com

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THE COURIER Classifieds

Herald



1967 HERALD 12/50 A1 CONDITION. Chassis and engine refurbished, new gearbox, body professionally restored throughout, invoices available, 30,895 genuine miles, garaged, boot rack, sale for health reasons. £8,750 ono. **Martin Hawkins (Twickenham) 07880 507359.**



1969 HERALD CONVERTED TO VITESSE. Good condition but seats need a little attention. Manual overdrive. Need to sell as can no longer garage it. £5000 **Peter Sutton (Worcestershire) 07988 257908.**



1970 13/60 CONVERTIBLE. Owned Since 1987, Garaged. 68,000 MILES. Irregular use but runs well, basically sound and would benefit from some TLC and cosmetic work. £3,250. **Duncan Crowther (Oxon) 07551 722228.**

ADVERT FORM IS ON THE BACK OF YOUR COURIER ADDRESS LABEL!

Spitfire



MKIII 1968. A1+ Condition. Unleaded. Body off restoration. Alternator. Hardtop. Contact for Photos. Too many Parts to list. Don't Miss. 69,000 mls. £12,000 **Carl Windsor (Bristol) 01454 418439 Or 07982 240567.**

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WANTED: GT6 MK1 EXHAUST. Looking for serviceable centre pipe (307869/GEX6039) and tailpipe silencer (307811/GEX3216) for Mk1 GT6. **Keith Hardwick (South Bucks) 01753 647188.**

WANTED: MIDDLE EXHAUST PIPE FOR SPITFIRE MK3 Looking for serviceable middle section of exhaust pipe (307869/GEX6039) from Spitfire Mk3. **Keith Hardwick (South Bucks) 01753 647188.**

WANTED VITESSE PARTS. Wanted, Dashboard light switch, Wiper switch and Choke cable with round knobs,

Vitesse



MK2 2L NON OVERDRIVE. 53,800 miles, summer dry run and professionally stored each winter. New brakes, gearbox, clutch and good quality repaint. Sports exhaust and boot lid available at additional cost. Sad to sell. £8,000. **Douglas Macallister (Glasgow) 07434 694991.**

MK2 VITESSE CONVERTIBLE 1971. Rebuilt Carbs. Good Brakes. Good Hood. Good Gearbox. Chrome Wheels. New Front Seats. Average interior. Reliable. Great Sound. £7,800. **Keith Power (Southport, Lancs) 07594 604523.**

for Vitesse Mk1 1967. **Paul Amey (Derbyshire.) 07866 288945.**

TR6 STOWAGE COVER WANTED. Wanted stowage cover, black, 1972 TR6, must be in excellent condition. I would require it to be delivered, at my expense. **Stephen Neal (Leeds, West Yorkshire) 07860 602519.**

GT6 MKIII BONNET PIVOT HINGE BOXES. I require a pair of bonnet pivot hinge boxes for my Mk3. Can travel or will arrange courier if anyone can help. Many thanks in advance. **Steven Blakemore (County Durham) 07702 985056.**

Parts Wanted

Parts for Sale

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

FREE - HERALD AND SPITFIRE HEATER BOXES FREE - Collect only (Poole, Dorset) Two Herald and one Spitfire (1500?) heater boxes. Rusty, but as far as I can see complete. Email if interested. jules@g0nzo.co.uk. Julian Smith (Poole, Dorset) 07980 996292.

COURIER MAGS 2008 TO 2022. Courier magazines, almost complete from 2008 to 2022. Free for collection from Addlestone in Surrey. FREE Chris Harris (Addlestone) 07766 088862.

NEW ALLOY FRONT HUBS FOR GT6/VITESSE/EQUIPE. Pair of new Jigsaw Racing alloy hubs complete with new Timken bearings. Cost £270 for abandoned project. Contact for

full details. £225 Lindsay Dearing (Great Torrington, Devon.) 01805 628251.

SPITFIRE 1500. WIRE WHEELS. Five 4.5J x13 wire wheels. Refurbished shot blasted and powder coated and never fitted. Five hub adaptors/splines, four chrome 2 eared knock caps. £600. Mel Starling (Solihull) 077318 30402.

SPITFIRE MKIV PARTS. WHEEL TRIMS 4 stainless steel wheel trims never used £60. **TONNEAU COVER.** Black PVC Tonneau cover with headrests. Excellent condition. £110. Mel Starling (Solihull) 07731 830402.

SPITFIRE 1500 HARDTOP Pageant Blue including new replacement opening quarter window. Fair condition. £150. Mel Starling (Solihull) 07731 830402.

GT6 MKIII STEEL WHEELS 4 1/2 J X 13" Steel Wheels blasted and Primed. Average Condition. £30. Nigel Ind (Wilts) 07860 532974.

GIRLING CLUTCH SLAVE 313340. Professionally rebuilt with stainless sleeve (better than aftermarket cylinder) 7/8" Triumph 514356 for Vit 1600 some TR3/4/7/8 £38 ONO. Nick Fane (Malvern) 01684 566601.

SPITFIRE 1500 GEARBOX TUNNEL. Millboard gearbox tunnel and insulation. Both original and tatty but likely repairable (see Colin Lindsay article). Photos on request. Free to collect near M1 J25). Free. Robert Lund (Nottingham) 07941 154109.

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South Of England Meet Letherhead KT22 9BL - Sunday May 7th

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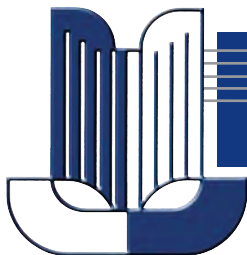


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ALL TRIUMPH MODELS

All conditions wanted, from barn finds to concours. Right & left-hand drive. Complete collections purchased. Cash buyer. Discretion assured.

Please do not hesitate to contact me if you are interested in selling your Triumph and are looking for a prompt hassle-free cash buyer! Please feel free to contact me for a no obligation friendly chat.

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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

SPITFIRE Mk I/II/III

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

SPITFIRE Mk IV/1500

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

VITESSE 1600/ Mk I/II

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

GT6 MkI/II/III

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

BOND

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

SPECIALS

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

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Melrose, Snelsmoor Lane, Chellaston, Derby. DE73 6TQ Tel: 07540 167534.

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

TR 4/4A/5/250/6

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

TR7/TR8

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

TRIUMPH ACCLAIM

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

STAG

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

TSSC TRIUMPH ARCHIVE

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

AMPHICAR

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

INTERNATIONAL LIAISON SECRETARIES

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

YOUNG MEMBERS CO-ORDINATOR

Alyson Robertson, 48 Main Street, Carnwath, South Lanarkshire, ML11 8JZ.
e-mail: 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. **TSSC HQ:** e-mail: info@tssc.org.uk

AREA LIAISON OFFICERS

Paul & Christina Girling, 76 Richmond Road, Saham Toney, Thetford, Norfolk. IP25 7EU
Tel: 07584 000442 e-mail: tsscareas@gmail.com

PUBLIC RELATIONS OFFICER

Vicky Dredge, Kingcott Farm, Alcester Road, Flyford Flavell, WR7 4DF.
Tel: 07745 299457 e-mail: pro@tssc.org.uk



May 2023

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South of England Meet

Sunday 7th May 2023

**Also - Sat 6th
Free Chill out day**

**Sunday 7th
ALL Triumph Car Show
& Concours**

**Autojumble & Stalls
60th Anniv Herald 12/50
60th Anniv Bond GT 2+2
60th Anniv 2000/2500S**

**Camping from
Friday 5th afternoon
£7.00 Per Night**

**Entry - Pay on the Gate
£7.00 Per Person**

FREE Entry for children under 16

FREE Autojumble pitches

FREE Concours - All Triumph cars

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**For more information contact
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AREA DIRECTORY

AREA MEETINGS Check with AO!

SCOTTISH AREAS

SCOT CENTRAL	Dave Fray: 07557 659311. Harvester, Hillington Ind est. - GLASGOW. G52 4DR.	1ST THURS. 7.30PM
SCOT N. EAST	Danny Stroud: 07823 539047 Various - Contact AO	LAST THURS. EVES.

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 Paul Girling 07584 000442	
DERWENT VALLEY	Bryan Clayton: 07858 959027 Top Club.- Stanley Common, Ilkeston, Derbyshire, DE7 6FY.	1ST 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. 7.30PM
SHROPSHIRE	Bill Bate: 01952 581391 David Embery: 0770 1049881 Simon Morgan: 07786 806189 Kevin Cain: 07515 834594 CONTACT AO's FOR MEETING VENUE	3RD SUN. 10.00AM
SOUTH STAFFS	New AO/s Wanted Contact Paul Girling 07584 000442	

MIDLAND AREAS Contd.

NORTH STAFFS	David Woodward: 07939 603061 George & Dragon - MEAFORD Nr STONE ST15 0PX	LAST WED 8.00PM.
WEST MIDLANDS	Chris Allen: 07505 110922 Farmer Johns , Streetly, Sutton Coldfield, West Midlands B74 2DX.	1ST TUES. 6.00PM.
5th. WARWICKSHIRE	Mark Smith: 07989 104324 Harbury Village Club & Institute , Harbury, nr LEAMINGTON SPA CV33 9HE	1ST TUES. 7.30PM.
WORCESTER	Vicky Kitchen: 07745 299457 The Red Hart , Cockshut Lane, INKBERROW, WORCS. WR7 4DD	1ST MON. 7.30PM

EASTERN AREAS

CAMBRIDGE	Tom Hartley: 07795 436149 The Plough , Fen Ditton, CAMBRIDGE. CB5 8SX Barrington Village Green , CB22 7RZ. (and noon New Years Day)	1ST MON. 8PM 1ST FRI 6PM (Apr-Oct)
ESSEX	Mike & Sue Titchen: 07860 708356 Various Venue's April - September The Castle Pub October - March	2ND SUN. 12NOON
M25 EAST	John Hill: 07938 526324 Contact AO for Details.	
NORFOLK	Paul & Christina Girling: 07584 000442 Venue to be advised by email and Facebook. Contact AO for Details	1ST THURS. 7.30 FOR 8PM
SUFFOLK	Colin Wake: 01206 250360 Sorrel Horse - BARHAM - IPSWICH. IP6 0PG	1ST TUES. 8PM.

SOUTH EASTERN AREAS

EAST BERKS	Doug Brown: 01189 321390 Baratta's at The Royal Oak Ruscombe Lane, TWYFORD, RJ10 9JN,	2ND TUES. 6PM.
SOUTH BUCKS	Daniel James: 07818 052276 The Harte & Magpies - Coleshill, AMERSHAM BUCKS. HP7 0LU	3RD WED. 8PM.
CANTERBURY	New AO/s Wanted Contact: Paul Girling 07584 000442	
GATWICK	Tony Locker-Lampson: 07775 564427 The Crown , East Street, Turners Hill, NR CRAWLEY RH10 4PT	2ND TUES. 8PM.
HANTS & BERKS	Alan Fulbrook: 07795 096394 The Twesledown , CHURCH CROOKHAM, FLEET, HAMPS, GU52 8DY.	1ST TUES. 8PM.
HERTS & BEDS	Peter Lewis: 01582 750943 The Raven PH , HEXTON, NR HITCHIN. SG5 3JB.	4TH MON. 8PM
ISLE OF WIGHT	Elaine Hawkins: 07842 249591 Tracy Cleaver: 07754 751672 Various - See report in Area News	CALL FOR DETAILS
WEST KENT	Colin Robertson: 07810 102525 The Pheasant - Goathurst Common - IDE HILL - TN14 6BU	LAST TUES 7.30PM
NEWBURY	Dave Rumens: 01635 868640 See our Facebook page and your emails for details The Craven Arms Skinner's Green Ln, ENBORNE. RG20 0HG.	2ND WED. 7.30PM 4th Wed. 7.30pm
SOUTHERN	Mike Goolding: 01252 722432 The Seven Stars - STROUD GU32 3PG	1ST TUES. 7.30 PM.
SURREY	Clifford Darby: 07853 793341 Wellhouse Inn - Chipstead Lane - MUGSWELL. CR5 3SQ.	LAST WEDS. 8PM.
BODIAM	Colin Robertson: 07810 102525 The Castle Inn - Main Road - BODIAM - TN32 5UB	LAST WED AT 7.30PM.
EAST SUSSEX	Geoffrey Scarborough: 07833 944847 The Halfway House - Rose Hill, ISFIELD SUSSEX. TN22 5UG.	1ST WEDS. 8PM.
WEST SUSSEX	Nigel Ayre: 07799 660212 George Ashborn: 07508 853397 Selsey Arms - Coolham, - HORSHAM. RH13 8QJ	3RD WEDS 7PM.
THAMES	Mickey Hazell: 07773 623807 Fairmile Inn , Portsmouth Rd, - COBHAM. KT11 1BW George Inn - 29 Windsor Road, - WRAYSbury. TW19 5DE	1ST THURS. 8PM 3RD THURS. 8PM

SOUTH WESTERN AREAS

ANDOVER	Guy & Suzie Singleton: 01672 514241 <i>The Clatford Arms</i> , GOODWORTH CLATFORD, SPII 7RN	2ND WEDS. LUNCH 12.30PM
AVON	David Dyer: 07860 878058 <i>The Griffin</i> - London Road, WARMLEY, BRISTOL - BS30 5JN	1ST TUES. 7.30PM.
CORNWALL	Carol Coventry: 01726 824523 <i>The New Inn</i> - Newquay Road, GOONHAVERN. TR4 9QD.	2ND THURS. 8PM
DEVON	Sue & John Franklin: 01548 821348 Nigel Kenneison: 07804 731599 <i>The Star Inn</i> - LIVERTON. TQ12 6EZ. <i>Ring A.O. Details</i>	3RD WED. 6.30PM 1ST SUN. LUN
NORTH DEVON	Darren Groves: 07806 351499 Andy Luckhurst: 07971 413045 <i>Crealock Arms</i> - BIDEFORD. EX39 5HN.	1ST THURS. 7.00PM
DORSET SOUTH	Robin Nicholls: 07920 549474 <i>The Three Compasses</i> - CHARMINSTER - DT2 9QT. March to Sept	LAST MON. 7.30PM
GLOUCESTER	Jane Rowley: 07802 171227 <i>Fromebridge Mill</i> - GLOUCESTER GL2 7PD.	3RD MON. 8PM
SOMERSET	Steven Polden: 07504 516623. <i>Contact AO for meeting venue</i>	2ND THURS 8PM
WESSEX	Trevor Carlyle: 01425 475376 <i>Tyrrells Ford</i> - Avon - CHRISTCHURCH. BH23 7BQ.	LAST THURS. 8PM.
NORTH WILTSHIRE	Craig Gingell: 07852 455242 <i>Foxham Inn</i> - FOXHAM - WILTSHIRE. SN15 4NQ.	2ND TUES. 7.30pm.

WELSH AREAS

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

NORTHERN IRELAND

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

COUNTRY	CONTACT NAME	CONTACT DETAILS
AUSTRALIA (Queensland)	Richard Graveur	randagraveur@gmail.com
AUSTRALIA (Victoria)	Richard Stewart	rlslaw@bigpond.net.au
BELGIUM	Stefan Vandendijk	stefan.vandendijk@telenet.be
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Area Liaison Officers Report Andover

We would like to say thank you to all those who attended the Area Organisers meeting on Sunday 16th of April.

Whether you joined us at TSSC HQ or Zoom.

This is our last ALO report as we have now handed the reigns to **Paul and Christina Girling** who we are quite sure you have read about about their travels in their wonderful cars and caravans.

We will be working alongside both until they are happy with things.

As you will see myself and Nigel will still be heavily involved with events for the Club.

So you can't get rid of us that easy, so once again Thank you to you all for your support over the nine years we have been the Area Liaison team. Signing out but not goodbye.

See you at SEM or Isle of Wight in May,



Nigel & Di.

Triumph Sports Six Club Area Liaison Officers

e-mail. tsscareas@gmail.com. Tel. 07584 000442

The first thing we would like to do as your new Area Liaison Officers is to thank Nigel and Di for all their hard work in the role. Certainly as new AOs we were glad of their help and support as we settled into the job. I won't say we have big boots to fill as there will be a period of 'handover' time when the boots will still be with them.

We have already met a number of you through our travels with our Herald and caravan over the past few years. This year we are hoping to meet a lot more of you as we attempt to get to as many Area Weekends as possible.

For those that don't know us, we are AOs for Norfolk and the ones that went around the UK mainland in our combo last year. As we write, we have just returned from the Essex 45th Birthday Weekend, a fabulous celebration held in Braintree (for a full write-up see next month's Courier) and a well-deserved **Area of the Year Award** topped off the weekend for Mike and Sue.

Paul & Christina

Andover

e-mail: guy@bondequipe.org

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Tel. 01672 514241

Not a great deal to report this month although it was a bit of an eventful - or almost uneventful - time last month as Guy and I had got ourselves in a bit of a pickle by triple-booking ourselves for the Area lunch.

We'd realised the day before but after a bit of umm-ing and aah-ing we took the decision that Guy's business appointment in Gloucestershire couldn't be cancelled and I didn't feel up to driving to Clatford by myself so we emailed to let everyone know that unfortunately we couldn't be there.

So.o.o.o come the following morning we looked out on a white world, this being the day that it had decided to snow and there were 3-4" of snow over the whole garden. After Guy had a brief discussion

with his client (Hi Paul!) they decided to postpone their meeting as the snow seemed to be deeper further west so we figured, as postie had kindly cleared a track down our drive and the main road looked to have been gritted, we would give it a go to the meet. So we sent another email winging it way to the group. Most were also under the white stuff and weren't going to be able to go but we heard from Robin and Ann that they were planning to be there so after getting wrapped up we headed out in my little Honda, with its nice narrow tyres (compared to Guy's almost modern Volvo). Funnily enough, after only about 20 minutes the skies cleared a bit and shortly afterwards we were driving through areas which hadn't seen any snow.

So, in the end, we had a very pleasant lunch with Robin and Ann, and by the time we got home a lot of the snow had cleared.

Here's hoping future lunches will go a little more smoothly than the last couple.

Andover - Avon Cambridge



Andover Continues

Otherwise, Ed's said "TR7 has been in the garage for a bit waiting for the weather to improve, My son carries on using the TR6 as his daily drive whatever the weather is doing." And Kevin and Gillian are currently enjoying a visit to their son and his family in Australia.

We are planning to go to the Popham Classic Car Show as usual, but we noticed the Hungerford Rotary Club are also putting on an event on 1st May if that might appeal to anyone.

We will also be at Beaulieu as usual so if you're there please do come to see us on Red field to say hello.

Guy & Suzie

Events

10th May at 12.00 - The Clatford Arms, Goodworth Clatford, SP11 7RN

1st May - Popham Classic Car Show, Popham Airfield, SO21 3BD

1st May - Hungerford Rotary Classic Car Show, Hungerford Rugby Club, RG17 0AN

Avon

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As I write this we seem to be having two extremes, ice on the car this morning and blazing sun this afternoon.

The first car meet is on Bank Holiday Monday, the one last Sunday, Chepstow, was cancelled. I am guessing due to a water logged field. **BH Monday sees a few members going to the Coleford Festival of Transport in the Forest of Dean.**

Sometimes Coleford is chilly, hopefully this Monday the sun will be out!

Have you got your classic out and dusted off the cobwebs? It would be nice to see a few new faces. We are hoping to see Lee's freshly restored Triumph 2500S estate soon, it looks amazing in the pics. Progress ongoing with Steve's TR4. I was hoping to have had my TR7 rear wings sprayed but the sprayer has moved to Cornwall!!!

Happy Shows.



Dave

Cambridge

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Tel. 07795 436149

With the clocks going back we were able to drive to the Plough in the dying light of the day, a welcome change from the cold damp meetings of earlier months.

Rejoining member Steve recounted how Andy had kindly been over to his to help him get his Spitfire started after seven years of being laid up, and the myriad of little annoyances that seemed to be getting in the way. However, the fun came to an end when, despite clearing one of the carbs, coaxing the fuel pump to push some through and getting the sparks going, it became clear that there was no oil pressure. Diagnosis tonight was that the oil pump might have sheared off from its drive under the distributor, which means taking the sump off sadly.

Tim filled us in on the joys of driving across Cambridge in the shell of a mini they were trying, as teenagers (so some time ago indeed), to convert into a grass track racer with a roll cage. Blue lights pulled them over and, after taking one look at it, the copper called out the official police photographer to record the serious crime levels of automotive misadventure that stood before him. After all was said and done the fine was £600, a lot of money in those days plus 9 points for Tim's friend, who had lost the toss and had had to drive the car with a seat that wasn't bolted down behind a steering wheel that was only wedged in place and no windscreen or wipers. If they'd perhaps left the boot panel on it might not have stood out quite so much, but hindsight is a wonderful thing.

We collectively dreamt of yet more routes we could do together in our little Triumphs, from the north, west, south or even east coasts of Ireland, west of Wales, or a run down into France or across to the Nürburgring. Howard brought finisher trophies for the recent Ten Countries Run for a number of us, which was kind. Sam told us he'd succumbed to the warmth of an MX5 for half the money of a chillier and perhaps less reliable Spitfire that he'd been hankering after for the last few months.

Tim took us out into the carpark to look over the





Cambridge - Cheshire

Aston Martin DB9 he was fettling for a friend for a share in the increased value at sale; getting the condensation out of the light clusters, fixing the ruffled dash lining and the hood opening and closing and generally cleaning and tidying it up. We all wanted a piece of it but even if we all clubbed together we probably couldn't reach the asking price.

Toby and Mike Carroll had been up to Anglia Car Auctions where they'd fancied a bright orange caterpillar tracked snow mobile, impractical for the Fens or not, and a beaten up Landrover 2A Toby had fancied and wished he'd bid on that went for three grand or so. That's the danger of these auctions: there is always something of interest that you don't really need but you really rather want.

April's meeting saw a great turnout both of Triumphs in the Plough carpark and Triumph drivers around the big table by the bar.

Next meeting is Monday the 1st of May at the Plough in Fen Ditton, followed by Friday the 5th at Barrington on the Green by the Royal Oak.

Tom

Cheshire

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There's been a little progress on our Triumphs. Richards' Spitfire has its oily bits in pieces on the garage floor, Adrians' GT6 is still awaiting its final reassembly and Hark the Herald has been rescued from the Chester Road garage (with an exceedingly flat battery) and is now at the Branch Office. My jump leads have been designated unfit for purpose, amongst several other issues. Roger has had new tyres fitted to his Spitfire, moving from 155s to 165s.

We talked about car shows and runs out. The tradition is that our first run of the year is at our June meeting, travelling from The Croak and Peasant to the Swettenham Arms. This is a journey of about 12.5 miles so only a little fuel involved, and the beer at the Swettenham is usually good and on a number



of occasions has been exceptionally good (frustratingly good when driving!). However the Swettenham is undergoing 'refurbishment' at present so I visited their web site followed by their Facebook page to find that the Swettenham will re-open on Friday 14th April. That should give us enough time for a recce before the 1st of June.

I thought I had been unsuccessful in applying for the Sandbach Festival of Transport. Their email on the 5th of February indicated that (successful?) applicants would receive confirmation and details of their display by the end of February. I tried to email for an update in March, but their email address was dysfunctional. Then I got an email on the 15th of March saying I was approved but omitting the 'plate' that accompanied the email last year. So I am expecting to attend, ruling out participation in Drive It Day. Only Richard seemed to have any plans for DID, so I have requested his plans in case I find myself at a loose end on the day. One hopes for better weather on the 23rd - at present we are enjoying almost monsoon level rain (but it's watering in the feed and weed just applied on the lawn).

I've tried to persuade Richard to take ownership of my 218142 cylinder head (bought in a fit of madness several years ago) as such a head seems ideal for a Herald with twin SUs and a lumpy camshaft, but to no avail. I neglected to ask about progress on the towbar front (or should that be rear?).

I have a number of events for the month of May. Car shows and **Gawsworth Hall on the 1st and 29th (booking needed)**, **Cholmondeley Castle on the 14th (little shy of 40 miles)**, and **Capesthorpe on the 28th and 29th**. As ever, if going to Capesthorpe, try to approach from the south on the A34, as huge queues have been experienced when the weather has been good. Alternatively turn up early in the day.

Our next meeting is on Thursday 4th May at the Cock and Pheasant. Be nice to see some more Triumphs in the car park (okay, including one of mine).

Henry

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you

Cornwall - Derwent valley



Cornwall

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www.groups.io/g/cornwalltriumphs

www.facebook.com/groups/TSSCCornwall/

Tel. 07979 464643

Hi All. Lovely to see some of you at March meeting night, a good one was had. If you intend to come along to any club night I shall need to know please. The pub will know be getting busy and will require numbers attending. We had a great run out this month, Steve and Jo who organised the event have kindly wrote a few words and here is how the day went.

Countryside and Coast Run Sunday 26th March 2023

After several days of Cornish mizzle and murk, thankfully we were blessed with a dry bright day for our run around South East Cornwall.

A factor we hadn't realised when the date was set, was that the clocks went forward the night before which made the meeting time of 10am feel rather early, particularly for those coming from the west of the county!

Despite this, a very respectable nine Triumphs of various models turned out for the run to make the most of a dry day. Two Stags, a TR4, a GT6, a Spitfire, a Vitesse, two Heralds and an Acclaim set off after a coffee, cake or bacon roll from the Bodmin garden centre and wended their way down the lanes through the



Lanhydrock estate to Respyrn bridge where driving skills were put to the test crossing the bridge! After this the run was a mix of country lanes and rural A roads, up and down dale, until joining the Polbatic to Torpoint road, which is a good twisty main road running along a tidal inlet of the Tamar.



Our lunch venue was the Wilcove Inn which is a lovely pub by the Tamar that provided a excellent lunch for us all.

After a good break, good lunch, and good natter, we set



off for the second part of the run along the coast from Cawsand passing Whitsand Bay where the expanse of white topped rollers looked stunning in the sunshine. We continued through Donderry, Seaton and on to Hannafore at Looe where the run ended. We parked up here to say our goodbyes before everyone headed off on their way home.

As usual a good fun day in good company, with nice weather and no breakdowns! We look forward to next one on Drive It Day in April.

Many Many thanks Steve & Jo, it was such a wonderful day which we all enjoyed so much.

By the time you are reading this months edition the show session will be starting. I have put up events for the next few months on the main TSSC page under Cornwall area. Its also out on our group email page, on our Facebook page and Whatsapp.

A show that has just come in to me that I said I would share with all members, is a small gathering of classic cars on the **Keay in Truro, on Sunday 30th July, organised by Truro Bid**, please contact Sian.Knight@trurobid.co.uk for more information. Unfortunately it clashes with a couple of shows, Boconnoc and St Buryan, but it may be of interest to you.

That's all the news I have this month

Happy and Safe Motoring

Carol
x

Derwent Valley

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Tel. 0758 959027

Hi All. Recently our April meet was at held at Charles Fish bar in Matlock followed by a walk up to the Fish Pond pub in Matlock Bath.

The May meeting will be back at our usual venue at the **Smalley Common in Ilkeston at 7:30pm on Tuesday the 2nd of May.**

We are currently preparing for the **2023 Peak Run camping weekend** which will be held between the **22nd to 26th of June with the actual Peak Run**



Derwent Valley Devon

Derwent Valley Continues

going ahead on Sunday 25th June 2023. This will start and finish at the campsite in Ashbourne. The evening activities will be in the marquee, therefore people will need to provide their own food and drink. We hope to see you there.

Bryan

Devon

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Tel. 01548 821348

With our March run a week later than normal, I have to thank Editor, Bern, for accommodating my later than usual report to the April Courier!

Rob Lingard arranged our March run, starting from Starcross car park and ending at the Blue Ball at Sidford. A great 50 mile drive which was rewarded with a good showing of Triumphs and a smattering of others. We counted 4 Stags, 2 Mk 1 Gt6s, Dan's 2500 PI estate, 1 Dolomite and Julian & Lorraine's trusty Favorit. We really regretted not taking my Stag until we were approaching home when the heavens opened on us. Lucky really, as en route to her MOT the day after, she broke a rear sub frame arm at the sub frame bush end 100 yards from the garage. Phew! We welcomed Somerset members Jacqui and Mike - she has had her Stag since the 80's, and new members Sue & Steve from the far east of Devon, with a lovely Inca Stag they had bought only a week before. We hope they will all join us again soon. I managed to do a couple of TSSC agreed value insurance forms too.

On to March Club Night, another vile night, so the cars stayed at home, but a good number of 19 members at the Star, most of us eating, and having a natter about all things Triumph. Huge shame, as Dan had just got his Mk3 Spitfire back on the road, a car he has had since he was 17.

At last, the beginning of April saw the weather relent in time for a yummy breakfast at the Woodland Café, followed by a 30 mile run up over Dartmoor edges,

back down to the coast to Surfing Cow Ice Cream at Holbeton, one of our favourite haunts. Breakfast now brought out Dan's newly restored MkIII Spitfire looking gorgeous, Stags of Steve and



Charlie, Mike's Mk4 Spitfire and my 13/60 Herald. Leaving Charlie's blue Stag and his friends' Rover behind, together with Julian & Lorraine (Exeter Chief's game called!), we gained Bob's Vitesse when we reached our ice cream venue. A beautiful day at last, finishing at one of venues used for shooting 'Beyond Paradise' the sequel to 'Death in Paradise'.



POWDERHAM SHOW 8 / 9 July - Please make sure I have your entry forms, payment and stamped addressed envelopes at the very latest by 15 May if you want to exhibit on the Club Stand which is currently filling up FAST. Always very popular but please note that all exhibitors MUST remain on the showground until 4.30pm due to the site's Health & Safety restrictions.

TOUR OF DEVON 2023 will be run on July 23rd as part of the national TSSC Borders Run event.

Revised routes this year, now starting at four locations in the North, South, East and West of Devon. Meeting at 9am to start promptly at 09:30am. Each 100 mile approx route will tour a part of the county. The routes will have timed stops to allow members to join at any time of the day, or place, local to them. The finish point will be White House, Okehampton Services mid afternoon. This is purely a social gathering with absolutely no competitive element, and will be a lot of fun. Let me know if you would like to register your interest - I will need your name, email contact and mobile number.

We will be 'Doing More With Our Triumphs' in accordance with the Club's motto. Don't forget to visit the new (and now fully functioning) website which is now live....

<https://www.tssc-devon.org.uk/>

COMING UP IN DEVON

Weekend 29 April Isle of Wight Weekend - a group of us going over as usual.

Sunday 7 May Coronation weekend - maybe a run - watch for emails.

Wednesday 17 May Club Night



Devon - Essex



Devon Continues

at the Star Inn Liverton TQ12 6EZ
 Sunday 4 June Picnic Run to be confirmed
 10/11 June TRIUMPH / MG 100
 AT SILVERSTONE
 Sunday 18 June Darts Farm Show /
 2000 Reg week at Paignton
 Wednesday 21 June Midsummer Afternoon run
 to Star Inn for Club Night
 Sunday 25 June Totnes Rotary Show at Staverton
 Sunday 23 July Devon's Borders Run

Sue & John & Nigel

Essex

e-mail: miketitchen@aol.com

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

Mike. 07860 708356

Hello and welcome to an insight into Essex area.

Here at Essex we have been organising and arranging car shows and our 45th anniversary over the past few months, members in Essex have been stepping up to help with arrangements.

In March for our club day at The Castle pub we arranged to have a tinkering day. The manager has been very welcoming to us and said they were glad



to hold it in their car park, this turned out to be a really good day

where the girls could sit in the pub talking to each



other. I think they may have been talking about cars but probably not!!! The men were outside under the bonnets oiling their nipples on the trunnions at the



front and greasing the trunnions at the back of Spitfires. Then talking of other problems with the cars these range from simple silly mistakes to quite elaborate problems. Talking to the owner of the pub they were happy to put pictures of us playing with the cars on to their website and then said to us about one of the husband's of the staff had organised certain events for young drivers on a cardrome and if we were to have another small event like this I would be happy to invite younger drivers along to join in with looking at our old cars.

We were invited as an area to the local sales garage called Fairmont Sports & Classics in Brentwood for a coffee & doughnut morning we were unable to attend but Arnie did.

An excellent Event, lovely cars on display in the showroom and many beauties turned up for the event, I spotted an emerald green Audi 80 which you don't see over here very often. I learnt to drive in one of them and passed my test, although it was a manual, not auto. The other car that I liked was a Fiat 500 which looked very tidy. The owner only had it for around 5 months and braved to re-furbish the seats by himself, it looked really good.

We hope more of our members will attend the next one that they put on.

Janet and Steve, Simon and Debs went to Little Easton Manor Classic car meet, the weather was good with lots of different cars turning up. They were sitting having a cuppa when Tony and Caroline gave a surprise visit, although they don't own a Triumph at the moment, Tony has his eye on buying a Stag.

Our 45th Anniversary of Essex Area took place on the weekend of 14th - 16th April - Our write up for this will be in June's Courier.

Mike

Up & Coming Area Events May 2023

Sunday 7th - Classic Car Meet at Little Easton Manor, Park Road, Dunmow CM6 2JN - 10 onwards - Book online on their events page by RSVP

Sunday 7th - SEM Leatherhead Leisure Centre, Surrey KT22 9BL

Sunday 14th - Club Day - phone Mike for venue details

Bank Holiday Monday 29th Transport Extraganza at East Anglian Railway Museum, Station Road, Wakes Colne CO6 2DS -



Gatwick

Tickets only event

June 2023

June 4th - Brands Hatch - Essex Area Triumph
Club stand

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you

Gatwick

e-mail: rowfantgardencare@hotmail.co.uk

Tel. 07775 564427

Hi all. Well at last it's looking like we might be out of the worst of it, that is the rain! April is definitely starting off looking promising. Plans are starting to come together with the Border Run, (100 year celebration of Triumph cars) just need to confirm meeting points and times with our neighbouring areas.

At last after quite a few years, I picked up my mk3 on the 14th March and finally took her home, it's all down to me now to put her back together!

I have boxes of bits everywhere in the garage and trying to find that particular part, to kick me off is proving difficult. I seem to spend more time looking through the boxes than I do putting parts back on my Spitfire!

The more bits I can get back on her, the more space I'll have in the garage to work on her!

The Blethingly meet on Saturday 18th March, gave me a nice break from looking through boxes! It wasn't the best of weather, it pretty much rained for the whole time! But our cars Triumphed, by showing other classics what we're made of!

To be fair we and the other brave classic car owners that came, decided to spend most of the time inside

with a hot cup of tea and something to eat, while our poor cars sat in the rain outside!

But the rain didn't put Richard off, as he decided this was a good time to do a bit of work on his Mk3!

A week later, I also picked up the Mk3 carburettors, from 'Southern Carburettors', what a transformation. Where did I put my sun glasses?! I'm beginning to think my Mk3 is getting too good to put back on our wet salty roads! All the various traders I've used for the mk3 have done magnificent work!

Phil & I went up to the NEC, great show, lots of lovely cars. I Spotted Chitty and was very tempted to just fly away from this miserable weather!

I keep spotting this 1500 W reg around the Crawley Down area, is this you Joseph?

Well I know it was April the 1st! But I did expect a few more people and cars at the next Blethingly meet, there was no rain, just damp roads from earlier. And I promise this is a completely different meet and not the same pictures from the 18th March!

Let's hope that the next meeting is nice and sunny for everyone to come out for a spring drive.

We're very close now to going to the IOW Weekend, by the time you read this, it'll be all over.

But it's followed by the:-

SEM Leatherhead 6/7th May



Gatwick - Herts & Beds Isle of Wight - Manchester



Gatwick Continues

Best of British day 7th May Brooklands

Beaulieu spring Autojumble 13th May

Slinfold classic car show 28th May

MG & Triumph 100 Silverstone 10th & 11th June

Warlingham Classic Car & Bike show 16th July

The border run (Sunday 23rd July) is getting more areas involved around us, East & West Sussex areas are both meeting up at Ardingly, right on our doorstep. Surrey will also be doing the run, but not sure on Kent yet?

Our next meeting is on Tuesday the 9th at the Crown.

PS Late news in :- Village Garage have certainly been busy, Edward sent in these pictures of the continuing strip down of his Mk1. I know VG are a busy garage with lots of cars in, but this does seem a little excessive way of saving space!



Obviously they are still working on stripping down the chassis. Can't be long now for it to go off to the grit blasters?

Now we have lighter evenings I look forward to seeing you at a meeting or one of the many shows that are coming up.

Get out there and enjoy your triumphs

Tony

Herts & Beds

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Tel. 01582 750943

Hi Folks as I'm not injected with a gramophone needle here is a short waffle on what we have done or are planning March we had our annual Blow the Cobwebs Run 9 members made the drive nothing special on a cold damp day but a pleasant hours + drive starting at our Pub for coffee and finished there for Lunch, and a very willing Raphael made it all the way up from central London to join in.

As lead car I did the proverbial turn left when I should have turn right which added the fun of the day, Hmmm!!!!. But all cars made the 40 mile drive

and I took a shortcut as time was creeping up but the rest followed the route, (you cant get the staff you know) but we all ended up at the Raven OK.

Drive it day will have been and gone we will be joining the Lea Valley TR group for a trip out to the Buckingham railway next months and we have spaces pre booked for a visit to the **Leighton Buzzard narrow gauge railway May 14th and Pitstone Greencraft museum June 11th** let me know if you wish to join us

Do read and be aware of the changes coming to the Agreed Valuation Insurance - it's important. That's all folks

Peter

Isle of Wight

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www.facebook.com/groups/78675055371248/

Tel. 07842 249591

Spring at last! Lots more daylight for driving our classics. We have started our brunch runs again so keep an eye out for notifications, it's always good to see everyone. We don't mind who you bring along or what car you turn up in!

Our 33rd Isle of Wight Triumph Weekend should now be organised and underway. Lots of you booked in, the caravans sold out long ago and some are booked for next year too. We just love you visiting our Island and taking part in the convoys and activities over the weekend. So much fun and laughter with friends old and new.

More about this event and Drive-It Day in the next report. Happy motoring!

Tracy & Elaine

Manchester

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Tel. 07710 001893

Hi Manchester !!! We are still struggling to encourage members to attend the Area Meetings. Understanding the Winter Months put a few off venturing out in the cold and dark.

Therefore, let's hope we pick up on attendance levels as the Summer lighter nights arrive.

Without members input to meetings the area will not survive or grow, its Your Area !

If the Meeting Venue, Time, Location or any other



Manchester - Newbury Norfolk

reason you can think of is not suitable please consider attending at least one month to discuss alternative ideas. Nothing is set in Stone but without members input nothing will change. Any contact is welcome to discuss your ideas for the area.

Jeff

Newbury

e-mail: dave.rumens@btinternet.com

Tel. 01635 868640

With the daffodils and tulips bursting into flower and the sun beginning to shine, it's time to get the car covers off and turn a key in the ignition.

Phil decided to do exactly that on 2nd April, getting Winnie the Spitfire out for the first time this year and visiting the car meeting at the Renegade Brewery in Yattendon. There were lots of modified modern cars but sadly no other Triumph cars.

The Spitfire started and ran very well. The car meeting at the brewery, held on the first Sunday morning every month, is not great for classic cars but, if the weather's good, it is a nice place to stop for coffee or breakfast and to see some expensive modern classics. Thanks Phil for the heads up. I wonder whether a few of us could go for a breakfast: food for thought!

In March, Mary and Dave decided to head off for a short break in the New Forest. As it was raining and they hadn't been to the National Motor Museum for some 30 years, it made sense to pay a visit. Overall, there was lots to see with motoring history going back to the start of the last century.

This included several TRs and a red 948 Herald Saloon in the main buildings. In the Top Gear display there were two sad looking Triumphs: a Spitfire and a Herald. The Herald was the one James May tried to turn into a boat. I am not too sure what happened to the Spit, but it was in a pretty sorry state.

And those are not the only Triumphs needing a bit of TLC. Robin finally got into the garage to fix the bumper tracks to the front, back and rear quarter valences.



That job allows the final coat of paint to be applied which, in turn, will allow him to finally put 'Ruby' back together again.

He is certainly looking forward to finally getting the Herald home and ultimately back on the road. It continues to be a long journey but it should be worth it in the end.

Until next month, enjoy the cars!

Robin

Norfolk

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Carrying on with our "roving" meetings, this month at the Gallow, Fakenham Race Course. While the weather wasn't especially good, with some of us

being caught in the rain showers, we still managed 7 Triumphs in the car park. The bar at the Gallow was very welcoming with a few of us eating beforehand.



Everybody seemed to enjoy the venue, the layout gave way to some good socialising of the 17 members attending.

Tickets for those attending Earsham Hall Classic Car Show were handed out by Tim and the new banner handed over. While we have stopped taking bookings for our display area, if you are intending to go to it, make sure you come and say hi. There should be 11 Triumphs on display.

Amongst the topics up for discussion was the Border Run which seems to be gaining momentum with members looking forward to the challenge. A couple of things were suggested - getting some form of sponsorship and how to get the event pub-

Norfolk North East



Norfolk Continues

licised locally, we currently have over 20 showing interest on Facebook, most of whom seem to be interested in doing the whole circuit. There was also a suggestion for a "tail-end-charlie" (or two) - somebody that doesn't mind being last and knows what they are doing with Triumphs who could possibly help those that are having problems. Let me know if you think you can help.

A preview for the Drive It Day run on Sunday 23rd April was also available for those interested.

Run out with TR Wensum

Following an invite from TR Wensum, two TSSC cars attended their mid-week run from Dereham to Setchy for lunch, a wander around the beer warehouse and antiques centre. Great weather, great run and great company. Many thanks to the TR Wensum lot who made us feel so welcome.

Run to Fairhaven Water Gardens - Sunday 14th May

Come and join TSSC Norfolk for a tulip route from Harford Tesco ending up at Fairhaven Water Gardens for lunch. Optional visit to the gardens. More information to follow via email and Facebook. www.fairhavengarden.co.uk

Norfolk Churches Run on 6th August - The Stag Owners club are aiming to gather Triumphs together for a "Triumph slot" on the Norfolk Churches Run. Always a good run, let me know if you are interested.

We also have areas reserved at **Sandringham Pageant of Motoring Sunday 28 May and Helmingham Festival of Transport on Sunday 6th August**. Let me know if you want to join as at either of these shows.

Continuing our Monthly Roving Meets...

May Meeting - Thursday 4th, 7.30 for 8pm - Back to the Silver Fox, Norwich. TBC by email and Facebook.

June Meeting - Thursday 1st, 7.30 for 8pm - Gamekeeper, Old Buckenham with option meal beforehand.

More details for these runs and meets to follow via email and Facebook. Please let me know if you're not getting our regular emails. Note that they sometimes go into the junk/promotions folder

Looking forward to seeing a few more Triumphs out and about as we leave the long cold winter behind.

Paul & Christina

North East

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www.tsscnortheast.blogspot.com/**

**Geoff. 07773 440201
Deryck. 07939 068976**

Hi all, well it is officially spring now and at our April meeting we had a few more Club Cars in attendance, there was still a chill in the air but it was bright and sunny so we all stood outside chatting, after our meet a few of us went off for coffee and cake at the Aviator cafe at Fishburn Airfield, we all sat in the conservatory where the sun warmed us up and sat watching the private planes coming and going.

Next months meet Brian will be away on business so the Training centre will be closed, we will still meet up there at our normal time for a short while, and then drive off somewhere for coffee.

We still have a spare ticket for the Silverstone event in August if anyone is interested.

Our event list is now starting to fill up with Events planned right up to August.

The first 2 in **May are, Kielder on the 14th, and Ushaw classics on the 27th**, in June we have **Aln valley railway on the 18th and in July, Durham riverside on the 3rd**, (no booking needed for this) as more events come up I will update you.

Plans for our Triumph centenary run are starting to come together, we can gain access to Durham cathedral on the Sunday morning, so that will be our first photo opportunity, from there heading to the Angel of the North, and then on towards Newcastle, we are working on access to a parking area on the Quayside for photos, from there towards Sunderland, and then off down to Teeside.

More details of this event nearer the time That's all for now.

Geoff

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you



Northern Ireland

Northern Ireland

e-mail: heatheranddouglass@gmail.com

Tel. 07707 288233

Bernard will be surprised this month in that he will have received my report early. Should I explain! Well in a few days' time Heather, Simon and I will be flying to Cape Town, South Africa for a family wedding hence the need to get the paperwork done early this month well before its due time. An unusual occurrence for me I might add.

We had our monthly run on Sat 25th March, meeting at The Elk Inn at Toome-



bridge that was reasonably attended, although a few of our regulars were missing due to family commitments and illness. We wish those who were unwell all the best and a speedy recovery. Peter and Nathan (M) were missing for an altogether different reason - they were at the NEC Restoration Show in Birmingham for the weekend - lucky them, but more of that later in this report. With a few of the Triumph's under repair we only had two in our line-up of six vehicles. Alan and Pam (F) were there in the Volvo, Simon in the Mini and Valerie and Ernie (F) in the Honda. Thankfully Philip (A) brought along the green 1500 and Daphne and Robert (T) had their immaculate TR6. I meant to be there too in the TR but disaster struck on the Sat morning as I was checking the vehicle for oil and water etc. I tried, as usual, to use the emergency handle but there was a no go so tried the Triumph fitted one and, lo and behold, it worked. On examination of the "emergency" handle I noted that it had pulled past the bonnet striker hence the nonoperation of the catch. Checks over so I closed the bonnet and attempted to start the engine, but the battery/starter appeared lazy so, of course, I tried the fitted handle again. Yes, you are correct, it wouldn't open. As the result of this long-winded story Heather and I arrived in the BMW 2 series Convertible for the run. On the move at last took us to the Creagh Road and Hill areas crossing over the new A6 and then towards the Deerpark to run alongside Lough Beg with its nature reserve and, of course, Ballyscullion Park which has a massive area. It was only afterwards I discovered that Simon had

been in that area before many years ago with the Scouts canoeing at Church Island within the lough. Keeping close to the water's edge we made our way then to join the main A54 road between Portglenone and Castledawson. As we were running a bit late we had to leave out the Clady, Tamlaght and Moyogall areas in need for a wee bite to eat we made our way through Bellaghy to our food stop at Ditty's Bakery in the centre of Castledawson. Thankfully I had plans made and approval to use their car park at the rear for our cars as the roadway was quite busy. The food was reasonably good, but I must say that the service was poor, and I felt for the lady in charge. On the road again after food etc saw us crossing over the A6 again to make our way to the Annaghmore and Aughrim areas, to please Alan (F) and then to the Loves Road area to please the ladies before passing under the Magherafelt Bypass to make our way to the centre of Magherafelt for some, yes you've guessed it, retail therapy for the ladies at least.

An hour or so later, with bags packed, we were on the road again through the centre of the town to the Roshure Road



area to make our way to Desertmartin and then on to Tobermore using the A29. Once there we took the Clooney Road to the centre of Curran keeping to the lower side of the Moyola River as the Glenshane Road, the A6, took the other side. Turning left in the centre of Curran brought us to the A6 before we used it and the Lurganagoose Road, another lovely name to make our way to and through Knockloughrim to the Quarry Road. Once there we made use of the Drumard and Gulladuff Roads to bring us out at the Seamus Heaney Home Place in the centre of Bellaghy and our evening meal stop at the Tap House Bar and Restaurant. Once again, we had a good meal here with good service and at a reasonable cost, even in this day and age. Even better I waited to the end to pay and found that all had paid their full Wack, as they say. Well done! Whilst in the middle of writing this my April Edition of the Courier has arrived, and I see that we no longer have a panel of insurers on behalf of the club and they state the following, "The TSSC have arranged an exclusive deal for TSSC Members with Peter James Insurance. We have worked closely with PJ for years, but now the two parties have worked hard to supply some very attractive features exclusively to our member-

Northern Ireland



Northern Ireland Continues

ship". I must say looking at the two paged advert within this month's April Courier it does appear well worth a look when next renewing your classic car insurance cover. Of course, "Sod's Law" applies to myself for my two Triumph's, I renewed last month so that's me "stitched" for another year.

I mentioned earlier about Peter and Nathan (M) going to the NEC Restoration Show in Birmingham. Well, it would appear that



they had a good time by all accounts and a big thank you for the photographs. It was good to that they had the time and opportunity to meet up with the members at the TSSC Club stand there and their appearance in the Club Facebook page. I wouldn't fancy restoring some of the Triumphs that were on display, never mind finding the money to do so. Contacted again by my friend, Gerard (G) from Wimbledon, who was at the recent London Classic Car on Sat 25 th February when there were two Triumphs for sale, a 1960 TR3A that went for a little under £14,000, eat your heart out Alan (For) and a 1968 TR5 with 27,000 miles on the clock that went for head spinning £56,000. Just in case you are interested there is another auction on 27th May at Ascot Racecourse. I note that Gerard is coming to Northern Ireland on 28th May to have a bus tour to have a look at our beautiful country so he will sadly miss the next auction. Hope he has a good time whilst he is here.

As many of you know Alan (F) a regular attendee at our meetings and area runs has had his Vitesse off the road for a period. Just to make you aware he is still working away at the car despite all the close family work he is doing the local Donaghadee area and so here is an update in his words.



"Vitesse Troubles" My mum used to say never pick a spot or burst a blister or it will spread, she was right! In December 2021 I picked at a blister, driver's side, on the rear wing just behind the B post of my Vitesse convertible and it spread. The result of that were major body work repairs. New rear wing and inner outer wheel arch driver side and outer chassis rail, had to be fitted. Well, I'd started so I might as well carry on. The passenger side, after I'd picked at it, revealed and even bigger problem. It needed a new wing and outer and inner wheel arches. Thankfully the chassis rail was sound. I've now started the bonnet however it's only getting repairs. The job has taken a lot longer than it should, have but the weather last summer was good, so it was hard to get the motivation to work in the garage. Pam and I missed not having the car on the road, roof down enjoying the fresh air on the runs and with the up-and-coming new season, with runs, shows and weekends away, I have acquired new motivation to get it finished especially as we've booked it on the ferry for a tour of Skye this September. I would like to thank, Paul Robinson and Alan Hayes for parts and Richard Rutledge and Michael Hudson for the loan of their spot welders. Alan. So, there we have it then - on the road by September or, before then!



Hopefully we had a reasonable show on 22nd April, and I got back in time from South Africa, the visit to Colin (L) on 29th April went well and a few have booked **Shane's Castle on Mon 1st May**. What's ahead - **Area Meeting on Wed 3rd** and **Armagh Down run on Sat 13th May** with Colin (L) followed by a **North Down, Comber, Killyleagh run on Sat June 17th** with Alan and Pam (F). If anyone is aware of any original Northern Ireland registered Spitfire MkIV's please contact me.

Douglas.

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



Notts - Peterborough Scotland Central

Notts

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Omg where is the time flying to? As Notts area we have been doing new roaming meet ups at various pubs around notts. So the meeting we had was at the Kingsway pub in Kirkby in Ashfield which we were pleasantly surprised at how nice and accommodating this pub was. As a group of 11 met and for us we had curry, which for the money was outstanding. Lovely to see Robert although still not in our classics, we were chatting on how excited we are in going to Le Mans this year, which seems to be approaching rather quickly now.

In between things myself and Nigel had a great NEC in March. Saw and also got two new members for the Notts area so looking forward to seeing Matthew and Pete coming to a meeting.

I have put on the Notts website page events that are happening. I put these on Facebook and website although we can not make some of these events it is for your information if you would like to go. Always contact us if you are not sure.

We look after the events for the whole of the Club as well so sometimes we do get extremely busy. So if you know of any other shows of interest around Nottingham we are happy to put on social media for you.

In April we would have had our AGM so I will post in the next write up what we discussed and also in May our first outing of the year is to the Isle of Wight.

Look out for our meetings and we will text information to those who are on our lists where about we are going.

A few dates for your diary : **Monday 1st of May Thoresby park.** Need to book in.

On Sunday 7th May is the South of England meet in Leatherhead. Which is a TSSC attendance and camping available too. Sunday 14th May is Standard Triumph Centenary Picnic day at Walton hall in Warwickshire. Free to attend.

Into June there is the **MG & Triumph weekend at Silverstone from Friday 9th of June to Sunday 11th of June.** follow the link in the courier - must book in.

Wednesday 21st June is our next Notts meet up. Then from **Friday 23rd of June until Sunday 25th of June is Peak run.** See add in Courier to book in. **Also on the Sunday 25th of June is the Berry hill classic**

car show. Tickets must be brought, £5.00 wrist band. Myself and Nigel will be here with TSSC gazebo and membership and valuations available at this event. So busy busy busy, it would be lovely to see you out and about with your classic. Hope to see you all soon.

Nigel & Di.

Peterborough

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Tel. 01780 666045

Next meeting will be on Tuesday the 9th of May 2023, at The Gordon Arms, 527 Oundle Road, Orton Longueville, Peterborough PE2 7DH.

Starting at around 6:30pm if you'd like to eat, then 7:30pm for the meeting.

Note that this isn't the Monday!

Please remember to bring a raffle prize.

Hopefully we'll be joining-in with the **TSSC Border run on Sunday the 23rd of July.** Again, further details to follow.

Some thoughts for next year: August 2024 will be the 40th anniversary of the Peterborough area organisation. It all started in Yaxley, so maybe it'd be good to return there for that month's meeting.

Charlie.

Scotland Central

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Welcome to the 2023 Classic Car season, we kick off the year with our trunnion oiling day in Grangemouth, A big thankyou to Andy Phillips who made his garage available for the day, We had many different triumphs up in the air and i think most of us came away with more items on our to do list than we



Scotland Central Somerset



Scotland Central Continues

thought, we had Triumph Stags, Triumph 2000, Dolomite Sprints, Triumph Herald and Triumph TR7 - V8 turning out on the day, The TR7 had an interesting wheel wobble issue which was much debated by the team to try and resolve the issue, its now away to get the wheels balanced again.

Please can I ask you all to look carefully at your rubber fuel lines, It appears that modern rubber fuel hose do not last very long and we need to be vigilant and ensure these hoses are regularly checked.



Its a major issue for all of us who own and run these classic cars,

Please can I remind you that **Triumphfest Scotland is happening on the 19th to 21st May at the Doune Hill climb track**, The hill-climb event has been organised by the Lothian Car Club and we have been invited to use the facilities for our Centenary of the Triumph cars event, to date the following Triumph Clubs will be attending Triumph 2000 Register, Triumph Roadster Club, TR Drivers Club, TR Register, Standard Motor Club, and Stag owners Club. we are hoping to organise a display of 100 Triumph cars on the Sunday at the classic Car show element of the weekend, Camping is available on site all weekend. Look forward to catch up with you all over the coming season.

Dave

Somerset

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Hi everyone, hope you enjoying the longer evenings and the weather is getting warmer. Following on from last month, gearbox and overdrive is back in the TR, seems to be fine, as I write just the last bits of interior and seats to go back in.

The Vitesse has been out and about on few local runs too. I'm looking forward to Drive It Day which will have taken place by the time you get this, we have 10 cars coming along, hopefully the weather will be good.

A couple of new Somerset members have joined the TSSC, and one actively looking for a car. I'm

meeting up with Dave to hopefully provide a bit of advice of what to look for. When I bought my cars, I've always seemed to have bought the first one I've seen, which is probably not the best approach. My Spitfire was bought on a dark wet November evening, too wet to look underneath..... Would we check a 15 year old car now to see if it had a floor?

As the evenings are getting better, I'm thinking of doing a few roving evening meets for Club night, keep an eye on Facebook/email for details. Hope to see some of you in the corners of the county come out with your cars

I've included a list of events that I'm aware of, sure I've missed a few. It will soon be the last call for the West Somerset Railway show, we have a number of members going along, including some camping. Let me know if you want to attend. As every, anything else let me know, give me a call, drop me an email or pop along to club night!

Steve

Upton Bridge Farm Shop breakfast meet is every Sunday, good mix of cars.

MAY

1st May Kingsbury Episcopi Classic Car Show

7th Haynes Breakfast club

20th Steam on the levels, Weston Zoyland pumping station

21st Triumph Centenary Picnic, Walton Hall, Warks

13th -14 th Beaulieu spring auto-jumble

JUNE

4th Haynes Breakfast club

10th-11th MG & Triumph 100 Years, Silverstone

11th Highnam court Glos classic car day

11th Ilminster classic car show

17th -18 th Bath festival of Motoring

17th - 18th Thruxton historic fest

17th Haynes motor museum autojumble

24th Lymsham Manor show/fete (tbc)

JULY

2nd Haynes Breakfast club

8th -9 th Powderham castle show

16th Classics and Supercars, Sherborne Castle

AUGUST

6th Haynes Breakfast club

5th -6th WSRA steam rally

12th Bridgwater Classic car show

25th -27th Silverstone Classic

27th Classics on the sea front Seaton Devon



Southern - North Staffs

28th Baltonsborough show

SEPTEMBER

3rd Haynes Breakfast club

2nd -3 rd Beaulieu auto jumble

9th -10 th Isle of Wight Classic weekend

8th -10 th Goodwood revival

23rd Sidmouth Classic car show

23rd -24 th Somerset festival of transport, Frome

OCTOBER

8th Haynes Breakfast club

NOVEMBER

5th Haynes Breakfast club

10th -12 th Classic car show NEC

DECEMBER

3rd Haynes Breakfast club

Southern

Tel. 01252 722432

Hi all, great turn out at the Stars for our regular meet.. Seven club cars in the car park only managed to snap the 13/60 before it got too dark.

I'd like to welcome Rowland to our group. Rowland lives in Horndean and owns a MK3 Spitfire and a GT6 mk 3 which has been languishing in his garage for a long time.

Dave Moore and myself took a drive up to the departure lounge at Alton for the first Classic car Sunday of the year . We got there early and managed to get on the front row. Then for the next hour we were entertained watching an ice cream van trying to extract itself from the mud. Andy Cook arrived in his GT6 and later Dave and Wendy turned up in the Toledo. A superb turnout for the first show on a chilly day'



The next local shows are Popham on Monday 1st May and Wendy's local show , The Fernhurst Revels on Sunday 21st. That starts at noon so get there around 11.30am and bring a picnic. Although there will be food stalls there.

Awbridge Village fete is on Saturday 13th SO51 0HG, again starts at noon be there around 11.30am.

Up and coming events

May

1st Popham Fly drive show, SO21 3BD

2nd regular meet, Seven Stars GU32 3PG

13th Awbridge Village Fete SO51 0HG.

Starts noon

18th Roaming meet. The George and Falcon,

Warnford SO32 3LB

20th , 21st Castle combe Steam Rally, SN14 7EY

21st Fernhurst Revels , Fernhurst GU27 3HY,

Normally starts around noon

27th,28th,29th Loughton Cuckoo Fair BN8 8BN

28th Haslemere Classic car show.

Starts noon on Lions green

June

6th regular meet, Seven Stars GU32 3PG

10th,11th Stoke Row Steam Rally RG8 7PU

16th Roaming meet, The Bat and Ball,

Hambledon.PO8 0UB

17th , 18th High Weald Working Weekend,

Heaven farm, Furners green TN22 3RG

23rd Cornwall camping weekend

July

4th Regular meet , The Seven Stars GU32 3PG

9th Drive Through Time, Bognor Regis ,

West park PO21 2FZ

20th Roaming meet. The Flower Pots SO24 0QQ

August

1st regular meet, Seven Stars GU32 3PG

4th,5th,6th Stroud Vintage Transport Show ,

South Cerney GL7 5QD

6th Phyllis Tuckwell Show, Churt , Surrey

17th roaming meet. The Pub with No Name

GU32 1DA

26th,27th,28th Eastbourne Festival of Transport

26th Gloucester Goes Retro

28th Wisborough Green Fete , RH14 0WT

September

5th Regular Meet, Seven Stars GU32 3PG

9th,10th Loughton Autumn show BN8 8BN.

That's it for now folks. Take care.

Mark

North Staffs

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Hello All. It seems we have hardly got started with the show season and then to think it's June next month! halfway through the year, and at the moment

North Staffs - Suffolk



North Staffs Continues

patiently waiting for some sunshine and warmth instead of frosty mornings.

A warm welcome to new members Ian Crosby and Dave Smith I have emailed Ian and Dave, but not sure if Ian has received any email, If he would like to be added to the mailing list would he please email me which is available on the club website.

Sunday 2nd of April was the first event of the season at Foxfield Railway, a very good turn out of vehicles including a very early Triumph Herald coupe surrounded by loads of Moggies I think a total of 14.



A range of other Triumphs arrived through out the morning which was chilly but we had no rain, I abandoned my Triumph and took the Alvis out for the first time for the short drive to the railway and made it without any great drama, I will need a few more short trips to gain confidence in both driving the car and to test it's reliability.

With reference to last month's Courier on neighbouring AO spies.

I have not had any disclosure of his informant but did get a phone call from him requesting if reports of owning an Alvis was correct, when I had to confess to owning such a vehicle.

April 25th sees the return to our monthly meetings on Tuesday evenings at the George & Dragon at 8.00pm, I hope to see you all there.

The events list will be updated again shortly (V3) and available on the club site, I will try to send a monthly reminder email of what's on, these events can also be found on the TSSCnorthstaffs.home.blog.

The next local event is at Weston Park Sunday 9th April I hope to have seen some of you there fingers crossed for good weather as its often cold and wet.

Hope to have seen some of you on 23rd April Drive it Day for our run to Statfold Barn Railway.

The coronation of King Charles starts off May, the day after is Blyth Vintage Rally Sunday 7th.

Events for May.

**Cholmondeley Castle 14th May
Moira Canal Festival 20th-21st May**

**Auto Extravaganza 21st May
Capesthorpe Hall 28th 29th May**

June

Tatton Classic Cars 3-4th June

Coventry Motofest 3-4th June

Astle Park 3-4th June

That's all for now get out and enjoy your classic Cheers

Dave

Suffolk

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A packed Sorrel Horse had around 12 of us squeezed into the corner by the fireplace, on a very pleasant and dry evening. Still quite dark by the time everyone arrived and meals had been eaten, which meant no chance to peruse the Triumphs in the car-park. One of particular interest for another month is Robin's Herald, an 11 year project that has grafted some Ford parts onto the car, including a narrowed Sierra rear end. Was also good to see Alan Barlow, who as mentioned last month is downsizing his Triumphs and parts. He used to come to the meetings when we were up at the Stonham Magpie and welcome back!

Rodney has found a steering wheel that allows him a little easier access into the Spitfire, courtesy of the parts man Mathew. He is still thinning out all the stock he's acquired, and arrived with Justine bearing bags of goodies for several members. He handed over enough rear-view mirrors to Brian to put any 60s Lambretta to shame.

Chris is getting some miles on the Dolomite Sprint that is booked into the Round Britain Run for October. By all accounts it goes really well, but has a persistent water leak from the water pump that is a concern. He's hoping that a bit of use will cause the seals to swell/bed in and it will stop, but in reality, he's gearing up for the awkward job of replacing it. Not the easiest job to do on a Sprint, and I even heard him utter those unheard of words that he was thinking of farming the work out to someone else.

There's a few of us in the club are going to have to find another garage to MoT our classics, as Oak Garage in Waldringfield has closed it's doors for the final time at the end of March, with the owner deciding to retire. Paul's parents bought and ran the garage in the 70s, and even with Paul in full control,



East Sussex - West Sussex

his mum still took the bookings. He'd been winding down for a few years, only really doing basic servicing and MoTs, as it wasn't really geared up for modern cars, but he was sympathetic and fair towards classics. I managed to get 3 cars done before he closed, including the Stag and 2000 I intend to take to LeMans, but will be seeking an alternative for my next one. I'll report back with my findings.

See you next month on the 2nd of May, when hopefully we can have a bit of car-park chatter. I also hope the pub open the other bit of their car-park/field again, as it's a bit of a squeeze at the moment, and the part that is open has so many craters it's like driving on the moon.

Russell

East Sussex

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Tel. 07833 944847

With the clocks changing in March we now suddenly get an extra hour or more of evening daylight and it won't be long before the evening meetings will be in the pub garden as well as looking around the cars in the carpark. Roll on Summer!

Not a lot happening during March. Wendy and I went to the TSSC West Sussex Area meeting in Coolham to meet with AO George and to discuss meeting up for a Border Run on 23rd July. Met some nice Triumph owners (including John & Janice K who attend the East Sussex Area meetings) and had a good meal at the pub. We now have a preliminary route that we can put to members for suggestions. Some on site investigation is now required to locate a suitable venue for the end of the run which can accommodate parking for the cars.

The Breakfast Run this month was to the Hill Barn Golf Club, Worthing. With about 3 miles to go to the destination we found the A27 westbound closed at the bridge crossing near the old Shoreham Airport and we were taken on a diversion through 10 miles of countryside. Because of the wet weather we did not go onto the field like last year but were parked in a hard surface area (thank goodness). After the dates mix up last year, the breakfast this year ran smoothly. After breakfast we were talking about the best route home in order to avoid the A27 closure when someone said "it is only closed on the west-

bound side". That settled the discussion and sure enough we returned home along the A27 without incident.

Meeting numbers are picking up with 17 people present for the meeting on Wednesday 5th April. Some good food, good company and plenty to catch up about as well as discussion on future events. While we are on that subject here's what's coming up in May:-

The South of England (SEM) meet at Leatherhead is on Sunday 7th May. For those interested in going to the biggest event in the south east we will be meeting up at the Pease Pottage service area (southern end of the M23) at 9am, then departing in convoy for the run up to Leatherhead.

There is a Breakfast run on Sunday 7th May to Shoreham Airport.

Classic cars are welcome at the Bentley Steam Fair on 13-14th (adjacent to the old Bentley Wildfowl Centre).

Southern Classics have a classic car show day at the Lavender Line, Isfield on Sunday 21st May

The Cuckoo Spring Fayre at Laughton over the May Bank Holiday 27-29th (closing date for entries is 2nd May)

Apologies for no photos this month as the camera is in for an MOT. If anybody wants further info about events see me at the next meeting or drop me an email (email details can be found in the Courier) or make contact on my mobile no. 07833 944847.

Geoff

West Sussex

e-mail: nigelayre@hotmail.co.uk

Nigel. 01403 253034

George. 07508 853397

Hello I hope you're all well. Thanks to everyone who came along to the March monthly meet, we had a good turnout and enjoyed the evening with some caterpillar cake to celebrate Alan's birthday. Happy belated birthday to Alan and big thanks to Jess for bringing along the caterpillar cake. It was great to meet and see Geoff from the TSSC east sussex area to discuss plans for the TSSC border run on July the 23rd.

Nigel posted a photo in our Facebook group of some nice new CV joint driveshafts to go on his

West Sussex - Thames



West Sussex Continues

Vitesse. They look great and will be a brilliant upgrade and he hopes to have them fitted ready for the trip to Le Mans classic 2023

John has been out and about in his Spitfire enjoying the car and the sunny weather, John posted some photos in our area facebook group of his Spitfire looking good in the sun outside the pub.



Morgan has been doing more work on his Vitesse convertible, he has fitted the brake callipers I refurbished for him and has bought a swing spring kit for the Vitesse with the hope it will remove some of the positive camber across the rear axle. So far he has fitted the upgraded front anti roll bar with poly D bushes and drop links that comes as part of the swing spring kit. Next on the to-do list will be fitting the upgraded rear leaf spring and finishing off the cooling system overhaul as unfortunately the nice new aluminium water pump housing needed some modifications to make right as it has some leaks that would not seal. The casting had some imperfections and pin holes in which were leaking and the threaded fitting the coolant hose attaches to would not seal up so the threaded fitting was removed with some tubing tig welded on and the casting imperfections were also tig welded up to make it watertight, Morgan also has a aluminium radiator ordered up as well now.

Talking of rear leaf springs, Martin has just fitted a new rear leaf spring on his MK2 vitesse convertible. It was a bit of a fight to install so Glen kindly lent Martin his spring lifting tool which made the installation a lot easier.

Update with my broken 2.5L vitesse, I have now fitted the replacement 2500s engine with my ported TR6 cylinder head fitted and have got the engine running with the now ceramic painted exhaust manifold and air to fuel ratio gauge added. I am very happy that the engine is in and running but unfortunately I do need to take the sump off to clear the sump slightly more. My modified sump worked fine on the old 2.5L engine but unfortunately on this one I can hear part of the crankshaft touching slightly

so I don't want to run the engine until the sump is clearanced properly. Bit of a bummer and a pain to fix as ideally the engine needs to come back out. I'm not actually going to take the engine back out as I would rather struggle and just lift the engine slightly to make enough room to squeeze the sump out. Anyways, I'm hoping this should be the final hurdle and once it's done I'll be back up and running better than before.

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

Many thanks,

George.



Thames

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Hi All. I hope you all well and ready for SEM. If you have some free time there come and say hi and any help you can give would be much appreciated.

Social evenings

The Fairmile Inn Cobham 2nd March - We had two Vitesse's (George's & Mine) in the carpark this evening. Inside Julie & I had the lovely company Of Chris C , George B & Adam C.

The George Inn Wraybury 16th March

This was the opening evening after there refurbishment, they are now a Steakhouse ! nice new tables and chairs, a lick of paint inside and out. freshly tarmacked carpark.

We had a lovely meal, with me there was George B, Tony P, Graeme C, Chris C & a big warm welcome to Gary in his Herald 13/60 estate (happy to say it made it here with no dramas) Mine was the other Triumph messing up the fresh tarmac. Work on our Triumphs has been, Graeme TR6 has a new rocker box casket, a clutch master cylinder and fresh MOT, Gary was pleased with his Herald , as last time he tried visiting us he had to turn back. Tony is getting more confident with his Vitesse 1600 saloon and is



North Wales

enjoying being behind the wheel.

Andy K kindly sent me a report on his Herald 13/60 saloon

Having owned the Herald since last summer I decided it was time to address a couple of issues before the journey to the I-O-W.

I had been concerned about the fact that on hard braking the car lurched to the left. It was also a good time to address the poor handbrake.

So to start off with the offside rear brake drum had to come off. Aha! a leaking rear wheel cylinder and ruined brake shoes. Off to Moss for a pair of rear wheel cylinders and new shoes. All fitted and adjusted and all is well.

Brakes that pull up square and a handbrake that works (at least it works as well as a Herald handbrake can work)

Turning my attention to an engine tune, the car went well but seemed a little rich. A standard carb tune didn't help so off with the carb and the float level was miles out. Now sorted it runs a lot better, while the carb was apart I found that I had lost the large spring that is under the top cover. Well as it turns out I didn't lose it, it was missing.

Goes to show these Heralds can run well with a few problems.

Talking of which the vacuum pipe from the inlet manifold to the distributor was crushed and not doing its job. With that replaced I could set the ignition timing.

When I bought the car I was told about a slight clonk when pulling away, it turned out to be a worn lower rear trunnion bush. Back to Moss for a poly version and all is well again.

I've never been a fan of the OE sealed beam headlights so back to Moss again for a lovely set of tripod light units and some super duper bulbs. I had a set of relays at home already in stock so I wired the new light using these. In my opinion a wise move as it takes a lot of "strain" off the original light switch, which is now fifty three years old.

I had an electric screen wash pump in my spares so on a boring weekend I fitted that as it was easy and a worthwhile improvement.

The car came with a lovely period stereo cassette player but I have no cassettes anymore, so having a iPhone compatible stereo on the shelf, in that went too. I realised that my car had the wrong door seals and promptly ordered a pair from COH Baines and I'm very happy my doors close so much better too. I've been touching in little rusty bits here and there

but sadly the paint that is the correct colour code is a different shade to my car, the car was repainted some years ago so I guess the mix was different. But some mismatched paint isn't the end of the world, well not to me anyway.

For the future I shall have to replace the diff front seal and future plans are for twin carbs when I can get some.

Up coming Shows MAY

5th/7th South of England Meet Leatherhead
14th Festival of Transport Basingstoke
21st Chiltern Hills Rally Aylesbury

JUNE

10/11 100 years of Triumph Silverstone
29th/2nd 100 year of Le Mans Le Mans France

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 Innat Wraybury

Any enquires please call me on 07773623807.

Mickey & Julie

North Wales

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Hello, everybody. Our meeting on Thursday 2nd March went very well, once again. The weather at this point was turning for the worst, and it caused a few of our group to miss Joan's funeral the following weekend, but her brother-in-law has arranged a memorial service in May, so that will be nice to get together, talk and celebrate Joan's life.

On 26th March some of our group went on the West Cheshire MG run, which started at Halfords, Caldys Valley road. The run was good, very easy to follow, and finished at The Wheatsheaf, Raby, Wirral. The pub and the food was very good, so another lovely evening.

Our group's Lunch Run on Thursday 30th was organised by Glen and Barry. All met at the Woodworks Garden Centre in Mold at 11.00 for the usual teas and coffees, then a lovely run through the countryside. We ended up at the Red Lion in Dodleston for lunch, which did not have to be pre-booked this time, and lovely food it was. Another day of

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good chat and laughter, so up-lifting to be in such great company.

That's about all for now, so don't forget that our meetings are held at the Trevor Arms in Marford on the first Thursday of the month at 7.30 p.m. Come along and meet us, we would love to see you.

Forthcoming events:- MAY

4th May:- Monthly meeting at the Trevor Arms, Marford.

7th May:- Candles Charity Run.

13th - 14th May:- Marbury Merry Days, Marbury, Whitchurch, SY13 4LS.

14th May:- Festival of 1000 Cars, Cholmondeley.

14th May:- Wirral Classic Car Show.

20th May:- Weaver Wander.

25th May:- Lunch Run.

JUNE

1st June:- Monthly meeting at the Trevor Arms, Marford.

3rd June:- All Day Classics at the College. Ellesmere College, SY12 9AB.

3rd June:- Tatton Park Classic and Performance Spectacular.

17th - 18th June:- Clwyd Vintage and Veteran Society Show, Whittington, Oswestry, SY11 4AB.

20th - 21st June:- Royal Cheshire County Show.

24th June:- Denbigh Carnival.

24th - 25th June:- Kelsall Show.

29th June:- Lunch Run.

Regards,

Helena & Roger.

South Wales

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On Sunday the 19th, we attended the autojumble at The Three Counties Showground, meeting at Pontypool's 'Two Arches'. Maintaining my well known late arrivals, I only just caught Bern, Al and Mikey as they pulled out into the opening I'd left on the roundabout. Quickly turning around, I caught up and we made our way to rendezvous two, Raglan services. As we expect from any TSW run, we were already having a few minor hiccups, with Mikey trying to lead us down the wrong road, a strap on my

dress breaking mid drive and arriving at the services, before it had opened. This gave me enough time to temporarily mend my dress with a safety pin, as Bern fogged up the windows of the services trying to see if there were any signs of life inside. Setting off again, we reached the showground where Mikey, in his modern car, was exiled to the car park, while myself and Bern were waved into the grounds to park alongside the other classics, where we found Dave and his TR4. Once settled, we reunited with Mikey and I devised a more long term fix for the dress, swapping the safety pin for a ziptie. Bern insisted that he take a photo of me with my car, before we ventured into the building to take a look around the stalls.



As I and ex AO Al wandered through the stalls, chatting about everything from car maintenance magazines to unfair school systems, we found an unusual looking spanner, perfect for turning into a new club trophy (a potential winner has already been identified), Al acquired some paint and Bern demonstrated his mathematical proficiency, working out how to split £5 between 2 when buying hot chocolates for the unit. Returning to the cars for lunch, we decided to break open the hot chocolates there and then, with Al generously offering to use the coffee he'd brought in his thermos, we thought we'd be better off using Bern's hot water instead. Following lunch we conversed with the other classic owners, and a lady who intends to buy a TR4 but wanted to sit in/get a feel for the car beforehand, realising that Dave had stolen the spotlight, inviting her to try his TR instead, I had a sit in Bern's to see what it was like! Eventually, I left the comfort of the TR in order to clean the windows of my Herald, and thought it would be nice to extend my window washing service to Bern too. After another lap around the stalls, Mikey decided to head home, so I gathered our collective rubbish to bin en route and walked him to his car, both stopping to admire a Vitesse we found, and after a brief discussion about wing mirrors, I waved him goodbye and returned to the others. We then had another hot



South Wales

chocolate each before setting off home ourselves, with Dave in lead, the sight of his TR looking better than ever through my crystal clear windows!

As I was walking around my lovely town, I came across a poster for an Easter Eggstravaganza event detailing that there would be Classic Cars on display alongside various other activities. So, with nothing in the club calendar for that day, I emailed around and got us signed up well in advance! The following morning, my mother and I set off in the Herald towards the rendezvous at Pontypool's Two Arches, where we met Bern and Evo in the TR4a, and set off again, driving 5 minutes down the road to where the car portion of the Easter Eggstravaganza would be held. Unfortunately, the morning rain thwarted the attendance of a few cars, meaning our two made a large contribution to the final total, but at least we weren't the only ones there! Recognising one of the cars, I chatted with the owner as Bern, Evo and mum went to have a look around. Upon their return, my mother was delighted to inform me that she'd held a hedgehog at one of the stalls, ensuring that we'd double back after breakfast! As we made our way towards the finest establishment in Pontypool, it didn't take long (seconds) for a possible purchase to catch my eye, a row of beautiful (at least in my eyes) porcelain dolls. After consulting my club members on which I should pick, they answered with three growls, which were indistinguishable from being either hunger or anger, I made my choice and we were breakfast bound once more! After finishing our breakfast, the sun now shining brightly, and everyone fed and happy, Bern directed us to a shop selling gnome esc hats he'd spied along the way. This was where Bern realised he'd misplaced a gift he'd bought earlier, assuming it must've been left at the cafe. So, as I continued my game of dress up, trying on every available hat, Bern was seconds away from storming the cafe, pausing briefly to also try a hat (living up to his well known moniker as 'the man with the funny hat'), when he removed his 'funny hat' and found he'd stored the gift safely within it, the cafe was no longer under threat and all was well in world again. We returned to the cars, only to discover that both had been scribed, and 2/3rd of the Monmouth mafia had made a very pleasant surprise appearance! Though the two coinciding events raised some suspicion towards the mafia regarding the still unknown identity of the scribe... Although this was

my first show on home turf, I was amazed at the amount of people that recognised my car from my various outings (mainly to the local supermarket) and it was lovely to hear that people enjoy seeing the car out and about so often!

After a good look at all the event had to offer, making sure we circled back to the creatures and critters again, I introduced Bern and Evo to my favourite shop in town, Raggamuffin antiques. Where we stopped for a coffee in their cafe, before deciding to head home ourselves as the number of other cars was slowly dwindling. Leading Bern back to the rendezvous point where he would be able to find his way to the familiar comfort of the M4, I took my mother home and decided I'd put the roof down and head back into town alone to make the most of the event and the good change in the weather, before getting petrol en route back home ready for the run tomorrow!

During yesterday's breakfast, It was announced that the Hanley Farm meet was cancelled. Given that the weather was threatening to be relatively nice, myself and El Prez agreed it would be a shame to waste the day, sending an e-mail about our new plan to host a run and picnic of sorts instead. Meeting at the Col-dra, I was very happy to see that so many members had turned up (11 Cars total). Satisfied that all attendees were now present, we set off, following Mafia John, towards Lydney Harbour! Somewhere along the way, we realised we'd lost sight of the others behind, so we pulled over to wait for them. As we were turning around to wait at the junction, Bern and I spotted our missing members as they continued along the road, but after waiting 5 minutes at the junction with plenty of opportunities to turn out wondering why John hadn't, we realised he'd missed our colourful convoy as it passed still waiting for them to re-appear!

Back on track, we caught up with the others at a roundabout, for reasons still unknown, they were joining from the opposite road, but I guess that's just how our runs go! Finally regrouped, we arrived at the Harbour, finding we were one free parking space short (the only other space being reserved for the Harbour Master), though this was no problem for Dan in his new Mini, opting to share with the Animal's Spitfire and Jared's Herald! After a



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South Wales Continues

brief look around for somewhere to set up, we weren't very satisfied with our options, so after a nearby Railway was suggested as an alternative, we decided to return to the cars and relocate. Realising the opportunity I now had as the group were slowly walking back to the car park, I legged it to the far side where my car sat, got in and drove back towards the herd, who had just reached the reserved space where I re-parked for a photo, thinking, my lovely little Herald is far more deserving of the space than any Harbour Master might be!



With everyone back in their cars we set off again, in the hope that the Dean Forest Railway will be more accommodating to our picnicking needs. After park-



ing at one end of the car park to then move to the opposite end, we eventually settled and set up, placing our shiny new club cooker atop two borrowed wooden beams that balanced on the buffers of the Tank Car that sat in the car park, quietly hoping it's contents weren't flammable... As usual, the kettle was first over the flame as a bonnet or two went up for a little tinkering to pass the time, while our Treasurer/Head chef and returning sous-chef Andy prepared sausage/bacon/egg sandwiches for all. With the sandwiches served, we sat together, the sun breaking through each gap it found in the clouds overhead, it really was a day well spent!

Following the second round of teas and 'c's, we broke out the birthday cake we'd made, given that two members (Ex AO Al and Mafia Michel) had their birthdays in the preceding week, taking a quick group photo before digging in! With everyone coffee and cake-ed out we packed up and left, homeward bound. Well,



until John P got either a puncture or some dirt on his very (VERY) clean Spitfire (it was hard to tell) and pulled over to swap it for a spare.

Andy, now self promoted from sous chef to heavy lifter, announced there would be no need for a jack, lifting the car himself as John swapped one pristine punctured wheel for an equally, if not even shinier, well inflated wheel, it truly was an awe inspiring sight! Now back on track, we waved as each car left, our convoy slowly growing smaller, happy and content after another great outing with the club!

Megan

South Warwickshire

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Hi All! We had a really good first meeting for South Warwickshire Area at Harbury Village Club & Institute last month - for an area that was only advertised a couple of days before the meeting, we had a really good turnout - great to meet you Steve and Owen - nice Spitfire to sit alongside my Vitesse too! Afterwards, I also had a flurry of interest over facebook and email - looks like there could be a dozen of us next time!

Philip Smith and I were planning to take a run down to the Banbury Cricket club event the other day, which is held on the 2nd Wednesday of the month, but although the event went ahead (credit to the organisers), the weather was awful so Philip decided to wait until next month (I went to get the Vitesse out of the barn but when I got there the skies decided to dump a hailstorm on me so I put the cover back on!!). We are planning a run out somewhere in any case next week (which will have been and gone by the time you read this, but might serve as a prototype run - there are some good places to visit around here, such as the Dassett hills, and maybe Bourton on-the-Water might be a good destination - it even has a motor museum there with an early Herald in it!).

The Southam Cricket Club event, which is on the 2nd Thursday of each month, was rained off from the cricket ground itself due to earlier rain having made the ground too soggy, but they organised a run out anyway (that was last night as I write). I would have gone if it hadn't clashed with band re-



Wessex

hearsal, but I might be able to go next month when hopefully the grounds will have dried out.

One thing that I AM going to is the **Isle of Wight Camping Weekend (28 April-1 May)** organised by the TSSC - I hope that maybe I might meet some of you there (I'll be in my dark green mk2 Vitesse saloon). I'll be there a day late due to a band gig on the Friday, so the ferry is booked for Saturday lunchtime - my very good friend Andy Cook has very kindly let me share his caravan, and I'll be taking my boy Charlie (9 years old), and hopefully also the Mrs! Always a great event, I've been going to it for nearly 25 years - now at Waverley Caravan Park, and I'm really looking forward to it.

The weekend after that, there's also the **South of England Meet (Sunday 7 May is the event day, camping available from 5-7 May)**, and I'll be going to that too, probably in the GT6 with Charlie.

For me, these two events always herald (pun intended) the start of the good part of the year - the part where there's sun (if you're lucky) and brightness and optimism, and the chance to totally forget about work and just relax with the good friends that I've made over the years messing about with Triumphs.

In other news, I should mention my little experience when getting the Vitesse out of the barn for the first time this year. As usual, the battery was flat, but having solved that with jump leads from the Fiat (incidentally, a modern Fiat 500 battery fits a small chassis Triumph perfectly - even the terminals are on the right sides!) and manually primed the carbs (needed a bit of help by blowing into the filler cap to prime the pump), it started up and I drove it out of the barn, shut the barn door and had my usual look under the bonnet for leaking pipes, overflowing carbs with sticking float valves etc. There was a bit of a puddle under the rear, smelt of petrol. Oops. Still dripping. So I had a look, and of course it was one of the joints between rubber hose and metal pipe, right in the most inaccessible place next to the diff. I think that in blowing into the tank to push fuel up to the pump, I'd dislodged the pipe joint which I must have failed to tighten properly when rebuilding the car 5 years ago or so. No obvious perishing of the hose or splits, so I tightened it up and now all is good. Just a tale to remind you all to be cautious when getting the cars out - things can shrink, crack, perish, stick etc. over winter, so ever since that one springtime that I got my Gitfire out of storage and

found it was squirting fuel out under the bonnet due to a perished hose, I've always had a good check around when starting up for the first time after winter! The GT6, on the other hand, was fine (unlike last year when the heater valve sprang a leak on the way to Leatherhead!)... he says, tempting fate...

So to recap, the venue for our new **South Warwickshire area meetings, on the first Tuesday of every month from 7:30pm, is Harbury Village Club and Institute, Crown Street, Harbury, near Leamington Spa CV33 9HE**. The club has a large car park, accessed from Hall Lane (which is a one-way street) - so set your satnav for the **Bull Ring Garage at Harbury CV33 9HL** and continue round the tiny one-way section until you see the large Harbury Village Club car park on your right. The club committee are very welcoming - just ring the doorbell to be let in, there's plenty of space both inside and out, and it has a fully licensed bar with snacks, or if you haven't eaten before leaving the house they're happy for takeaway food to be ordered/eaten there.

I hope to see some of you and your lovely cars on **2 May from 7:30pm** (probably nearer 8pm this time tbh - if I'm a little late it'll be because I'm travelling back from the Isle of Wight that evening).

I'll be coming straight to the meeting from there!) - please feel free to invite anyone who has an interest in Triumphs!

Cheers,

Mark

Wessex

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Basingstoke Transport Festival; I did explain last month, why we will not be attending, problems with third party liability insurance. Perhaps the days are coming when we all need to take out personal third party liability!

The upshot is, we can now do Beaulieu Spring Auto-jumble both Saturday & Sunday.

Le Mans will be celebrating it's centenary and have decided to include a **Classic weekend 29th June - 3rd July**; a small contingency will be making the cross channel pilgrimage to celebrate this milestone in motoring history.

Since saying last month that Christchurch on the

Wessex North Wiltshire



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Quay & Bournemouth Sea Front was not going to happen; it has now been announced that some dates have been agreed for **Christchurch Quay**. These are **Sundays 10am – 5pm; 14th May, 11th June, 3rd & 24th September**. The other dates are in conjunction with **South Coast Karting, Chapel Gate Circuit, Parley, Christchurch, BH23 6BL; Bank Holiday Mondays 11 am – 4 pm; 1st May (early May Day), 8th May (Coronation), 29th May & 28th August. Themed Evenings (Wednesdays) 6.30 pm - 9.15 pm, in the car park; 17th May, 21st June, 12th July and 6th September**. Like previously, it is turn up on the day and hope there is still space. Up to now the average attendance has been around the 150 mark, though I am sure this will increase as the weather warms up and cars come out of hibernation. The last one was well attended with several Triumphs that I did not recognise. Don't worry if you cannot go in a classic as they were allowing other vehicles access so long as you parked in the designated area on the other side of the field, (not sure about the evening events and does not apply to Christchurch Quay) The only problem they had when I arrived, they were trying to facilitate an ex Bournemouth Yellow single decker onto the field, but finally had to give up as the manoeuvre to negotiate the gap with the risk of damaging the bus was too much.

After several attempts, you could say the driver lost his nerve, you couldn't blame him!

The run to **Old Sarum Aviation Museum to celebrate 100 years of Triumphs is now booked for Sunday 30th July**. The museum unfortunately could not accommodate us on the 23rd, the preferred TSSC date for this landmark achievement, so we will celebrate 100 years & one week! Our last visit was well received, which is why a second visit has been organised. Also the route seemed to be devoid of most of the problems encountered in more prominent areas, which made it more enjoyable.

Alan has had a good response to his thoughts on resurrecting the Sunday runs, finishing at a pub for lunch. This in turn replaced our regular monthly Sunday lunch time meetings, which like so many other things became a causality of over population. The first was aptly scheduled for **"Drive it Day", April 23rd**. Will let you know how it was, next month. Others will be at relatively short notice, dependant on many factors like roadwork's, weather

and availability of a lunch venue, so notification of when, where & times, will be via Triumph Wessex email.

Other possibilities; **May 1st, Popham Airfield Vehicle Rally & Aircraft Fly In; May 21st, Lulworth Castle Show – Inc Dorset Tour; June 4th, Hardy Tour; June 2nd, 3rd & 4th, Vintage Nostalgia Festival, Stockton, near Wilton House, Salisbury; June 17th-18th, Bath Rotary Festival of Motoring, Walcot Rugby Ground, Bath; June 24th – 25th, Swanage Railway Roads to Rail Steam Rally, Norden.**

Other options; **Wed 16th-Thurs 17th August, Gillingham & Shaftsbury Spring Country Show, Turnpike Show ground, Motcombe, Shaftsbury, SP7 9PL; Silverstone Classic, August 26th – 28th, or should I say, Silverstone Festival.**

A few shows to be going on with; a comprehensive agenda, too many to list here, has been emailed to local members. If you have any suggestions, mainly for local events, please forward the information to Trevor. Also if you want to confirm which shows will be best attended, again, contact Trevor.

Martin

North Wiltshire

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Here it is. Can you please see if you can get the web address on a single line.

Our Saturday breakfast meet in Devizes made a change from our usual meet in Foxham, and is definitely something we will try again later this year.

The April meeting was very well attended despite the appalling weather. It was good to see some new faces as well as all the regulars.

Hopefully the weather this month will be better. It would be great to see if we can fill the car park with Triumphs. **On 20th and 21st May is the Castle Combe Steam Rally.**

Drop me a line if you are going, and we will try and arrange a group of Triumphs.

For further events this year, be sure to check out our NEW web page at north-wiltshire.tssc.org.uk

Please come down and join us at **The Foxham for our monthly meet on Tuesday 9th May from 7:30pm.**

Craig & Sarah.



Worcestershire West Yorkshire

Worcestershire

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Well the lighter nights are upon us but only 11 venturing out in 2 classics and when you are reading this, I hope you had a lovely Easter break and enjoyed also the Drive It Day run which I was unable to attend.

Unfortunately, we seem to be jinxed with food at The Red Hart. This month the freezer had broken down so we couldn't choose from the main menu but at least they had the bar snacks menu on, although Andy confused the young lady on the bar and ordered his bar snack twice! She brought out his dessert before the second helping.

All sorted though.

Speaking of dinner and food, yes I managed to forget the Annual Dinner - don't know how (didn't have my usual reminder telling me!) as I always enjoy this event, but obviously it gave a fair bit of ammunition to certain members (no names, but you can all guess who they were,) taking the **** out of me for not attending!! Yeh ok, I know I'm getting older, but I'm not senile, well not yet anyway! However, the conversation, did keep returning to the Annual Dinner somehow.

Luckily, I've got broadish shoulders and shrugged it off like water off a duck's back!!

May seems to be a problem for holding the normal meeting because the 1st Monday is a bank holiday, 2nd is also because of the Coronation as is the 4th Monday and the 3rd Monday is the Gloucester group's meeting which also involves some Worcester members overlapping, so Vicky has offered to hold it at her place on the **8th May**. (Please check your emails to confirm this)

Not much news this month, apart from Roger is starting the Oldies runs - again check with him unless he emails you directly. However, Vicky did attend the NEC show and was based on the TSSC stand where, in her own words, she gave out a lot of non-technical information - wouldn't expect anything else - well certainly not information about car bits!

It's also getting closer to July and Le Mans for those of us looking forward to a little trip across the channel, filling up with plenty of food and wine and

enjoying a little French hospitality and motor racing as well and hopefully, my travelling companion is sorted. I was worrying about how I was going to get my tent and other stuff into a Ferrari.

Well nothing else to rabbit on about, so I shall cut it short here, as I know you've read enough and probably getting bored. So until the next meeting, take care, enjoy your classics and hopefully have the tops down and enjoy the sunshine (unfortunately, it is April and showers) so can't guarantee that. We didn't have a raffle either - sponge supplies running short!

TTFN

Stef.

West Yorkshire

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I was surprised to find that the stalwarts had turned out for the last meeting. The weather was atrocious, snow and freezing temperatures not a pleasant drive. However the company was good and everyone had a good time, Julie and Hannah won the quiz and John the raffle.

Due to the weather the meeting was a short one. Hope there will be more to report next month

George

Various Areas New AO/s Wanted

Please Contact

**Paul & Christina Girling -
Area Liaison Officers
for more Details**

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

Tel. 07584 000442



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

Booking Form:

Derwent Valley's 33rd Peak Run - Sunday 25th June 2023

and

Camping Weekend – 22nd to 26th June 2023

Friday night a warm welcome at the campsite and social evening.

Saturday – some campsite activities.

Sunday is the day of the 33rd Peak Run—a scenic drive through the breath-taking Derbyshire Peak District.

Camping available from 3pm Thursday 22nd until noon Monday 26th June at the Peak Gateway Campsite near Ashbourne.

Name

Address

..... Postcode

Phone Nos. Email

Car Make Model Reg. No.

Package	Rate	Tick Below
Weekend and Run with up to 4 nights camping.	£50 per car and 1 tent/caravan	
Weekend and Run with 1 nights camping.	£30 per car and 1 tent/caravan	
Stand-alone Event Shelter / Gazebo	£20 fixed price per unit	
The Sunday Run only.	£10 per car	

Sunday – Peak Run:

8:30am onwards – Marshals will be at Peak Gateway, Ashbourne, DE6 1NA to welcome you. Bacon cobs, tea, coffee, etc. available at Peak Gateway.

9:15am – Drivers briefing.

9:30am – Start of the 33rd Peak Run.

12:30am – Arrive back at Peak Gateway.

3:00pm – Peoples voting will close.

3:30pm – Presentation of the awards and Raffle.

4:30pm – Event closes.

Please send completed booking form together with your cheque made payable to

Derwent Valley Area TSSC to:

Peak Run 2023,

c/o Kim and Paul Dale,

Dairy Cottage, Windmill Lane, Snelston, Ashbourne, Derbyshire. DE6 2GP. Tel: 01335 345784

See www.peakrun.weebly.com or our Facebook Page Derwent Valley TSSC.



Leicester and Rutland Area

37th Sunshine Rally 4th-6th August 2023. Booking Form

We will be at our venue Greetham Community Centre, Great Lane, Greetham, LE15 7NG, for two nights Camping / Caravanning Friday 4th & Saturday 5th 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 planned 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 planned 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

Hope to see you all soon.

Silverstone
FESTiVAL
25-27 AUG 2023
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ADRIAN FLUX
Insurance for the individual

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 (midday) don't be late

Event Entry Adults £22 each

Payment on Entry

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@green-home.co.uk