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THE COURIER NUMBER 516 JUNE 2023 TRIUMPH SPORTS SIX CLUB

THE COURIER

NO. 516 JUNE 2023



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Tracey Hawes - Financial Lead



Nigel Hill - Area Liaison



Jane Rowley - Director



Carl Swanson - Director



Neville Wright - Director



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

Membership. Lisa Marley - info@tssc.org.uk



Club Shop. Julian Rowell - clubshop@tssc.org.uk



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



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



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TRIUMPH23

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THE June 2023 COURIER

Price £3.50 Free to Club Members.

THIS ISSUE - 516

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BY TREVOR COLLETT

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

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

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TSSC Head Quarters is Open to Visitors

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Main Street, Lubenham, Leics. LE16 9TF
e-mail: info@tssc.org.uk

COUNCIL OF MANAGEMENT 2023 meetings:

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

Fully Packed June 23!

Welcome to your June edition of the Courier this month is going to be one of the busiest of the year.

The weekend of the **10th /11th June** is our big 100th anniversary celebration at Silverstone with our friends from all the Standard Triumph clubs as well as the MG car club please come along if you haven't already purchased tickets this is the big one.

A lot of time and effort has been put into making this the celebration of 100 year's since the start of Triumph cars, a weekend packed with things to do and a fantastic array of cars as well as entertainment and racing all in one place surely if you attend one event this year this is the one.

Towards the end of the month we then go off to **Classic Le Mans**, the event is on from the **29th of June until the 2nd July** and as always the TSSC will be using our tried and tested package at Tertre rouge looking after all of our member's with fantastic views of the race-track and our catering and bar facilities as well as meeting up with old friends this really is a top weekend.

It's always worth calling HQ and speaking with Lisa to see if we have any Spaces left for a weekend you will not forget.

I hope that you are enjoying using your Triumph this year and that you are getting out and about to local event's and area Meets, this is something your Club excels at, with 56 local areas you should never be far away from a friendly Area organiser, these guy's and girl's are the life blood of our Club and deserve all the support we can give them.

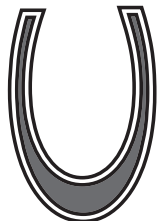
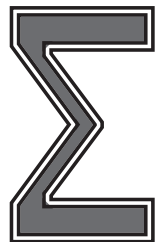
Along with our new **Area Liaison Officer's Paul and Christina** **Girling** the TSSC Local Areas are really in good hands.

...Do More with Your Triumph!



CHRIS GUNBY

GENERAL SECRETARY & TSSC CHAIRMAN



EVENTS CALENDAR

e-mail courier@tssc.org.uk

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TSSC NATIONAL, REGIONAL & EUROPEAN EVENTS

See also further adverts in Courier

June 2023

SAT SUN 10 & 11 JUNE 2023

MG & TRIUMPH 100 YEARS

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CONTACT PETER LEWIS. 01582 750943

EMAIL peter.h.lewis@green-home.co.uk

CLASSIC CAR SHOWS (CLUB STAND)

August 2023

FRI/SAT/SUN 25/26/27 AUGUST 2023

SILVERSTONE FESTIVAL

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www.silverstone.co.uk/classic-car-clubs

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

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VEHICLE DETAILS - MUST BE COMPLETED									
Model & Mk	Reg Number	Body Type	Engine CC	Year of 1st Drive	Power / Bhp	Year of Rebuild	Number of Seats	Number of Doors	Year of Purchase / Hire

Body	Paintwork	Interior	Exterior	Engine Bay	Exhaust	Electrical	Wheels	Tyres	Price
------	-----------	----------	----------	------------	---------	------------	--------	-------	-------

Overall Conditions below - To be completed by the Club Official Valuer only

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

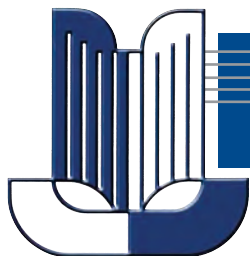
The vehicle's components should be free from any but trivial faults and should work efficiently.

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

NOTE: You must be a CURRENT TSSC MEMBER OR TSSC VALUATION REVERTS TO 'MARKET VALUE'

Provided the vehicle and its components are in a condition of original specification, free from alterations, faults and wear. This condition will only apply to vehicles previously entered or being applied for entry into concours competition and evidence of any repair may be required.

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

**100 Years of
Triumph**
SAT SUN 10 & 11 JUNE
2023

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100 YEARS
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South of England Spitfires

Having not been to SEM last year as I was unwell, this was the first I'd been to since 2019 and I was pleased to find the same familiar start of the season show it had always been – complete with the usual rain and hot sunshine – although the balance leant a little more towards the rain than some years.

It was lovely to see a good selection of early Spitfires there too, of all 3 models.

I am not as agile as I used to be so Guy took a few photos for me in the morning but I did have a brief stroll around them in the afternoon, and some even came over to me.

Tony Locker-Lampson brought his Spitfire4



It was interesting to see it has the blue interior which is what our Sybil originally had, It was good to see **Peter Game** there too



(BKX 623B) over to try to find a matching key from our stocks to fit his replacement drivers door lock, and **Richard Robinson** brought his Mk3 (RPE 205E), to check that he was getting the right design of replacement chassis plate for it.

At about the same time two Royal Blue cars (which I mistakenly thought were black looking at them through my darkened lenses!) were lining up to have their trunnions oiled, (Mk3 TPL 728F & Mk2 LYF 922D). I spoke to **Dan** for a while who has owned his car (LYF 922D) for over 30 years.



with his Mk3 Spitfire that he bought in, I think he said 1977 - that length of ownership puts Dan's and my 30+ years in the shade.



And then I noticed another early Spitfire came runner up in the judging. Nice to see a Mk2 (LLY 355D) in the winners' line-up, Owned by **Chris H.**

And, just to round off those early Spitfires at SEM that I have photos of: **Wendy Manser's** early Mk3 (SPK



21F) and two later J Reg cars, (VKN 438J and FLU 955J) giving us almost a full coverage of production years. (And I apologise if you were there in a 1965 or a 1969 Spitfire and I've missed you out.)



We'd also seen two early Spitfires at the Auto/Aerojumble at Popham Airfield on the May Day Bank holiday Monday, but



didn't see their owners at the time so not sure if they're Club members or not.

Sorry for a bit of an abbreviated effort this month, I will try to do better next month!

Suzie



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TSSC Insurance is provided exclusively to the club by Peter James Insurance, and includes a range of policy extras that are only available to TSSC members.



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TSSC Insurance News

It's nearly time to start cramming the camping equipment into the back of your Triumph to head to Le Mans Classic.

Once again, the TSSC have secured the spot envied by clubs the world over, at Tertre Rouge, to ensure TSSC members and guests get a front row seat for the action. This year, the event promises to be particularly special because of course the centenary of Le Mans coincides on the same year as the centenary for Triumph - giving us more reason to celebrate!

But even if you are not joining the club at Le Mans Classic but considering a different trip with your Triumph this Summer, then of course you'll be pleased to know that the newly launched TSSC Insurance Scheme, administered by Peter James has you covered.

You can drive your Triumph with fully comprehensive cover for up to 90 days so you have utmost peace of mind that the same protection and service, tailored to TSSC members, exists abroad

in mainland Europe, just as it does whilst at home here in the UK.

If you are nervous about what might happen if you were to breakdown whilst on holiday, then worry not because we also have you covered on that front as well.

All our TSSC Insurance Scheme policies include:

- 1. 90 days European insurance cover. As standard, each trip can be for a maximum of 35 days, with longer periods available upon request.**
- 2. 90 days Breakdown cover (including repatriation) included.**

So now you can get booking all those awesome Triumph trips with utmost confidence, all we ask is that you drop us a line to let us know when you are planning to be out of the country.

But what happens if the unthinkable occurs? Well, in the event of a breakdown, if we can fix your car with a local supplier, then your breakdown service will organise that. If the car is not repairable and needs to be repatriated, then we will provide a vehicle to allow you to complete your holiday with whilst your pride and joy makes its way home safely.

By the way, after the initial concerns over Brexit, it is now confirmed that you do not need to carry any sort of green card when you drive in the EU (including Ireland) so, where are you off to in your Triumph this Summer?

So, why not give your club's insurance scheme a try?

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30 & 50 Years on.....

Hi all, two stories this month of history repeating it self, 30 and 50 years apart....

Hi Steve,

I have just read your article in this month's courier magazine. You asked if anyone else had a story. I have a story you might be interested in. I bought a very sad looking spitfire from a pub car park 30 odd years ago. It was a rusty and holey red 1500 with pine panelling on the interior. I took every nut and bolt off



the car and lovingly restored it over 2 years. I joined the local



Leicestershire TSSC group that was looked after by Mark Field; he was the AO. Also at that time another chap joined by the name of Chris Gunby, a very happy hairdresser always pleased to help. I wonder what happened to him? After restoring the spitfire I then got interested in the motorsport side as Mark was already into this. I decided to give it a go but could not bear to modify my car so I bought a race prepared car

that required attention. With the help of my late friend Andy Jowett we spent hours and hours and



lots of my money on getting a car ready to race. We must have done a reasonable job as I won the TSSC championship in 1998 and



1980. I then made a very big and expensive mistake. I sold the Spitfire to a fellow racer Andy Winterton. Unfortunately Andy had a massive crash whilst racing



at Rockingham and completely destroyed the car. I bought a TR7 V8 and carried on racing for a while but it was not the same as the Spitfire although it went considerably faster it handled horribly, whereas the Spitty was a bit slower but was fantastic in the corners and the wet. Eventually I retired from racing as the

costs were just too much. I always loved my original car I bought for £300 and I saw it on eBay for £12,000. So 30 years later I found myself in a wet Manchester purchasing another Yellow Spitfire. I have completely stripped it down exactly the same as I did 30 years before and even took photos in the same state of repair. I have a photo of my daughter then aged just 4 with a wire brush in her hand and repeated the photo some 30 years later. Please find a few photos for you to look at, they show the original



red Spitty with my Daughter Sarah then aged 4 and my wife Jenny sitting in the first red Spitfire.

Then 30 years later showing Sarah and Jenny with the current Spitfire...and a couple of racing photos.

Best regards

Steve Crane

Steve, its great to hear how good the Spitfire was on the track, albeit a bit slower than the TR7, and see the fantastic pictures

of you competing. I look forward to hearing about the progress. I'm guessing you have no plans to repeat your previous wins on the track!

50 Years on.....

Steve,

I am a new member, though historically my current Triumph is my 2nd Spitfire, with a gap of some 50 years or so in between! This came from the Midland auction, and had been rebuilt totally by an elderly owner regardless of expense(!) keeping only the original shell(!) and it is yellow (but was red originally). It looks the spitting image of yours bar the number plate, even to the nasty little round door mirrors! In mine even the seats have yellow piping trim...

Originally it had a 1296cc engine but it now has a new 1500 one, electrically fanned rad, new O/D gearbox, new back axle/diff, twin exhausts, new soft roof, new seats, Lumination ignition. A gap where a radio once sat!

The car was stored after all this work had been done, and wasn't even tuned let alone run in! Just a bare 80 miles on the clock ..

I had to have it brought to Portishead on an AA lorry as it only ran a few hundred yards from the auction site, then died! The paint job isn't bad, but the previous red shows in a few tight places!

My local garage (Tudor Garage) sorted the tuning. I am just waiting for some fine weather as a) it hasn't a tonneau and, b) I don't want to drive it much with the roof up (my original had a works steel hard top, soft top and tonneau), and so it's a tonneau I need for this one. Also some proper door mirrors would aid reversing onto my drive ..not those tiny round (racing?) ones.

The clutch is very heavy - is that usual now or just my aging. All my other cars have never had one like this - it won't make for fast gear changes

Comparing "power" as in the current article in the mag, my Avensis has 145bhp, my late MR2 (Mk2) was 200 bhp unblown, my two previous

Mk1s' a mere 145, the 2L Fiat X1/9 about the same, the TR3a upped to 2.3L something like 150; and before that a 1200cc Anglia (somewhat more modest) and initially a 1934 1L 4cyl FWD 3-wheeler with lightning acceleration to ~3cwt and Lockheed hydraulics for stopping!

That last driven at the age of 22 to Bavaria in 4 days in March 1954/5 to investigate skiing and my German girl friend!!!

Many other things have been driven over the years, many at speeds that I can not mention in print

I was, for most of these years a fully bearded young married man - David Edward Hockin, more recently, minus beard and plus HRT renamed Ms Davina Elaine Hockin B.A.(Hons) LBIPP., a long retired 88 year old University photographer!! I still have a pristine clean driving licence!

Incidentally, the handbook for the Toyota Avensis Tourer 2.3L turbo diesel 6cyl engine, suggests that for those with the 6 speed gearbox, "we recommend drivers do not exceed 145mph for extended periods in the 5th of the six gears". The mind boggles.....!

For continental touring, long distances in the Avensis at continuous 100 + are good for easily eating up the miles painlessly...

Davina

Wow, thanks Davina for sharing your personal story and motoring history, I'm glad you found your way back to a Triumph Spitfire, even if it took 50 years! I only wish I had some photographs of the previous and current Spitfire to share (please send them to me if you have any and I'll put them to print in the next Courier). Needless to say I hope you have as much fun with this Spitfire as you did with the first one!

Please keep your stories coming in, I personally find them great reading and I know the members I've spoken to do too.

Cheers,

Steve



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This weekend festival will feature displays, trade stands and motorsport action from all eras of these two iconic marques.

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SILVERSTONE CIRCUIT

To receive the club discount enter the code found in your club magazine or online members' area into the promo code box when ordering.

TRIUMPH23

For tickets & info visit:
www.mgtriumph100.co.uk

Springtime Maintenance

Springtimes here folks so how about a few checks not normally thought about?

How about preventing your pride and joy going up in flames? Some of these cars are now coming up to 60 years old.

Simple checks :-

Rubber fuel hoses used on MK1 & 2 cars 1/4" & 5/16" need to be R9/14 spec SAEJ30. Ensure they're part of your routine maintenance schedule.

Check breather hoses on top of the tank, these can look good but often are perished - replace.

On estate cars there's a 90 degree link hose directly above the exhaust where it exits out of the spare wheel compartment.

Try and avoid using locking fuel caps, often fuel spills out of the keyhole. Ensure seal in original petrol cap is good.

Carburettors - Stromberg, often fuel drips out of the jet adjuster screw - replace "O" rings.

SU carbs often drip at the jet hose union into the float bowl - check and replace.

Petrol Injection - plastic hoses go brittle, replace with appropriate nylon hose, for this you require wooden half blocks as per the Lucas instructions.

Starter motor cable on MK2 cars can come unclipped from the main chassis leg and get caught on the steering drop link wearing insulation away with disastrous results!

Check earthing connections, if loose or dirty these cause high resistance and heat, telltale is hot choke cables.



Working Fire Extinguisher

we come across issues a few times of aftermarket seat belt kits having longer bolts which crush the wires! not the "B" post, shorting things out, defective interior lights and indicator side repeater are a giveaway.

MK 1 & 2 PI cars fuel pump needs replacing with a direct 12 Volt feed, use existing wiring to trigger relay. Original cars have the fuel pump feed unfused off the fuse box (white/ green) wire, insert inline fuse 10 amp rating so if the pump stalls it blows the fuse.

Use a battery master switch and turn it off when not using the car.

MK2 cars are prone to dip / main beam contacts burning out due to high load, ideally relay headlights. Another option is to use a LED bulbs E marked, these use a lot less power.

Have a working in date Fire Extinguisher in the car, ideally a AFFF Foam type. (See Photo Above).



And finally here's some pictures of cars I've recently viewed!

Cheers until next time

Dave H



TSSC *Weekenders* by Paul and Christina Girling

TSSC Essex 45th Birthday Weekend

Happy 45th Birthday Essex Area!

Although it wasn't official at the start of the weekend, this was our first opportunity to visit another area in our new role as Area Liaison Officers.

The weekend began on Friday 14th April, when members started to gather at the Holiday Inn, Braintree, with Sue and Mike there to welcome participants. The evening was spent enjoying a carvery at the nearby Toby Inn, before Karl handed out some excellent route booklets and sent us off to do our homework.

After breakfast the next morning, we gathered in the hotel car park ready to set off for a 60 mile run around the Essex countryside. There were several challenges to be undertaken on the way, including taking photographs of '45', spring flowers, post boxes and of course as many other Triumphs



Mike and Sue go for a dip



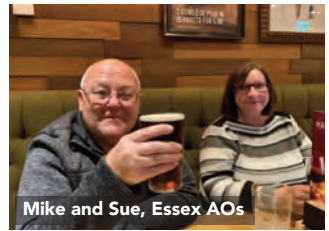
Did we mention the pot holes?



Table two on Saturday night



Getting ready for the off – Saturday morning line up



as possible. It was interesting to note that Norfolk isn't the only county with a pothole problem, as many of us spotted one pothole being used as a milk store! A road closure between Bures and Sudbury meant a small detour from the route was required, but it wasn't too difficult to navigate our way around and get back on track.

The run finished at Blake House Craft Centre, where we were able to browse the craft shops and have a spot of lunch. Brian also took the opportunity to prove that he can still get under his car as a leak in the petrol pipe needed a fix. There was an option to do a further 50 mile route but most seemed happy to relax and chat before heading back to the hotel for celebratory cake.

Saturday evening saw a larger gathering at the Toby, followed by drinks at the hotel with a slide show of the day's photos, a presentation of prizes and a raffle.

Unfortunately, we were unable to stay for the Sunday run as we headed up to Lubenham for the TSSC AGM, but from the photos and reports we understand that another great day was had. To top off a fantastic weekend of celebrating, Essex was awarded Area of the Year, very well deserved!

Finally a big thank you to Essex members for their exceedingly friendly hospitality.

Photos courtesy TSSC Essex members.



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STAG

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Stag Mk II Rostyle wheel trim	£120.00 set

TR6

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Top ball joint GSJ131	£12.00
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Brake pads early/late type	£15.00
Gearbox (exchange)	£600.00
Recon drive shaft assy (exchange)	£300.00
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Dash top cover 714482	£72.00
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Recon exchange brake caliper type 14	£48.00
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Clutch kit	£96.00
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Dolly Mixture

Firstly a big apology for not putting together an article for last month's Courier. With my parents moving down to Devon from Surrey, I just didn't have the time or head space I'm afraid.

Given the title you might think I've become confused and I'm just about to talk about Dolomites or a classic British fondant sweet or even an all girl band from the late 70's, don't worry I haven't gone mad. This article could relate to a Dolomite or just about any Triumph for that matter, as what I'm really going to be talking about is the fuel mixture and the different ways you can assess it and using something that maybe you haven't thought of before.

The Herald 13/60 left the factory with a Zenith Stromberg CD150 Carburettor, though over the years many have had Twin SU's fitted and some crazy people have even fitted Fuel Injection, but whatever you have, getting the Air/Fuel mixture right can transform the way your car drives and save you money at the same. So how can you check to see if it's correct?

The cheapest method is of course to go for a decent length, spirited drive, take out a spark plug or two and check the colour. If biscuity brown then it's spot on, anything darker is too rich and anything lighter it's too lean (Pic 1).

Both the Stromberg & SU carbs often came with lifting pins to help you tune them. If there is no pin, take off the air filter and lift the piston 1/32" (1 mm) with a thin screwdriver. Listen to the engine note while you do so. If the mixture is correct the engine speed should rise slightly for a moment, then return again to normal. If it rises and stays fast the mixture is too rich. If the engine dies when the pin is lifted, it is too weak.

You could go down to your local MoT station and ask them to check the emissions and look for the CO reading, something around 3.0-4.0% region is OK for our cars. You could do some-



thing similar at home by using the Gunson Gastester (Pic 2), it works in a similar way to the equipment at the MoT station, a probe up the exhaust and measures Carbon Monoxide. There is a calibration process you need to do before using, how accurate these are is a bit debatable. I did have one once and never really trusted what it was telling me.

Another popular tool produced by Gunson is the Colourtune (Pic 3). This allows you to



see into the combustion chamber and the colour of the burn indicates the state of the mixture.

If you are too rich you will have a red flame, adjust in and as the flame turns blue then that should be about right.

All these methods have their place, but they generally can only tell you what the car is doing at idle. Wouldn't it be useful to see what's happening under a variety of conditions?

You can by installing a Wideband O2 Controller. These types of controllers are often used on cars that have been converted to run on EFI (like I did with my Herald) and the controllers feedback to the ECU, but they also have an output that can be read by digital gauge, so even our old pre-ecu cars can benefit from having one.

O2 sensors work by reading the amount of oxygen in the exhaust, the ideal ratio on a modern fuel injected car is 14.7 parts air to 1 part fuel, but for our older cars a reading of something like 13.5:1 is more desirable.

So what's on your shopping list?



4.

1. Wideband Controller – My one of choice is the Spartan 2. At the time of writing the Controller & Bosch sensor will set you back £140 (Pic 4).



5.

2. Digital Gauge – Unfortunately the Spartan recommended gauge is only available from the US

and is US\$50 (Pic 5). But in theory any gauge that operates between 0-5v should work.



3. O2 sensor exhaust bung – you can pick these up for around £5.00 (Pic 6)

4. Misc wiring bits

First thing to decide is where to position the O2 sensor on the exhaust. For a non turbo charged car this should be around 2ft away from the exhaust port, on both my Herald & Spitfire I have placed them where the 4-2-1



7.

manifold becomes 1, this can be accessed between gearbox & chassis rail (Pic 7). In terms of orientation the sensor needs to be between



8.

10 and 2 O'Clock (Pic 8), so the location I've used dictates it's at around 1 O'Clock, this positioning allows any condensation to drop off the sensor and reduce the chance of pre-ma-



9.

ture failure. Choose and mark the location on your exhaust, remove, drill a



10.

big enough hole to accept the bung and weld it in (Pic 9 & 10). Refit your exhaust and fit the sensor.

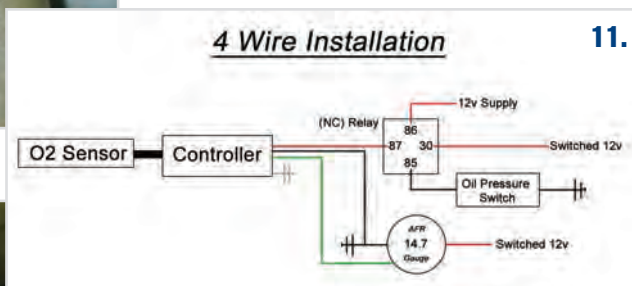
The lead from the O2 sensor should be long enough to get the controller into the cabin, but extensions are available if you want to position a bit further away. Wiring is pretty simple, whilst there are 6 wires only 4 are needed to get it working. One thing that is very important is that the controller and therefore sensor should not be powered when the engine is not running, so just connecting to a switched power supply will potentially cause the sensor to fail prematurely due to thermal shock.

On my EFI Herald this is easy as the ECU delivers power once it knows the engine is running, but on regular set-up another solution is needed.

I overcame this on my Spitfire by fitting a 'Normally Closed' relay for the power, with the earth wire going to the oil pressure switch on the block. When the ignition is switched on and with no oil pressure (as the engine is not running), the relay is energised as the oil pressure switch is providing an earth and it goes to open, only when the engine is running and the earth is then broken the relay closes and power is given to the controller & sensor. Position the gauge so you can easily see it whilst driving.

I have shown the 4 wire installation (Pic 11), but

there are two extra wires. Brown you won't need to worry about, this is only for when you are fitting to a vehicle that has a narrowband sensor. As you can see from the gauge in my Spitfire (Pic 12), I have also wired up the LED. This isn't essential, but lets you know that the sensor is at the correct temperature range.



11.

So there you have it, newer technology in our old cars that makes our life easier when it



12.

comes to tuning. Just tune your carb or carbs in the same way as normally, but regularly check what you have on the gauge to find the sweet spot.

Workshop Update

I have taken a little break from bodywork so I could help my parents get settled into their new home, but I'm breaking myself back in gently. Fellow TSSC member Simon When-



13.

mouth wanted his trailer sorted as it was covered in cracks in the gel coat and generally looking a bit tired. To save money for Simon I mixed up all the spare paint I had in the cupboard left over from previous jobs, this often turns out a murky brown....it nearly did, but I managed to salvage it a little by adding some red. It doesn't really look



14.

like it in the pictures, but it is mauve (Pics 13-17). I have a two week window before my next paid



15.



16.



17.

job so I decided to give my MR2 a little makeover, I'm part way through that as I type (Pics 18-20).



18.



19.



20.

In the pipeline I have a Vitesse, TR4A, 2 x Renault 5 Turbos, MR2 (not mine) and a Herald, so the rest of the year is going to be busy by the looks of it.

That's it for another month.

Darren



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DUXFORD

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CLASSICS DAY**



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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

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**Triumph Sports Six Club
Valuation Certificate**

TSSC Preferred Insurance from
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0121 274 5348
peterjamesinsurance.co.uk/tssc

POLYHOLDER'S DETAILS

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

VEHICLE DETAILS - MUST BE COMPLETED

Model & Mk	Reg Number	Body Type	Engine Size CC	Tick if 4th 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.

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

NOTE: This certificate will NOT be TSSC Backed unless insurance is with 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 months, 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.

What does Twenty pounds buy you nowadays?

A round of drinks down the pub with your friends? Steak and chips at the local? Or the latest best seller hardback from the bookshop? OR it could guarantee that should the worst happen to your Triumph pride and joy, you will have the peace of mind knowing that you have got a TSSC Agreed Value policy with TSSC Preferred Peter James Insurance. "Oh, I already have one of those" you say! Are you sure? because if the insurance company has sent you a form and told you that you can "Value your car Yourself", then it **IS NOT a TSSC "Backed"**

Agreed Value policy.

Most self-certified condition/value forms are woefully undervalued as their current owners hold a very inaccurate estimate of current values.

For it to be a TSSC Agreed Value policy your car has to be inspected either in person or at Club HQ, at one of the many Club shows or by one of the TSSC trained valuation officers. You can of course supply a TSSC Valuation Form (**Valid for 2 Years**) and photographs by **Email: valuations@tssc.org.uk or Post** and we can value your pride and joy that way.

In all the years (30+), we have offered this service, when there has been a claim it has always been settled at the agreed value. With a **TSSC backed agreed value** you have the full backing of the TSSC as we are the ones who set the values.

So, don't delay, check your policy and see if you have an **TSSC SIGNED** agreed value form.

If not request one from TSSC HQ on **01858 434424** or e-mail **valuations@tssc.org.uk** or Download one from the **TSSC Website 'Valuations'** page.

<https://www.tssc.org.uk/tssc/valuations.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

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

Stop Press – Kit Car Wins

The club's South of England meet, aka SEM, is held on a field of Leatherhead Leisure Centre in Surrey, which just happens to be just ten minutes drive from my house.

This proximity encourages me to get all three of my Triumphs to the ground. As good as I am with old cars, I haven't yet worked out how to drive more than one of them at a time, so it's a case of lining up volunteer drivers... drivers that I trust sufficiently to drive my cherished cars.

Happily, the chaotic rules of the universe moved in my favour and two such drivers were supplied to me on the day. One was my oldest friend (that is by length of friendship, not length of life!) **Dave Faulks** and the other was someone you all know, one **Bernie Robinson**, aka Mr. Courier-Production-Of-About-40-Years.

Trying to get all three of my cars titivated to look their best did cause me a bit of stress in the days leading up to the event; made more difficult by inclement weather.

Yes, I know, very much a first world problem.

Anyway, by 09:30 on the Sunday my two Heralds were safely in the Herald line and my Moss Malvern was the first in the Specials line. Since it was fairly quiet then I decided to give our dedicated club officials a job, the agreed value for all three needed renewing.

The field was filling up nicely, the weather kinder

than forecast. By late morning three other kit cars had joined my Moss, not four, as one or two people thought. This is because a friend of one of our members turned up in a concours MG TD, which he parked in the Specials line, leading to some assuming it was a Herald-based kit!

It was destined to be an auspicious day for the kit car subgroup, as I will reveal. The second kit to arrive was a car I know well, the Vincent Hurricane, 491AED, belonging to **Anne Dyson**.

Ann is a true bastion of both the classic car and kit car worlds, she and her Hurricane clock up thousands of miles every year visiting car events up and down the country.

I'm not going into the details of Anne and the Hurricane here, I will refer you to my piece in the May 2017 Courier. This article is all about Anne and her car, I recommend a re-read; if you haven't got access to a paper copy you can find a PDF on the Club's web site.

Kit number three was the silver Type 48 Spyder, UKX436J. This car I have seen before, at SEM in 2018. You won't, though, find a picture of this car in the Courier, and there is a reason for this, which I will explain later.

The last kit car to arrive was the blue Marlin, RAM660H, belonging to **Kevin Finch**, a regular attendee at SEM for more years than I can remember. The photo I've used here of Kevin's Marlin I took at the 2018 SEM, when the car was awarded Best Special.

The thing at every SEM is an informal concours, where



My Malvern was runner up

every car on the field is viewed by one of a panel of judges and a Best and a Runner-up award is given for each model. This is where it is an advantage having a Special, or even more, a Bond. As I've explained, there were only four Specials to choose from, and only two Equipes!

I can report that my Moss Malvern picked up the Runner-up Special shield and Anne's Vincent Hurricane the Best Special. The highlight of SEM Sunday is when the two chosen cars from each model line up in front of the club tent and the panel of judges chose Best in Show.

Well... to cut a long story short... the winner was... Anne Dyson's Vincent Hurricane.

Going just from my memory, I think this might not have been the first time a kit car has taken the top award at SEM, but it hasn't happened often. I was very pleased (I was one of the judges, but I'm not going to tell you what car I put in first place!).

As I've said, Anne and her Hurricane go back a long time, and she has made several changes and improvements over the years.

I asked what she'd done recently. She has had a new tonneau cover made and the wooden steering

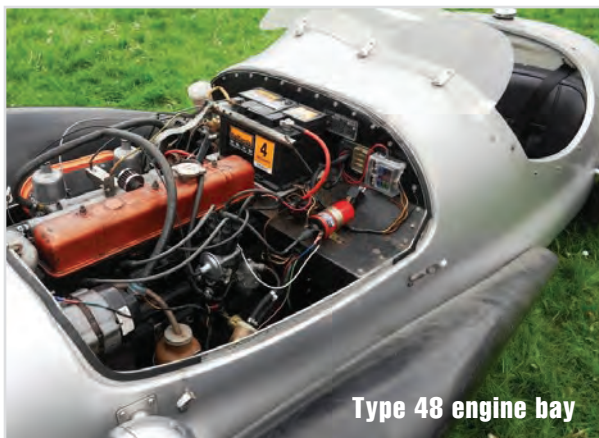


Car of Show Anne Dysons Vincent Hurricane

wheel is new, bought from the club. The carpet set is new, with proper car grade carpet, and the wiring has been re-



Kevin Finch's Marlin



Type 48 engine bay

done, with an upgraded alarm fitted. Anne reckons she's got the car as she likes it now, so doesn't envisage any work other than routine maintenance for the foreseeable.

Now I'm going back to the silver Type 48. When I first saw this car, in 2018, I attempted to get the owner, and builder, **Crispin Allen**, to write me some words about his car.

This time I tried a different approach, I opened up the voice recorder on my phone and bombarded him with questions (for the avoidance of doubt, I did get his permission first).

Here is what I learnt:



Crispin's Type 48

Crispin has been a TSSC member for 38 years, first joining with a blue Spitfire Mk 3, and then a Herald. In 1991 he saw my article on the newly created Spitfire-based kit car,



the Type 48 Spyder. Interestingly, I had written the article after the car's creator, Alan Hooper, brought his first demonstration vehicle to the SEM in 1991. If anyone wants to find that piece in the Courier archive, it was in the August 1991 edition.

Crispin fell in love with the concept, he says if he was designing a car himself that's what he would have done, and set about

building his own Type 48. He found a Spitfire Mk3 for the donor vehicle in a neighbour's garden, paying £250 for it. The car was, at that time, uneconomical to restore, so was the ideal donor for a kit.

The Type 48 build required the Spitfire chassis to be extended by one foot. Crispin was concerned that the welding needed to be good so got Alan Hooper to extend the chassis and weld in floor pans. Crispin found and bought Herald Estate local to him that had a 2.5 litre 6-cylinder engine fitted, he thought the engine would be much better in his Type 48.

He sourced a Vitesse gear-box, GT6 propshaft and Spitfire 1500 rear suspension, with pivoting spring and long drive shafts - long drive shafts were essential to get the wheels away from the body. The chosen wheel rims were 4.5 inch width, as Herald Estate, shod with 165x13 tyres. The reason for the extra width over that typically used on Heralds is purely to increase the overall diameter, which better suits the Type 48. Crispin has moved the engine back relative to the position it would be in a GT6. He's achieved this in two ways. He's swapped round the front suspension tow-



Dash Layout

ers, which puts the engine mounting holes further back, and then he's made a bracket to move it back

a bit more. This revised engine position has two benefits, the engine now sits nicely central in the bonnet cut out and the weight distribution is now vastly improved.

Originally he fitted 1.75 inch SUs, but came down to 1.5 inch SU HIFs from an MGB, which work better and, being a bit smaller all round, allow an air filter box to fit inside the body.

The HIF variant of the SU carburettor was the ultimate incarnation of the long running SU series, and Crispin muses why Triumph never got round to using it.

What I haven't mentioned so far is that Crispin is a professional scientist, so he knows his stuff.

He spent several minutes explaining the modifications he'd made to the crankcase ventilation system of his engine. He explained that almost all IC engines have a fresh air intake to the crankcase ventilation, which then exits after circulating the engine internals.

Our Triumph engines do not follow this pattern, engine internal gases are just forced out of the rocker cover, and in later engines piped back into the carbs. Crispin has re-engineered his engine so that fresh air is taken in through the previous outlet pipe in the rocker cover and exits through a new drilling lower in the engine block, and then piped into carbs. He is convincing that this is a good thing to do. The first Type 48 had cycle wings that

were fitted to the front suspension and moved with the steering, and most subsequent builders followed this pattern. Crispin didn't like this arrangement; he bought a pair of Lotus 7 wings, which fitted to the Type 48 body with little modification.

The car runs adjustable shocks at front, which are on their softest setting. Crispin runs the tyre pressures at 19psi all round, which gives him the ride quality he likes.

Crispin's science background shows in his dash layout. He's fitted a full electronic rev counter, he can monitor oil pressure and oil temperature and the large instrument in front of the driver is a vacuum gauge, allowing him to monitor all sorts of engine performance data as he drives.

The radiator, which is out of sight in the nose cone, is a Honda aluminium item, which Crispin bought for £80, complete with electric fan. Another example of Crispin's design ingenuity is his solution to filling the radiator. This involves



a rubber pipe with the top of a drinks bottle at the end, which lives under the nose cone, but can be pulled out to fill coolant. There is a vent at the back of the engine, which is opened to let the air out.

All in all, this is a very interesting car, clearly built to go rather than to shine.

*I bet it goes like the proverbial, I love it...
...and I want a go.*

Trevor

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



Mk 1/2/3

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

ANDY COOK gt6@tssc.org.uk

Out and About



Nice that the events season is now in full swing, time to get those GT6s out and travelling around the country to those events.

GT6s at the TSSC Essex Area 45th Anniversary Weekend

As an exiled Essex member I decided to travel back to the county to attend the area's 45th anniversary celebration weekend back in April staying with the local area members in the Holiday Inn in Braintree. As well as meals out and socialising in the hotel we had drives out on both the Saturday and Sunday.

Here are a few GT6 related pictures.

The GT6s at the event, Mike's Valencia Blue MK2, Paul's Red MK3, My Saffron MK3 and the famous Lightnin' McQueen



Essex AO Mike Titchen's MK3



This nice red MK3 was owned by new member Paul who had recently got it for a bargain price by travelling up North to buy it!



My GT6 parked up in the South Suffolk Countryside on the Saturday drive out.

The 2023 Isle of Wight Triumph Weekend

Always one of the most enjoyable events of the season, I took my GT6 "overseas" to the Isle of

Wight Weekend. As usual it was a very well organised and enjoyable event thanks to **Tracey and Elaine.**

Drive outs on each day around the Island. The first of which was to Calbourne Mill where there were 2 MK3s (including mine), a MK1 and a MK2.



Jeremy Silver's Valencia Blue MK2 at Calbourne Mill.



Another Valencia Blue GT6, this time a MK1 at Calbourne Mill.



On the Sunday the Drive out was to the Isle of Wight Bus and Coach Museum. AS well as a look around the museum there were also free ride outs on a classic bus to Ryde Town Centre.



My Saffron MK3 at Calbourne Mill.



My MK3 at the Bus and Coach Museum



Me in my GT6 on one of the Convoys, Picture Courtesy of Graham Stretch

GT6s out and about.

I spied a red GT6 MK3 that I haven't seen before at the Annual Wheels Day at Aldershot Rushmore Arena on Good Friday.



Those of you who have been members since

the early 90s may remember that this used to be the venue for one of the TSSC annual events back then, the Inter Area **It's a Knockout**"...



Red MK3 at Wheels day.

Update on SJG 700H

I included a picture of silver MK2 convertible SJG700H in my article on Stoneleigh in the April courier noting that it used to be owned by **Bruce Sellers** and wasn't sure if he still owned it. Bruce did sell the car a few years back but still gets to see the courier sometimes and sent me the following email as an update on the car.

Good morning Andy I hope all is well your end. As a 'recovering' former Triumph owner, I saw your picture of my old car (Silver GT6 mk2 convertible SJG 700H), in the April 2023 Courier (issue 514).

My friend Peter England is still a member of the TSSC- he kindly gives me his copies of The Courier, when he has read them.

Peter has a particularly splendid original Rotoflex mk3 GT6. I'd go so far as to suggest you'd struggle to find a nicer or more original such car.

Regarding 'my' car- I sold the car in April 2013. I sold it to a Trader masquerading as a private buyer, who had it on his forecourt 2 days later for twice the price! His was a more realistic sale price perhaps. ..

It was bought by a fella for his wife. Lovely as the car was, compared to a modern MX5 etc. It was somewhat more involving to drive, so it saw very little use for the next few years. It was

thus sold into the trade and the current owner Clint Northam bought it.

I contacted Clint when I happened across the car online in 2019. Clint was very kind and drove across the country to see me and he kindly let me drive the ol' girl again. I passed onto Clint some further paperwork and photo's etc. relating to the car, I'd since found at home.

It remains an impressive car on the road and has an utterly beguiling soundtrack. I always missed a lot of the soundtrack- being 'in' the car. My friend Peter would purr with joy at the sound of my car driving passed his house.

I do wish I had a recording of that exhaust note, particularly changing up from 2nd to 3rd at 7000rpm! I've included a few photos of my ownership, should you want to include anything in a future article:

As bought by me at Stafford in approx. 2001. Formally a black UK Mk2. It was fitted with a dry state USA Mk1 Spit body tub, TD Fitchetts Heritage new bonnet, Mk 1 Spitfire doors, with a late Mk3 Swingspring conversion rear end. Registered on the V5 as GT6 Convertible.

The car was being put together by Graham Jenkins of Birmingham, for his own use, but he'd decided against finishing the car.

I should point out for the purist's, the poor old Mk2 was very unlikely to be restored to coupe due to it's utterly terminal bodytub.



Bodywise, It had been completely rebuilt and sprayed by Stan Waters of SW Classics but was essentially an empty rolling shell.

I mechanically rebuilt the car in due course and enjoyed numerous very spirited Track Days in it, the triple SU set-up engine with Megajolt mappable electronic ignition- it was putting out 155bhp at the time, on a 2 litre engine

All things must pass however, and as my enthusiasm for fettling diminished, it seemed sad that the car wasn't getting the use it deserved. I am



very pleased indeed that Clint has made the car his own with further work: he clearly loves the car and

Tim/Roy/Peter and well done Clint!

The photos of the car under Clint's ownership are from the Triumph GT6 Facebook group and were posted by Clint- they are not my photos but, given Clint has uploaded them to this public forum, I cannot see he'd object to their potential use by you?

Keep up the good work with your columns Andy- they are always an informative and entertaining read.

Bruce

Thanks for taking the time to write the update with photos Bruce

New Toy to Keep my GT6 Company

Being a petrol head, for the last few years I've promised myself a classic 70s motorbike to keep the GT6 company. Initially the plan was to buy a 70s Japanese 2 stroke to restore as a retirement



has maintained a progressive sequence of meaningful and well thought out modifications. It gives me great pleasure to see it, as my TSSC friends generally send me some pictures of it, when they happen across it at shows- thanks



project, however, having investigated how much I was likely to spend out restoring one I decided it was best to get one that had already been restored. So I've now bought a 1975 Suzuki T500 2 stroke twin in nice condition. The only issue is I now have to make a decision about which classic vehicle to use when attending local classic vehicle meets.

From the Archives.

As I mentioned the inter area it's a knockout earlier in the article I've managed to dig out a photo of the event from 1991. This is loosely GT6 related as the wheelie bin being used as part of one of the games is adorned with a GT6 badge!





Vitesse 1600, Mk 1&2
DAVE RUMENS vitesse@tssc.org.uk

Fuel for Thought

Hello folks don't forget this month we have our big bash which is celebrating 100 years of the Triumph marque. This is taking place at Silverstone on the 9th, 10th and 11th with our MG friends. So please support this event the "MG and Triumph 100" [Picture 1](#).

Pic.1.



I was at the 75 anniversary of the Triumph marque at Gaydon back in 1998 and remember the tremendous support it received. [Pictures 2](#)

Pic.2.



Pic.3.

and 3 shows the overflow parking field! There was a two-mile Triumph tail back on the M40 leading up to the junction for Gaydon.

Let's see if we can get close to those numbers this time.

Moving on to this month's subjects. First, we have an email from **Peter Clark** concerning a boot firewall. Over to Peter.

After buying a MK2 Vitesse about a year ago I have recently fitted a replacement diff and CV halfshafts to replace the Rotoflex shafts. Removing the rear seats I was surprised to find no firewall between the boot and passenger compartment and in view of the petrol tank sitting in the boot I felt I wanted to fit one. The sheet metal that exists around the opening has a very convenient flange along the top and both sides, the bottom of the opening is formed by the rear axle tunnel and requires some form of flange fabricated to secure it here and is further complicated by the rear spring plate access cover. I have used a

sheet of 1.5mm mild steel fixed in place with self-drilling and tapping flat head screws. Finally the bottom of the firewall where any small

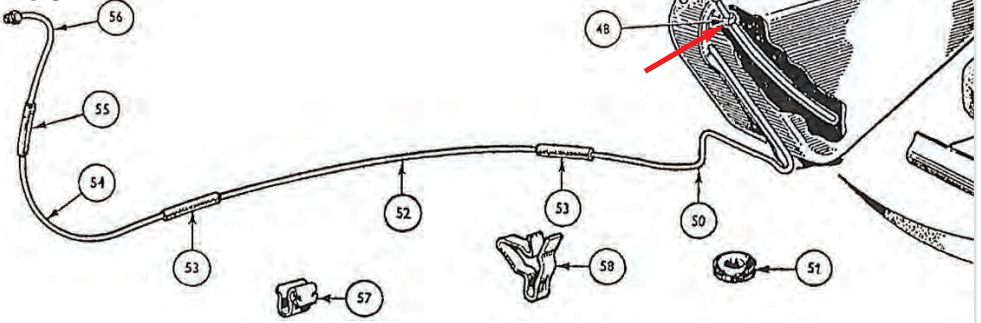


Pic.4.

gaps exist has been sealed with intumescent acrylic sealant from within the boot. Pic attached, Picture 4. Regards Peter Clark.

Thanks, Peter for an interesting article. Back in the 1950's when Herald based cars were designed very few cars had any form of firewall between the boot and the cockpit. To be fair traffic was a lot lighter then and instances of fire caused by a rear end shunt were very low in the UK. Though American films in the 1940's-1970's nearly always show a car catching fire after a crash. Maybe this is why by the 1970's in North America a number of car safety concerns were being raised at high level. Some of these concerns were to do with the effects of a crash. As a result new North American cars had to be designed to take into account an impact on the side, front, rear and roof (roll-over) of the car.

Pic.5.



Any country making cars for the US market had to meet these requirements. In our case the Triumph TR7/8 was designed to meet the US regulations. A boot firewall does offer some protection from a fuel fire in the boot, so it is worth consideration.

Moving on to the second subject. Whilst we are on the subject the boot, I have received a number of emails concerning the lack of fuel getting through from the tank in the boot after new pipes have been fitted. I guess the first thing to do is explain how the fuel system works. If we look at the pipe layout you can see the fuel outlet is from the top of the tank and not the bottom, [Picture 5](#). There is a pipe inside the tank that travels from the top to the bottom of the tank (48). (Known as the "Hockey Stick") Fuel travels up this pipe to the top



Pic.6.

of the tank, [Picture 6](#).

But how? as there's no pump in the tank. The fuel



weight of the fuel would push it through, which will reduce as the level in the tank reduces.

For the syphon method to work the fuel line/pipe must be below the level of the tank, [Picture 7](#), and they must be full of fuel. Once it reaches the fuel pump this will then take over and push the fuel through to the carburettor(s) which is normally at a higher point than the tank. As said for any syphon method to work the fuel line/pipe must be full of fuel. So even if you have followed the original route below the tank, [Picture 8](#), if there isn't any fuel in the line/pipe then it won't work. To overcome the problem. Well firstly the existing fuel pump is not capable of pulling the fuel through. Therefore, you can either used a suction pump to pull the fuel through or pump fuel back down the pipe/line until it reaches the tank. Once the pipe/line is full of fuel then it will flow freely. So be ready with the existing pump flexible hose, with clamps, to connect it to.

You must be very careful when dealing with petrol as it is both highly inflammable and harmful to the human body.

Well that's my stuff for this month, see you at the MG and Triumph 100.

Safe Driving & Keep Running On All Six
Dave

system is using the syphon method to draw fuel from the tank. The advantage with this approach is that it uses the atmospheric pressure to push the fuel through the pipes. Whereas if the fuel was fed from the bottom of the tank only the



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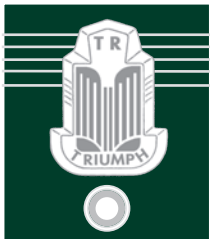
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TR 4/4A/5/250/6

BERNARD LITTLEWOOD tr4-tr6@tssc.org.uk

Top Tips 4 TRs

HUGH TASKER'S TR6 SUN ROOF

I received a very welcome email from Hugh Tasker who must be very proud of his TR6 (and rightly so). His words below give a great description of his car and the deciding factor for fitting a hard top. I asked Hugh if he would share more of his experiences of his 15 years ownership of this car, so hopefully we will hear more from him in the future, especially his opinion of a hard topped sun-roofed TR versus a soft top. I have "kept" a few images of the car to include in a future issue. Many thanks Hugh and over to you.....

Hi Bernard,

I thought you might be interested in my winter project, renovating and fitting a hardtop to my TR6.

I've owned my TR6 since 2008 (it replaced my Vitesse convertible) and whilst the previous owner did a great job of the rebuild there were still plenty of aspects of the car that could be improved. The car was rebuilt in 2005 with a powder coated chassis and California body that had new front wings and door skins. It's painted in MG Rover pearlescent Trophy Blue and frequently receives compliments despite being a modern colour. There were also many more enhancements such as a Bosch fuel pump, lightened

flywheel and stainless-steel manifold and exhaust.

In 2020 I replaced the sagging original seats with



Marking Out

more supportive MX5 ones, this together with additional sound deadening made the car much quieter and feel more solid. However, I was still



Looking In

aware of body/chassis flex whenever I hit a pot-hole and began to think about fitting a hardtop



I approached the prospect of cutting a large hole in one with a degree of trepidation but thankfully it all worked out well. As I had to make my own custom headliner to fit around the sunroof, I also included a connector and wiring for a courtesy light and third brake light. I've deliberately omitted to fit the chrome strip at the base of the hardtop as I think it makes the car look more like a Coupé but I may reconsider this at a later date.

to improve the car's strength and rigidity. I think the TR6 hardtop is one of the most elegant of classic sports cars but I was reluctant



to forego the pleasure of open top driving, so when I discovered a hardtop and 1970s after-market sunroof were available, I decided to bite the bullet and commence another enhancement project. TR6 hardtops are becoming quite rare now so

I'm looking forward to experiencing a warmer quieter driving experience when I get to thoroughly test my new set-up on salt-free roads in the spring.

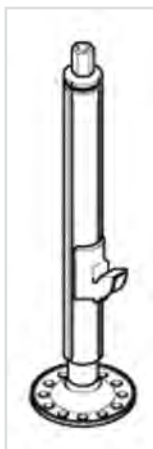
MORE RIGIDITY TO GO FASTER? FOLLOW HUGH TASKER!

As I have said before, regular contributor to these pages **John Williams** is the gift that keeps on giving! So, yet another practical & useful article from John, thank you my friend and over to you.

I'm Alright JACK

Last year I decided to solve a long-held concern – that I might not be able to operate a scissors jack under my TR4 in case of need to change a wheel. One thing is essential, a jack which will slide under the TR chassis when it might sit lower on the ground than standard. The original jack type is a side lift - ratchet. It is put in place via 3" grommet holes inside the cockpit which positions with a bracket on the chassis rail each side. The jack rises the whole side of the car, apparently. Perceived wisdom by long term owners of TR's is that there are better solutions!

My TR4 sits no more than 6" off the ground under the engine. I discovered to my horror that the hydraulic bottle jack that came with my car wouldn't slide under the front chassis rail. So, for sev-





Nearside Chassis rail jacking point & access grommet

eral years I carried a scissors jack which uses a hooked crank handle to wind up the jack. I have

with ease at home. My first solution was to carry both bottle and scissor jacks, the scissor to raise the rail high enough for the bottle jack to fit and do the real lifting. An unsatisfactory solution. My next attempt was to purchase a low seating lightweight trolley jack with a 90mm [7.5"] rest height. The problem with that is that the boot has lost precious storage space! Not ideal. Then the other day it came to me – why not modify the scissor jack to operate using a ratchet handle.

I quickly determined that a 7/8" AF socket would



Scissor Jack

always found this to be very hard work. In fact, I don't think I have ever operated it far enough to raise a wheel off the ground!

I normally just use it to raise the chassis rail enough to get my trolley jack in place to do it



Ratchet attached

fit over the handle eye if tapped in with a hammer. Job done. I now have a ratchet operated scissor jack which addresses all issues.

TO CHANGE WHEEL OR TYRE, GET YOUR CAR HIGHER!



Tap Socket onto fitting

**SILICONE
BRAKE
FLUID
MIXED
WITH DOT 4**

A club member brought his recently acquired Triumph to me as the brakes had "felt funny" since he had bled the system. I opened the bonnet and saw the warning tag on the brake master cylinder, stating



Brake Fluid

that silicon fluid was in the system. "what fluid did you use when you bled the system?" I asked.



Doesn't Mix!

He rummaged in the boot of the car and produced a container of DOT 4. "Oh dear" I said.

As the fluid had only been in the system for a few days he decided that the best course of action would be to bleed all the fluid in the system out and fill it with Silicon fluid. I didn't think that

the fact that there were 2 types of fluid in the system would make the brakes feel "funny" and when bleeding the front O/S caliper, there was a significant amount of air that bled out, so that must have been the cause as on road testing afterwards the brakes were fine.

With all wheel cylinders and calipers well purged of the mixed fluid I examined the fluid in my bleeding container and you should be able to see from the image that they are separated.

I have heard that you should replace all the brake seals when changing to or from Silicon fluid, but the seals should be able cope with both and I have never come across any plausible evidence to suggest that he should have changed the seals for the short time that the DOT 4 had been in the system, but he was told to keep a very close eye on the fluid level and to check the brake performance regularly before taking the car out onto the road (as this was nearly 3 years ago and the car has covered over 6000 miles since without any problem I think its safe to say that the seals hadn't required replacing).

Silicon or DOT4? you'd better make sure!

Bern



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INTERNATIONAL LIAISON

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A Return for Italia?

A few weeks ago, we were looking at a blank piece of paper, knowing that we had nothing to include for the June report. This isn't the first time we've been in this position and - as has been the case several times before - a number of members have come to our rescue to allow us to bring you another full report. So, thank you to them and to everyone who has written to us over the last 3 years. Please don't stop, it's always great to hear from you - and remember that every Triumph is special and deserves a little fame - so don't let it feel left out!

Unsurprisingly, we've had a very positive response to **Mario Sgro's** Pergusa report in the May 2023 Courier - from members simply praising the interesting read to expressing a real interest in getting involved in the big 2024 Historic Event that Mario is organising and at which he hopes to see a good TSSC presence.

Having seen the picture of a Triumph Italia racing at Pergusa in the 60s included in the May Courier, **Jeremy Woods** wrote to tell us that he is "*the owner of Italia #210* (they always seem to be referred to by build number!), *I regularly compete on track as my car is the only one in the world in full race spec.* The Pergusa event in 2024 sounds really interesting - this



would be a story if we could get an Italia back to Sicily!!". Some of you will recognise Jeremy's car, as it is a regular at Goodwood Sprints and has travelled to Le Mans with the Club. Jeremy is now in touch with Mario, as are **John Pullicino** and **Pietro Noe** - our Maltese and Italian Country Contacts.

We'll keep you updated on this event, which will be going ahead in 2024, on a date not yet confirmed - for good reason! As Mario says: *I do not have the exact date as the 2024 F1 calendar has not been published. This is important because the event will be the next week of the Monte Carlo race where the classic cars of F1 and F.Junior will race. The Principality of Monaco is located near Genoa where trucks with cars will embark on the ship to*

Palermo in Sicily, about 110 km from Pergusa. What I can tell you with certainty is that the event will be between late May and the first week of June

We look forward to seeing the event take shape and are keen to be there ourselves.

Derek Balaam wrote to us, with a story that starts in England (with a side trip to Wales) but which becomes transatlantic, featuring an interesting mix of cars, with recurring Triumphs.

"I have been around Spitfires on and off for over 50 years. Both in the UK and now the USA. As a

and stuff. Spitfires took a back seat.

Fast forward from 1972 to around 1994. We're now in Harrow, and I am pastor of a church. I would occasionally hanker after the Spitfire of long ago. My sons were fed up with me going on about getting one and told me in no uncer-



My First Spitfire on Dartmoor

student in London (where I grew up) in the late 60s, my first car was a 1964 Triumph Spitfire 4. (Mk 1). Signal red of course! That's it on Dartmoor with the girl – now my wife. It reliably got me from Dulwich to Chelsea where it enjoyed cruising up and down the swinging Kings Road. Those were the days! However, soon after getting married in 1971 it had to go and was replaced by a boring Ford Cortina Estate that had just a little more space for transporting people



Vincent Hurricane

tain terms to keep quiet because I would never actually take the plunge and find one. Well, that was it! I WILL buy one, that would show them!

So it was that I hired a car trailer and we shot off down the M4 to South Wales to pick up a 1969 Mk3 Spitfire in need of restoration. Signal red of course. So began my renewed relationship with Spitfires. Various other cars – Triumphs, Lotus, Jaguar, TVR, Hurricane - came and went but my red Spit stayed the longest. Yes, at one point I had three Triumphs at the same time. The Spit 6 was quite something.

But wait a sec., this is the INTERNATIONAL page! OK. In 2014 after retirement, my wife and I moved lock stock and barrel (but not car!) to the USA to live near our son, daughter in law



My three Triumphs



Pimento Red MKIV

and grandkids. New York State, about 50 miles north of New York City. No classic car. Withdrawal symptoms.

So I found a GT6 project. My one failure because it was too much of a project. I have no auto-mechanical background or training. I admitted defeat but broke even on its sale. Phew!

A Pimento Mk4 Spit followed and soon was sold again. I then considered a TR6 but found that TVR Tasmins were cheaper (The last model that TVR exported to the States) and I found one in good order. Lovely bronze colour. I kept this for five years. Fast forward to 2022, now living in New Jersey, still near family. I had got to the place

where the TVR didn't really need me to do anything more, so I sold it having decided that nostalgia demanded that the space in my garage was a Spitfire shape.

So in December 2022 a 1965 Mk2 Spitfire rolled off the back of a trailer and found its way into the garage. Bright red but not quite Signal Red. This colour (color) is a 1968 Corvette Rally Red. Really nice, less orangey than Signal Red. It had recently completed a full body off mechanical restora-



The MK2 in Corvette Rally Red

tion with new nearly everything, but needs finishing off and the interior needs attention.

I had forgotten that early Spits are positive earth (or ground as they say over here) so this meant a few alterations. Why is the ammeter saying "charge" when I switch the lights on, and "discharge" when I turn them off!? Oh – do I really need a thermal

flasher unit instead of the electronic one? No wonder they don't work. Didn't know there were two types anyway. A few wires and parts needed swapping around or replacing. "Oh that Triumph circuit diagram is wrong for LHD and USA – here is an amended one that corresponds to the wires you actually have in there....." Three cheers for clubs and Triumph forums.

Apart from being a really nice car, there is a significant Triumph following here in the USA. Moss and Rimmers both ship rapidly this side of the pond as do many other UK companies and there are quite a few USA based companies and clubs that support Triumphs. So parts are no problem. And of course we all know they are so easy to work on with everything (well, almost everything) accessible.

During my TVR ownership I maintained my TSSC membership so kept in touch with things a little, and I am looking forward to making the most of my new acquisition once the salt is rained off the roads.

So continues a relationship that began over 50 years ago. Just to be clear, what I am talking about is Triumph Spitfires. Oh, and my wife of 51 years as well!! After all, it was the red car that first caught her eye back in the 60s."

Thank you for a lovely report Derek - do keep us posted, we'd love to hear from you again.

For our next report this month, we're back in Europe, to catch up with the ever-active John Pullicino, who recently organised another run in lovely Malta:

1st MALTA RUN FOR 2023

"The start of 2023 brought relatively many wet days to our islands with such visible positive effects on our countryside.

Local enthusiasts don't like to take their cars out in rainy weather for fearing having their floor bottoms and wings dirty from underneath. Of

course, rain is not that common in Malta, so it is possible to keep one's "garage queen" very clean. We are not exposed to salt on the roads, but dust and mud are equally problematic.



I had been planning a run for some time, but most bright Sundays were snapped up by bigger



car events. I finally settled for the 2nd April despite the weather forecast predicting heavy rain in the afternoon.

We met in my hometown Attard, which is centrally located. I was very pleased to see some newcomers. I really liked a Royal Blue Triumph 1300 in such an original condition. Albert, its owner, explained that this was bought new by his father and was the first 1300 to arrive in Malta. It was a British assembled car which graced the Muscat Motors showroom as a demo car to entice prospective clients to take orders for the new 1300 to be assembled in Malta.

During my previous runs we were supported by a few non-Triumph car owners who wished to join



We drove following a route planned by me through the local countryside stopping at Buskett gardens for a group photo and more Triumph talk. The run ended with lunch at the small northern village of Bahrija. We had a great time.

Soon after getting back home it started pouring heavily.

Looking forward to organising another morning run before the hot weather sets in and then hoping to come up with some special celebration ideas for the Triumphant 100 years."



John's Won it again!

the group. Luckily this practice paid off during this last outing as Charles who attends regularly was able to drive a brown Spitfire belonging to another enthusiast who could not drive. Both owner and Spitfire would otherwise have spent the day in doors. Its owner Joe was delighted to be driven in his sports car again and make new friends.

Tony also joined us in his beautiful TR7 whilst Simon in his Herald. Thanks to Charles also for introducing this Herald newcomer too. During our wait to start the run a passer by stopped to see all Triumphs on display. To my surprise I got to know that he owns 1 Toledo and 2 Dolomites which also reside in Attard.



The Club really appreciates the fantastic job that John is doing in raising the profile of Triumphs and the TSSC in Malta. It was for this reason that he was named our **International Member of the Year at the**

2022 AGM - his trophy is pictured here, on this last run. Perhaps unsurprisingly, at the 2023 AGM, John was named International Member of the Year 2023. Congratulations John - as International Liaison Secretaries we hope to work with you for many years.

Finally, we briefly touch down in New Zealand. We would like to say a big thank you to **John Etheridge** - our Country Contact for several years - who has now stepped down from the role.

We are fortunate to have found an immediate replacement in **Grahame McIver**.

Grahame has been a member of the TSSC for many years and is based in the North Island, in Ashhurst, 15 km from Palmerston North and just over two hours by road from Wellington. He has owned Triumphs for many years and currently cares for a Herald, a Dolomite, a Vitesse, a Spitfire and a 2500TC.

Closely related, but not under the TSSC umbrella, he also owns a rather lovely looking TEA Ferguson tractor. We love a Fergie and are delighted to be able to include another in this column (the previous one was **Roland Kvist's** in March 2022).

Here are some pictures of some of Grahame's cars - and, of course, the Fergie.

As we said at the beginning of this month's report, do please write to us at our usual e-mail address:



international-liaison@tssc.org.uk

We'd especially like to see pictures of your Triumph out and about on **23rd July**, to coincide with the **Border Run** taking place around the UK - or indeed anywhere and anytime in this, our centenary year.

Cheers

Jess & John





BOND EQUIPE

GUY SINGLETON guy@bondequipe.org

Seen at Leatherhead

Well a lovely Sunday at the South of England Meeting (SEM).

The rain had stopped and the sun came out and eventually dried the rather overlong grass – not sure if

from a 2 litre convertible which decided to dump its brake fluid the day before – or at least had a leaking master cylinder, so had to stay at home.

I hope we'll have a better turnout for the EQUIPE 60th and MG & Triumph 100 years at Silverstone? – more on this later. I would like to congratulate **John Kempshall** for winning Best



The Equipe Turn out SEM 23

the Leisure Centre is going green with a No Mow May or just did not get round to it. Unfortunately whilst there was a good attendance overall, the Equipe turn out was a quarter of that of the 50th Anniversary, only 3 Equipes - two 2+2's and a 4s, and an apology



John Kempshall



John's 4s

Bond with his lovely 4s, my 2+2 was runner up – mainly because Paul had left by then in his one family owner 2+2 to go on to Brooklands, so he would manage to fit in two events in the day – spreading the word! You will note that



Me and my 2+2

I am somewhat out of date wearing a 50th Anniversary T Shirt!

Unfortunately a reduced turn out is being felt in a number of club events (and not just TSSC ones). I think this may be due to a number of factors, owners are getting older; they often have more than one car, and not able to get them all out at once; and the introduction of Smart Motorways which I know puts off a number of people coming to the venue for SEM when due to the proximity of London cross country routes are not easy to find, and presumably others in different parts of the country.

Now for the 'more later' I would like to get a good display at Silverstone – 10 & 11 June. HQ have said that they will get 2 + 2 No 1 to the event, and I am going to take the Equipe Mk 3 Prototype to the event, this arguably gives us



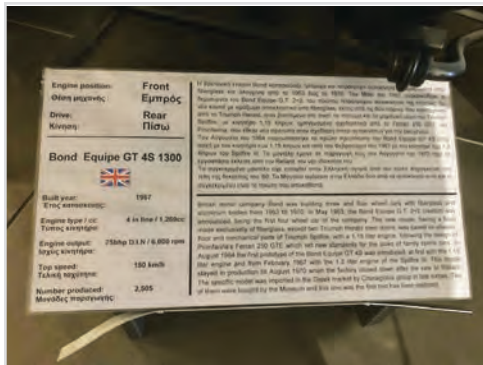
John Marshmans 4s

the first and last Equipe so please come along and fill in the years in between. We need to shrug off the inertia and get those cars out there!

Now a bit of other news John Marshman has been working on his 4s to get it back on the road, and posted a video of its first outing on Facebook. Now it's up and running hopefully we will see it around and about and at some events.

I recently heard from a fellow Equipe owner, ex GT6 Register Secretary and long term Triumph nut **Jasper Bacon** who was on holiday in Greece and found a Motor Museum and then sent me the following message: *"Here's one for you, yes-*

terday I was at the Motor museum in Athens and the only Triumph was a Roadster, but there was this Bond Equipe GT4s without a bonnet and left hand door. The usual ID plate was missing and



the plate in the photo was illegible.

Interestingly the engine has a YC prefix. The paint on the car was very fresh, so probably in the final stages of a very good restoration."

It looks like they are doing a good job on the car, hopefully another member will be able to give me an update in the future.

I also found a 2+2 for sale on a lesser known internet Site in Limerick – the listing has now been

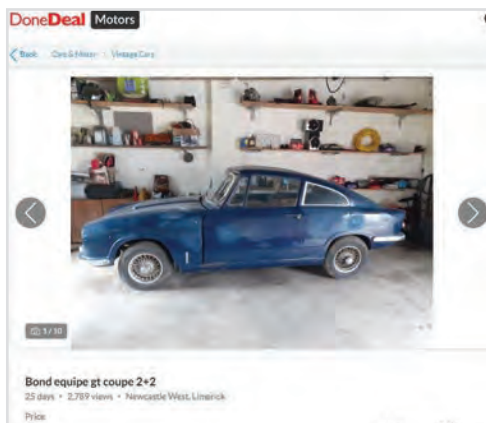
dropped so hopefully it sold and I will be contacted in due course by the new owner.

And finally, another Auction coming up – this time in Devon – and some very sad cars. There is the remains of a 4s and some 2 litre parts, I think this one may not return to the road.



Go on, prove me wrong!
Someone must want a little challenge!

Guy





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STAG

Ben Carney stag@tssc.org.uk

Artificial Intelligence? ...and Archive Materials

Hello, last month's article about problems with the Stag certainly stirred up a great deal of emails; both welcoming and critical.

Well, that's exactly what I was hoping for :- readers writing in with their observations and points of view. **That's because last month's article was not all it appeared to be.**

Please read it again - then email with your thoughts. I'd really like constructive comments and people joining me with new articles about the mechanical aspects of the Stag. Last month's article was an experiment in answer to a peer group telling me the days of the 'expert' are over.

Last month's article was written by the Artificial Intelligence (AI) package ChatGPT, yes, the AI Expert generator in the news a lot during the last few months. And boy did ChatGPT get the details of the Stag **WRONG!** As one emailer told me 'there is still no replacement for human experience and common sense'. Well, next month we will look again properly at the 'problems' with the Stag and the terrible woes of AI thinking it can replace the true experts.

Some months ago, we had an article about the first Stag Brochure, this was followed by requests for more information about brochures and publications. Such things can be found in the Club archive and in the late **Andy Simons** brilliant Stag Resource website 'Stagbytriumph.co.uk'. Andy produced his

comprehensive website that covers 'all things Stag', which he stated is available to share. Andy's wife Glynis has allowed us to print articles. So again, a big thanks to Glynis for making this information available.

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

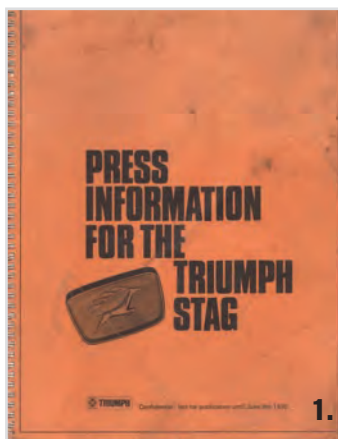
Anyway, here we go:-

The Press Pack

The original press details about the Stag. (Picture 1) With the Press Pack were a number of photos, here is an early photo of LD1, (Picture 2), plus a later photo of an N reg car. (Picture 3)

UK Stag Brochures

There were three main issues of the Brochure, with the details of the luxury of the Stag, with first editions of each being published in





1970, 1973 and 1976, respectively. The publication references being:

- 1970 - 438/570/ENG
- 1970 - 437/770/ENG (Picture 4)
- 1971 - 437/771/ENG
- 1972 - 437/572/ENG
- 1973 - T911/173/ENG (Picture 5)
- 1973 - T911/1073/ENG
- 1974 - T911/4.74
- 1975 - T911/3.75
- 1976 (90189) 3/76 (Picture 6)
- 1976 (92421) 9/76

USA Stag Brochures

Examples of USA publicity can be found in the following brochures;

- USA - 1971 ST712
- USA - 1971 ST711 (Picture 7)
- USA - 1972 (Picture 8)
- USA - 1972 - Sports Cars (F721)
- USA - 1973 - Sports Cars (F731)



Triumph Colour and Trim Combinations

The first two publications listed above cover the full Triumph range, with the remaining publications specifically for the Stag.

- 1970 (July) 440/770/ENG (Picture 9)
- 1970 (December) 404/1270/ENG
- 1972 (September) 478/972/ENG
- 1973 (January) 478/173/ENG
- 1 October 1973 478/973/ENG
- 1 September 1974 478/974/ENG

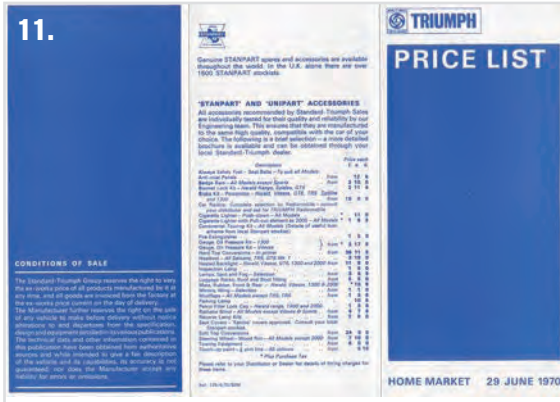


- 20 May 1975 T478/5.75/Eng
- 1975 (September) T478/975/Eng
- 1976 (March) T478/376/Eng
- 1976 3239 1976 3239A 1977 3239/B (Pic10)



UK Price Lists

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



29 June 1970 126/6/70/50M (Picture 11)
 4 October 1970 126/10/70/100M
 27 October 1970 12/10/70/100M
 11 January 1971 126/1/71/100M
 3 May 1971 126/1/71/100M
 15 July 1971 126/7/71/50M
 26 August 1971 126/8/71/50M
 6 January 1972 469/1271/UK
 10 January 1972 469/172/UK
 22 March 1971 469/372/UK
 24 April 1972 469/472/UK
 7 August 1972 469/772/UK
 1 April 1973 T955/Eng./473
 19 June 1973 T955/Eng./673
 13 August 1973 T955/Eng./873
 9 October 1973 T955/Eng./1073
 15 February 1974 T955/2.74
 3 June 1974 T955/6.74
 29 July 1974 T955/7.74
 16 September 1974 T955/9.74
 16 December 1974 T955/1.75
 17 March 1975 T955/3.75
 8 April 1975 T955/4.75
 20 May 1975 T955/5.75
 16 June 1975 T955/6.75
 6 October 1975 T955/10.75
 19 May 1976 3194/C
 26 July 1976 3194/D
 8 November 1976 3194/G
 7 February 1977 3194/H
 1 August 1977 3194/K
 (Picture 12)

58

UK Accessory Price List

Only a few accessory lists are in the archive.

October 1971 25/31 (40068) 10/71-50M

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



UK Stag Parts Catalogues

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

May 1973 519579/A

April 1974 519579/B (Picture 13)

October 1976 519579/C

April 1978 519579/D

UK Triumph Range Brochures

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

1971 - 451/1070/ENG (Picture 14)

1971 - 452/1072/ENG

1972 - 467/971/ENG

1973 - T929/3.73/ENG

1974 - T1001

1974 - T929/6.74 (Picture 15)

1975 - T1127/10.74 (Picture 16)

1976 - T1209/10.75

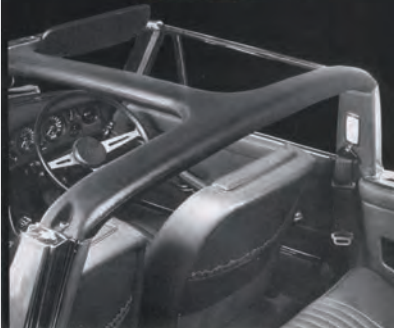
1976 - 26/14 (91174) 6/76-80m

(Picture 17)

12.



THE 1971 TRIUMPH RANGE

[illegible]

The Club is always happy to accept donations to the archive, to enhance the collection. So, any unwanted publications can be forwarded to HQ.

Ben

This is the Grand Touring car that has beaten the continental at their own game. All over Europe—all over the world—motoring devotees have set their sights (and their hearts) on a Stag. Which is great. Because it is a superb car. A superb hunter.

It is mainly, that's the well worth waiting for.

Utterly sophisticated in every styling detail. It combines the comfort and luxury of a prestige saloon with the thrust and vivacity of a true sports car. It has a 2000 cc. 160 bhp. engine, a 4 speed gearbox, a potent 3 litre, V8 engine, fed by twin Strombergs and capable of launching you from 0 to 50 in a tickless seven seconds.

Yet, inside, there is no suggestion of sports car spartanism. Instead, a plush, comfortable interior, with a leather-trimmed engine fully, to electrically operated windows. From thickly-moulded carpeting, to a definitive heating and ventilating system. From aircraft-type, quick-adjustable seats, to a leather-trimmed fascia, to a distinctive and generously upholstered roll-over bar.

Stag



This is the Grand Touring car that has beaten the Continentals at their own game. Liberally sophisticated in every styling detail, it combines the comfort and luxury of a prestige saloon with the thrills and vivacity of a true sports car. Available as a soft top or hard top plus soft top, it boasts a powerful 3 litre, V6 engine, fed by four Stromberg and capable of launching you from 0 to 50 in a slick seven seconds. Yet inside there is no suggestion of sports car extravagance. Instead, luxury abounds. From top-shaped front seats that recline fully, to electrically operated, tinted windows. From thickly-moulded carpeting to a definitive heating and ventilation system. From precise, quick-man instruments, displayed on a non-glare walnut fascia, to a distinctive and generously upholstered roll-over bar.

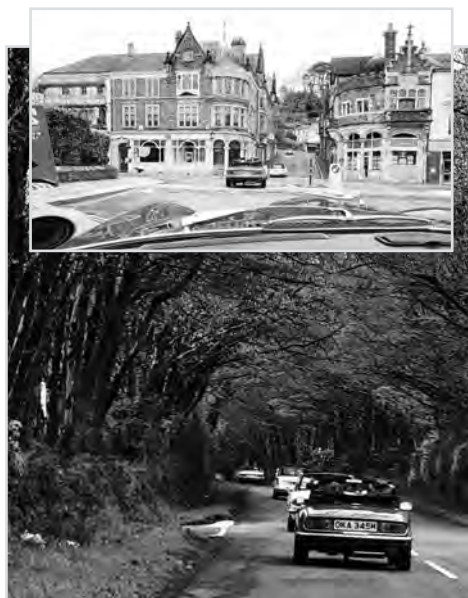


Devon's Drive it day 23

by Devon AO Sue Franklin

Devon's Drive it Day 2023 saw 10 Triumphs meet in Tavistock before driving to Strawberry Fields Farm Shop at Lifton for brunch and maybe shopping. Negotiating an unexpected diversion which saw us driving in a circle, eventually there were 25 Triumphs there. Then on, alas in a heavy shower, to Dingles Fairground Heritage not far away, where we all revisited our childhoods on the vintage fairground rides. Some lovely cars came out, some of which we had not seen previously. Miles' gorgeous MkIII GT6, and Chris & Lin's Java MkIV Spitfire amongst them. I think, apart from a Special or a TR, we had almost every model Triumph produced, from my 13/60 Herald (none earlier though), Vitesses, Spitfires, GT6, 1500 TC, large saloons and estates, and a good number of Stags as the Stag Owners Club Devon





Area joined us once again for Drive it Day. Some came a considerable distance to be with us, Chewy & Tina from Bridgwater and Sue & Steve from Lyme Regis.



A great Devon Day Out once again.

**Latest catalogue
Do You Have Yours?**

PARTS ACCESSORIES & REGALIA



ALL PRICES SHOWN INC VAT

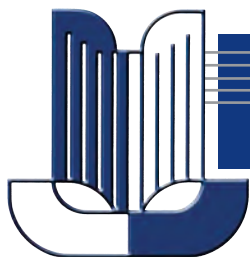
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or order all products from the TSSC Club Shop

24 hours a day - 7 days a week - Online at

www.tssc.org.uk



Readers Write

e-mail: courier@tssc.org.uk

The Life & Times of...



TRIUMPH HERALD 142 DUC

A friend of mine, John, has sent me the history of his Triumph Herald which may be of interest to TSSC members.

It was built in 1961 and won in a raffle by his uncle when he was serving with the RAF in Singapore. John bought it from him in the summer of 1965 shortly after he returned, with the car, to the UK. The first things he had to do were to get a heater and thermostat installed - neither were deemed necessary for Singapore!

It was the family car for 12 years and had, for example, taken the family all over France on holidays, until work commitments necessitated buying a second car (another Herald, later a Triumph Dolomite). John sold 142 DUC in 1984 and was told, by the Triumph Herald owners club, (TSSC ?) that it was by then the third oldest Herald still in existence. It had its original engine and had covered 165,000 miles. The guy who bought it said that he was going to re-

place parts as necessary, but John suspected he only wanted it for the number plate which was worth more than the car itself and so it proved.

The plate is now carried by a MG TF.

Paul Fraser
91/34273



THE COURIER **Classifieds**

Spitfire



MkIII. 1969. This wonderful spitfire is up for sale! My late husband's adorable Spitfire is now needing an enthusiast again. Signal Red. Overdrive. Wolfwheels. Sports. 1300 c.c too much to say on here. Serviced regularly. £12,500. **Sarah Bishop (Gloucestershire) 07538 401099.**



1500 1979. Excellent bodywork and mechanical condition, runs beautifully. Original vermilion colour. Factory hardtop and good soft top. TSSC valuation £10,000, MOT to 2024. £9,500. **Glyn Kilsby (Lancaster) 07943 633790.**



1500 1979. 74,000 miles. Overdrive. Comprehensive restoration. New MOT. Hood, carpets, tyres, seat. Very original. TSSC Valuation £11,000. Resprayed. £9,750 **Tony Kitchen (N. Devon) Tel: 01271 883129.**

1970 MKIII SIMPLE PROJECT. Too much on to complete, just requires electrics connecting up really and some minor fettling. Please contact

for more details and info. £3,250. **Michael Temple (Yorkshire) 07971 963076.**

SPITFIRE MKIV 1972. Frontal damage, Repairable, drives normally. Colour is Healey Blue. Lenham Hardtop. Excellent condition. Always Garaged. £2,600. **Gerard Guerrini (London) 0208 542 4876.**



1968 MKIII. Well-maintained, driven daily, recently tuned engine. Reluctantly parting ways due to growing needs. 87,000 miles, recently replaced roof and boot lid. £4,000 ONO. **Tracy Butler (Bedford) 07598 336226.**



1500 1979 overdrive, green with black hood & seats. Good condition, MOT & serviced to March 2024, electronic ignition, s/s exhaust. Contact for further details. £5,950 **Neil McIntyre (Warwickshire) +442476 373070.**



1500 A1 CONDITION 1981 ONE OWNER CAR 61000 Mls. Rust-proofed from new. Solid chassis. Heated seats. S/S exhaust. Hydraulics overhauled + new M/cyls. Heritage certificate £9,750. **Weebs (Cromer Norfolk) 07889 410885.**

Vitesse



MKI SALOON. "Ruby" the Vitesse. Body and respray 4 years ago, new interior, webasto sun roof, brake servo, wire wheels, runs well once warmed up, engine tune up benefit £8,750 **Derek Yearling (Callington, Cornwall) 07875 713172.**



MK1 2 LITRE. Owned for 30 + years in need of TLC but has MOT to Jul 23 £4500 **Andrew Murray (North Buckinghamshire) 07495 711668.**



MK 2 CONVERTIBLE. ORIGINAL. OVERDRIVE. Bought as non runner. Many new parts. Needs doors sorting. MX5 seats, originals very poor condition but available. Garage being sold so can't keep. £6,500. **Philip Osborne (Hastings) 07791 115346.**

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

TR6



2.5i TR6 1970 150bhp, overdrive, tinted glass, Kenlowe fan, telescopic rear shocks, Bosch fuel pump, history file back to 1990, very good condition. £18,000. **Phil Evans (Shropshire)** 01691 624691.



1974 TR6. Reg no CDM687M (next mot pre-booked 23-05-23) Restored 2017 (exported originally by serviceman 1980) RHD. Unique history. TSSC valuation £28500 A1+. Low annual mileage. £21,550. **Brian Sculpher (Plymouth)** 07935 902448.

TR3A



1960 TR3A. Signal Red. A1+ condition. 8000 miles since complete rebuild. Overdrive, new tyres, excellent hood, sidescreens and full tonneau. New MOT. All bills since 1992 and pictures of the rebuild. Lovely car. £27,750. **John Ewbank (Gloucestershire)** 07875 964077.

MOSS

MOSS ROADSTER ABANDONED PROJECT. Moss on V5 was 2LMk1 Vitesse. New chassis & running gear fitted, body off, lots of extra Moss spares (wings doors windscreens) 6, 14" wire wheels. Could you finish it? Call me to discuss. £1,200 ONO. **Jake Barnes (Northampton)** 07811 214704..

Triumphs Wanted

WANTED TRIUMPH SPITFIRE 1500 WITH OVERDRIVE. Good usable condition with UK spec engine please. Anything considered. **Brendan Horgan (Derby)** 07904 171646.

SEARCHING FOR OUR 809D HERALD 1200. Owned this car 20 years ago. SORN suspected in Midlands/Peterborough area. Would love to purchase back. **Jennifer Dunlop (Scotland)** 07920 001637.

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TSSC Club Shop at Triumph and MG 100 Silverstone June 10 & 11

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CALL DIRECT ON: 07787 528131

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

VITESSE GEARBOX TUNNEL COVER. Fibre glass. Black. New unused Collect Morpeth NE61 or Silverstone August Bank Holiday. Photos available. £70. **Joe Grundy (Morpeth)** 07831 097659.

HERALD/VITESSE BOOTLID. Sound Condition. £80. **Nigel Ind (Wilts)** 07860 532974.

GT6 MK III - ROOF REPAIR PANEL. Genuine new front roof repair panel with finisher. No rust but a few scratches in the primer on the underside. Hard to find now. Photos available on request. Would prefer buyer collects. £425. **Christopher Ray (Telford, Shropshire)** 07367 274258.

4 MINATOR 15" WIRE WHEELS, knock ons, complete with adaptors & spacers. Wheels good, adaptors not too bad. Suit TR6. Collection only. £0:00 D. **Parker (Bourne Lincolnshire)** 07833 457870.

GT6 MKIII PARTS. Three wheels, FREE. Also GT6 MK3 - One drivers side door - no glass. £50. **Jeanne Davies (Warks.)** 01827 716006

VITESSE MK2 & TOLEDO/SPIT. Vitesse 2000cc None O/D gearbox, Engine, Carbs etc. Turns £400. 1300cc Spit/Toledo Engine FREE. **Steve Hall (Canvey Island)** 07375 130038.

VITESSE MK1 & 2 SPARES. 2 x Gearboxes, 2 extra Bell Housings, 1 Engine, Good when taken out (Mk1). 2 x Doors. 2 x Mk1 Dashboards. And too many spares to mention. £2,000 for the lot. **Roger Williams (Cornwall)** 01579 320025

1500 CRANK & PISTONS. Crank serviceable, pistons likewise +40 with new rings (block was scrap...). Also radiator (probably from saloon) and sump. Collection from Macclesfield. **FREE Henry Jones (Macclesfield)** 07779 878125

13/60 CHASSIS. Main rails in good order, outriggers all need replacing. Front suspension towers attached. Collection from Macclesfield. **FREE Henry Jones (Macclesfield)** 07779 878125.

MICK DOLPHIN CLASSIC TRIUMPH SPARES

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DOLOMITE SPRINT OVERDRIVE GEARBOX. Missing gearlever (big screwdriver used to select gears!), overdrive functional when bench tested in 2018 with borrowed solenoid. £150. **Henry Jones (Macclesfield)** 07779 878125.

VITESSE HARD TOP White hard top came fitted on my Mark 2 Convertible, excellent condition, previous owner loved it. £500. **ALSO CHROME BOOT RACK** as new. £50. **Philip Rastrick (Derbyshire)** 07494 588800.

Parts Wanted

HERALD 12/50 SALOON- Wanted - rear window rubber seal. Looking for a rear window rubber seal for my Herald 12/50. **Joanne Lawrance (Pickering, N. Yorkshire)** 07989 430583.

VITESSE MKII SUNVISORS WANTED. I am looking for a pair of Sunvisors for a Vitesse Mk2 convertible. Any other ones suitable to fit considered. **Pete Shepherd (Worcestershire)** 07817 861683.

HERALD 12./50 MANIFOLD WANTED, Please contact **Rob Symmons (London)** 07748 715323 or 020 8789 2461.

Triumph Sports Six Club Insurance Scheme

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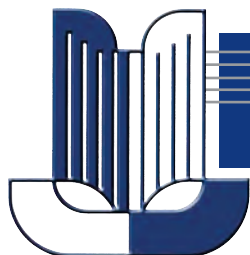
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CLUB



PETER JAMES
INSURANCE



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

Finn Adam Egeland-Jensen MBE, 15 Tebourba Drive, Alverstoke, Gosport. PO12 2NT
Tel: 07770 427602. e-mail: herald@tssc.org.uk

HERALD 13/60

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

SPITFIRE Mk I/II/III

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

SPITFIRE Mk IV/1500

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

VITESSE 1600/ Mk I/II

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

GT6 MkI/II/III

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

BOND

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

SPECIALS

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

BIG SALOONS

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

TOLEDO/DOLOMITE 1300/1500

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

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, Works. 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 Forshaw Lane, Burtonwood, Warrington Cheshire. WA5 4ES.
Tel: 07875 944541 e-mail: stag@tssc.org.uk

TSSC TRIUMPH ARCHIVE

Ben Carney, 28 Forshaw 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



June 2023

AREA NEWS

AREA Directory • News • Events

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.



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. e-mail: tsscareas@gmail.com	
DERWENT VALLEY	Bryan Clayton: 07858 959027 Top Club.- Stanley Common, Ilkeston, Derbyshire, DE7 6FY.	1ST TUES. 7.30PM.
LEICESTER & RUTLAND	David Smith: 07770 650802 Soar Bridge Inn , 29 Bridge St, Barrow upon Soar, LOUGHBOROUGH, LEICS. LE12 8PN	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. e-mail: tsscareas@gmail.com	

MIDLAND AREAS Contd.

NORTH STAFFS	David Woodward: 07939 603061 George & Dragon - MEAFORD Nr STONE ST15 0PX	LAST WED 8.00PM.
WEST MIDLANDS	New AO/s Wanted Contact Paul Girling. e-mail: tsscareas@gmail.com	
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, Cockshot Lane, KINGTON, 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: 07974 709954 Buratta'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. e-mail: tsscareas@gmail.com	
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
DENMARK	Morten & Lillian Hildebrand	hildebrandrandi@gmail.com
FRANCE (Poitou Charentes)	Victor Thompson	vcandvh@gmail.com
FRANCE (Central)	Ray Lomax	lomaxcreuse@gmail.com
GERMANY	Hans-Georg Stumpf	hgs-systems@onlinehome.de
ISRAEL	Michael Kaye	m@mlk.co.uk
ITALY	Pietro Noe	pietro_noe@libero.it
JAPAN	Shinichiro Nakano	nakanoryugasaki@yahoo.co.jp
NEW ZEALAND	Grahame McIver	gimciver51@gmail.com
MALTA	John Pullicino	jpullicino58@gmail.com
SOUTH AFRICA	Karl Illenberger.	karl@kre.co.za
SPAIN	Dulcie Crabbe	dulcie@tonycrabbe.com
SWEDEN	Odd Hedberg	odd@triumphclub.se
SWITZERLAND	Robin La Barre	robin.Labarre@Bluewin.ch
SWITZERLAND	Philip Bellamy	0041 79 347 1221
UNITED STATES	Ben Blaney	benblaney@gmail.com



Area Liaison Officers Report Andover

Triumph Sports Six 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

e-mail: spitfires@cadley.org

Tel. 01672 514241

May was a busy month one way or another - 3 bank holidays, 2 shows - and a Coronation.

At Popham we met up with Wendy, Dave, Mark, Paul and Carol, and Mike & Barbara from Southern Area. The usual weather for Popham, cloudy, with a couple of heavy showers - until we left and 10 minutes along the A303 it was bone dry, bright sunshine and had not rained that day!

Suzie was persuaded to go along to SEM the night before, and she agreed as we would be in the caravan, not a tent. Rather wet underfoot on Saturday but although Sunday started a bit grey, in the end it turned out lovely and hot. A good turnout and a nice selection of autojumble as usual. A small amount of Kudos for Andover Area - albeit shared with Southern - as Robin won Best Stag. Guy also won a prize, runner-up Bond - out of the 2 left on the field by the time of Prize-giving.

The April Clatford meet was a little better attended than the March one - not having several inches of snow everywhere was a help. We managed 3 Club cars in the car park, Guy's 2+2, Alan's Spitfire and a new member, Owen with his GT6. I hope we didn't disgrace ourselves too much and he'll come back to give us another chance.

Topics of conversation were varied - but it's very

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courier@tssc.org.uk

By 8th of each month - Thank you

clear that we're all now 'of a certain age' as they did include various medical as well as motoring ones.

Ed has had another little adventure: "Took TR7 out the other day for the first time after a winter lay up and it broke down! After about a mile the engine just stopped. Managed to freewheel to a lay-by and poked around a bit. It started after about 10 minutes and got me home. Couldn't really find anything wrong but noticed that at idle, after a few minutes, the coil was really hot. Investigation showed the coil was a ballast type of about 1.3 ohms but it seemed to have 12 volts on it when running when it should have been about 6v. The ballast is a resistive wire somewhere in wiring rather than a stand-alone resistor. Still not sure what's going on but will be fitting a 12 volt coil."

Guy had a trip down to Winchester and gave Kevin a hand replacing the rear spring on his Australian Built Mk 1 Spitfire, the result was not an increased ride height as hoped but a reducing in rattles and clunks at the rear of the car so perhaps it was time for the 60 year old spring to be replaced.

Guy & Suzie
Next meetings:

**14th June at 12.00 - The Clatford Arms,
Goodworth Clatford, SP11 7RN
10th - 11th June - MG & Triumph 100 Years
at Silverstone**

East Berks Cheshire



East Berks

e-mail: qbrown6914@btinternet.com

www.freewebs.com/eastberkstssc/index.htm

Tel. 01189 321390

Ten at East Berks Tonight, torrential rain during the day so only two Triumphs in the car park, mine and Trev & Vicky's. Paul arrived late parked next to my GT6 and told us it stank of fuel which prompted some discussion. The car churns on start up for maybe 10 seconds, I thought drain back, but starting up to go home the same again which can only mean the reservoirs are leaking through the "o" ring in the bottom plug. Ordered some today.

Paul then ate and left to watch emergency football, no TV in Buratta's, there is a screen but it monitors the car park so we can sit and watch our parked cars.

Richard brought along his famous "strange bolt" He has 5 as does Michael Watts on the Forum who started all this. What on Earth part of a Spitfire is it from?



He thought it a seat runner bolt, but I know it ain't as I've just tried to replace some of mine and they're smaller. I had to confess to having lost a bolt up the seat runner, the seat's going to have to come out to recover it.

Trev's had a 5 speed gearbox fitted to his 13/60, it's going fine except a strange noise at full clutch depression, he thinks a clutch stop under the pedal will fix it.

Vicky didn't bring Poppy (the dog) as last time there were two large Alsations who thought Poppy might do for lunch.

Chris from Thames made a guest appearance, he's STILL looking for a TR8, not many about apparently. John has still not fixed his Vitesse, He says it's either the coil or the electronic ignition but the weather's not been good enough to work on the drive.

We spoke about Bernie, who was last with us before Christmas, sadly he died while deep sea diving in Barbados earlier this year. The family only recently got his body home and the funeral was last month. Bernie's Vitesse was driven to the funeral and in true Triumph style broke down!

Malcolm then told us he was also a deep sea diver and had been to the same places as Bernie in Barbados, However Malcolm favours Scottish waters.

Be careful Malcolm!

Andy is just returned from camping at the SEM, Malcolm and I think our camping days are long gone. Crawling under the car is also beyond me now.

Andy seems to be doing well at guitar lessons, the things he's playing are a bit tricky for me, I must try harder.

Nice to see Jim after a couple of months no shows, he blames work, dreadful thing work, I vaguely remember it.

Jim talked to Trev about the workshop who installed Trev's gearbox £60 an hour apparently.

Jim lives in what was once a Victorian School, the council want to turn it in to a library, but bats have been discovered in the roof and of course cannot be messed with. Jim has become interested in bats and ways of encouraging them to stay.

Malcolm, Andy and I were last to leave but we found Trev and Vicky still in the car park, engine running but no side lights. Dashboard lights were working so the 13/60's only fuse was not blown. We thought wiring, but got no further. Trev called for a lift home and left the car in a concealed part of the car park. In retrospect it should have been left where the cameras could see it best.

Doug

Cheshire

e-mail: cheshire@tssc.org.uk

www.tssc.org.uk

Tel. 01625 425845

It's 8am on Sunday 23 April, the day for the Sandbach Festival. Outside it's grey and damp (but not raining at present) and it's about 9 degrees out there. Who will I see at Sandbach? Will the public turn up? Is Hark the Herald ready, clean and polished? Well, sort of ready, cleaned and polished last year.

I needn't have worried. A short while after my arrival the place was full of lorries, cars and people. There was a little rainfall, enough to require the hood up, but nothing serious. It was unclear when applying what ticking the 'Parade' box meant, but at 1pm people (vehicles) started to make their way out of the car park (there was no check whether I had ticked the box) so I joined them and did the 2 mile route in 21 minutes. It felt like the entire pop-



Cheshire Cornwall

Cheshire Continues

ulation of Sandbach were lining the route through the town. Absolutely magic. I should mention Maisie the Moss who brought Bob along, Richard who did a bit of driving (it was Drive it Day after all) via Sandbach, Graham who came in his Rover, and Brian who came in his taxi. On the way home, the heavens opened big style, giving Hark the bath he should have had earlier.

Onto Bank Holiday Monday. As above, a grey and cool day, Gawsworth Hall Classic Car Show. Again, lots of cars, and lots of people (in a much larger area than Sandbach). I parked close to Pete who was with his recently fettled TR, and then a neighbouring AO parked close by - in his Mk9 Jaguar (apparently the Alvis has dodgy oil pressure?). And later, Richard (Hazel Grove) put in an appearance.

On meeting night, the weather forecast was rain showers, and a little after 7 it did rain, but brightened up after so Hark the Herald ferried myself and John to the Cock and Wotsit with the hood down (we put the hood up in the car park). We parked next to a Bond, which had brought Monty for one of his occasional visits. Paul came with his GT6, so at least 3 Triumphs in the car park.

There was discussion about forthcoming shows in May (Cholmondeley, Capesthorpe and another at Gawsworth), and **June (Tatton on 3rd and 4th, Triumph & MG 100 on 10th and 11th).**

We discussed our June run out, including the suggestion of going to the Swettenham on a Tuesday (car night) instead of Thursday (bike night) as we always have done in the past. I'm not sure that there was a conclusion on this, so it remains as Thursday for our June meeting, but we may have an additional trip on a Tuesday?

Our next meeting is on Thursday 1st June at the Cock and Pheasant. First run out of the year, so 7:30 for 8.

Henry

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you

Cornwall

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

www.groups.io/g/cornwalltriumphs

www.facebook.com/groups/TSSCCornwall/

Tel. 07979 464643

Hi All. Good to see all that attended club night at The New Inn, Goonhavern. We are thinking of changing the venue for the summer period, as this pub gets very busy. Ideas mentioned, the Blue Inn at Fraddon and The London Inn at Summercourt, both have good sized car parks.

Your thoughts please and do get in touch with me if you intend to come to any club night so I can book a table for us all.

Our "Drive it Day" was a great, successful day, with all our cars behaving and enjoying the Roseland Peninsula. Here is a report of our day from Sally-Ann and Anthony.



"Drive It Day" Sunday 23rd April. Eighteen of us in ten cars met at Trewithen Gardens, near Probus. Trewithen is a private country house set in large gardens. Some of us had coffee in the café, while others chatted in the car park. We set off promptly at 10.50 on the run. Although The Roseland Peninsula isn't a large area, we managed to drive for over fifty miles. The route took us along main roads and county lanes, passing through villages and hamlets. We travelled through the coun-



tryside and along the coast at Caerhays Castle, towards Polmassick and on to Tregony. From Tregony we went to Ruanlanihorne and then on to St Mawes. At St Mawes we drove along the front and up past Henry VIII's castle. By now we had split up into two convoys. The next part of our route took us through Gerrans and into Portscatho. When we got to the crossroads on our way out, we met the second half

Cornwall - Cumbria



of our group driving into the village. We turned off the main road down past Melinsey Mill and through



Veryan. From Veryan we drove to the coastal village of Portloe. We parked in the village car park and walked through the village to The Ship Inn where we had a delicious roast lunch. Unfortunately, Malcolm and Claire got held up in traffic but did manage to meet us for lunch at the pub. The landlord and his wife haven't been there very long, but they looked after us very well. Thank you to everyone who came, especially Ashley and Jeanette who we haven't seen for a long time.

Many Thanks to you both for organizing this lovely day, all that went really enjoyed it.

As we are now into July, this sees us well into the show season for the Cornwall area, here are the events below that some of us will be attending.

July

**Sat 8th Drag, Drift, show and shine
at Perranporth**

Thur 13th Club Night

Sat 15th - Sun 16th Sticker Rally

Sun 16th Wadebridge Wheels

Mon 17th Stithians Show

**Sun 23rd Cornwall Area Boarders Car Run
and the big weekends**

**Fri 28th to Sun 30th Boconnoc Steam Rally
and St Buryan Rally**

**Sun 30th Car Show at Truro town centre
by Truro Bid**

So, as you can see lots to do in our area with your Triumphs. Our Whats App group has been a great in keeping in touch with other members letting one another know of shows that they will be attending and of course general chit chat. If you would like to join just let me know.

August

Thur 10th Club Night

Sat 12th Carnell Green vintage rally

Wed 16th Fowey Car Show

**Fri 18th - Sun 20th The West of England
Steam Rally**

Sat 26th - Mon 28th Great Trethew Vintage Rally

That's all the news for this month, see you all soon
Safe and Happy Motoring

Carol

Cumbria

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

Roy. 01229 316501

Nigel. 01229 717544

Ice-breaker in Cumbria!

I'm never sure what I really need to do to keep my Triumph in good condition over the winter. There seems to be a view that it should be laid up with no fuel and the weight taken off the tyres etc., and others who believe a regular short run on dry, salt-free roads keeps things ticking over. No doubt a much more experienced owner will come back with a detailed set of instructions, which I shall steadfastly ignore as usual. Whatever the reason though, when I gave it the once-over, topped up the levels and fired up my 2000TC on a frosty morning to drive to Kirkby Stephen Easter Rally of classic and vintage commercial vehicle on Saturday 8th April, all seemed to be running well until I tackled a steep incline near Ravenstonedale and the poor engine struggled to get to the top. I checked the obvious culprits; fuel, points, etc. In the end it may have just been an overheating and vapour lock issue, as I had crawled down Kirkby Stephen Main Street, congested with vintage buses, lorries and tractors, to our meeting point at the Fat Lamb pub. Here I was joined by Roger, Tony and Helen who had arrived in Roger's Acclaim. Worth the trouble for a busy day riding vintage buses through to Brough and back, stopping at points to look at various exhibits and to buy bits of auto jumble.

Later, on 23 April, the weather was warmer and I experienced no engine problems at all for our first official Club meeting on Drive it Day where we met up near Ullswater for the Dalemmain House event hosted by Wigton Motor Club. This event is open to all types of classic and vintage vehicles in return for a donation to the nominated charities: Blood Bikes and Hospice at Home. Rod and Joan turned up in their lovely Vitesse estate, as well as several other TSSC members. There was no club stand as such, so I found myself parked up between a lovely couple from Bedale, Yorkshire, in their Capri 2000 and a charming gentleman in a Jaguar. As it had been the renowned International Dalemmain Marmalade Festival the previous day were able to sample the first prize award-winning orange and ginger product as well as few others of the hundred of va-



Cumbria - Derwent Valley Devon

Cumbria Continues

ieties of marmalade to choose from. Obviously, on my return journey home I made certain the rear axle was well-weighted down with several jars of sticky orange stuff to prevent any slippage of the rear wheels on the challenging gradients of the Cumbrian fell roads. I also understand (from Roy) that marmalade is much better than oil or grease for your trunnions.

Some TSSC members will be going to Keilder Classic car show on 14 May, but the next proper **TSSC Cumbria meetings** will be **Vintage Metal at Grate Farm, Helsington, Near Kendal on the A591 (LA8 8AA) on Sunday 21 May and the Lakes Charity Classic Car Show at Stavely, South Lakeland, LA8 9LN (Note new venue!) on 18 June 2023.** Keep your eyes on the TSSC Cumbria Facebook page for more updates.

Nigel E.

Derwent Valley

e-mail: derwentvalleytssc@outlook.com

Tel. 0758 959027

Hi All, The May meeting was exceptionally quiet, with a few of our area at the Isle of White weekend also some were on holiday.

Our last meeting before our camping weekend will be on Tuesday the 6th of June at 7:30pm. It will be at our normal venue at Smalley Common.

June will see Silverstone on the weekend of the 9th and our own camping weekend on the 22nd to the 26th, I hope to see everyone at both events.

Booking forms are still available, if you require a form please contact me or you can download one from the Derwent Valley Peak run website. **The Derwent camping weekend will be the 22nd to the 26th June.**

Bryan

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you

Devon

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

e-mail: nigelk57@gmail.com

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

Tel. 01548 821348

A fantastic April Club get together at the Star Inn. A total of 8 Triumphs out, with Julian's trusty Trabant and Richard's MGA to complete the numbers. Delighted to see Morten from Denmark again, with Tim (Burlington Arrow) & Dawn. Robert H brought his stunning GT6, Dan brought Karen's Vitesse - so close to my Herald in registration - now back on the road after several years off. This was previously owned by Julian so he was as delighted as Karen to see it again. We looked under the bonnets of many, especially impressed with the concours standard of Mike H's owned from new Spitfire. Steve C brought his Stag and Bob his Vitesse. John & Irene brought their 1500 Spitfire and we met new member Mike B with his recently purchased and absolutely gorgeous 1500 Spitfire. N reg like mine was way back when and I had forgotten the awkward position of the ignition - who on earth thought it was a good idea to design it between your legs? I well remember stalling mine in the middle of a Plymouth junction, seat belt locking up so I could not reach to get it started again! On leaving to go home, Mike's lights failed to come on but, as we have two ex auto-electricians in our midst, my John and John L, a quick twiddle of a fuse, and off Mike went all lights ablazing.

Our drive it Day was a massive success with around 25 Triumphs turning out and mainly dodging the April showers. 10 cars met at Morrisons, Tavistock, including Miles' beautiful Mk3 GT6 in Magenta, gorgeous car. Another new car on the block was the Java Green Mk4 Spitfire of Lin & Chris. Furthest travelled at this point were Sue & Steve from Lyme Regis in a beautiful Inca Stag. Reaching Strawberry Fields Farm Shop after an unexpected diversion saw us driving round in a circle, we think the furthest travelled went to Chewy & Tina in their 2500 PI from Bridgwater. More and more arrived and we were well looked after in the food department! Leaving there we headed off to Dingles Fair-ground Her-



Devon - Essex



itage where we gained our final numbers. We all managed to park together and turned many heads



on the day. A lot of fun was had on the various fair-ground rides - reliving our childhoods.

The first May Bank Holiday saw a massive contingent of 19 Devon members

(and Chewy & Tina from just over the border) travel to the Isle of Wight for their annual weekend. With Bob & Anne Meller from the North of the county, we were joined by 5 of the Chudleigh family, McCabes, Frosts, Bothams, Parsons and Prowses so 8 Triumphs in all. Alas not totally trouble free necessitating 2 cars coming home via recovery with appalling service from the RAC but that's another matter! We were based at the very welcoming Waverley Park site at East Cowes, and Tracey & Elaine, the hardworking Area Organisers on the island, created a great weekend of activities, drives out to Calbourne Mill and the Bus Museum, followed by entertainment at the clubhouse where the food was lush. We cannot wait for next year when the dates will be 3 - 6 May.



WHAT'S NEXT
Sunday 4 June - A drive to the popular Sportsmans Arms on the road to Dartmouth for lunch. Meeting at the House of Marbles, Bovey Tracey at 10 am with lunch booked for 12 noon. It is essential that you let us know if you are coming pleeeze!

Wednesday 21 June - a Midsummer Drive ending back at the Star Inn for Club Night. Let us know if you are coming - meeting at the Star (TQ12 6EZ) at 5pm for about an hour's drive back to the pub. As always - we need to know if you are eating please. Nationally on 10 and 11 June there is the weekend at Silverstone celebrating the centenary of Triumph and MG with loads of stuff happening on and around the track.

Sunday 25 June - join us at Staverton for the Totnes Rotary Club Show - book online but put TSSC on your entry form.

Sunday 23 July - let me know soonest if you would like to drive all or part of our non competitive social

Borders Run, four start points all finishing at Okehampton's White House Services for mid afternoon. Approx 100 miles from each start point so not too onerous.

Spring has hopefully sprung so we will be out and about in our Triumphs in force over the next few months. If you have not joined in with us before, why not come along to one of our friendly events. We love to meet new people (and our regulars of course!). We 'do more with our Triumphs' in Devon!

COMING UP IN DEVON

Sunday 4 June Run with lunch at the Sportsmans Arms on A3122

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 and from Star Inn for Club Night

Sunday 25 June Totnes Rotary Show at Staverton

Weekend 8 & 9 July Powderham Historic Vehicle Show - Area Stand

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

I don't generally write anything about personal things but last year I was diagnosed with cancer of the bowel but I've always had faith in the help I receive from the NHS and have had a strong positive mind since being diagnosed. The Members of the TSSC, family and friends have also kept me positive. After having radiotherapy before Christmas, four cycles of Chemotherapy and a MRI and CT scan I had very good news from my Consultant who told me that as far as they could tell the tumour had shrunk 98% such good news for me and the family. Now it was time to Celebrate with a drink or two at the Anniversary weekend.

From the 14th - 16th April we celebrated our Essex Area 45th Anniversary. On the Friday people arrived at The Holiday Inn at Notley Cross in Braintree from three o'clock where myself and Sue welcomed

Essex Continues



them with refreshments.

Later that evening we went over to the local Toby restaurant to have the Friday night get together Meal which went really well with a toast for my good news.

Saturday morning we met up for breakfast and more members arrived for the day's drive out. We had a new face who turned up with his friend in a red GT6 he had recently bought it and wanted to join us for part of the drive out.

The maps and tulip instructions were given out, a short run or long run and the idea of a photo treasure hunt around the drive out where everyone could take photo's of their beloved Triumph's with sites of interest and objects, there was a prize for the best unusual car photo and the most sites of interest photographed with their cars.

The route took us from the hotel up towards Suffolk on country roads then back down to the meeting place for lunch at Blake House Craft Centre Sconch tea rooms where we could have lunch and a chat about our experiences on the drive out. Brian had an unfortunate loss of fuel going through a pothole which dislodged his petrol pipe from the tank, he soon sorted that by re-connecting the pipe. All of us

on the long drive came across a closed road which was not foreseen due to road repairs! we wondered why we were getting a lot of messages from Rachael & Robin who came across it first but a short detour brought us back on track to continue the drive.

People then returned to the hotel for a cuppa tea/coffee and a slice of our anniversary cake which we had made for the occasion and then some went for a small rest before the evening events started.

More guests arrived for the evening meal again at the Toby and then back to the hotel for a raffle and prize giving for the day. Karl and Louise were the main judges and myself and Sue had the final word. Stuart managed to win the drive out prize he took the most photos of his car with all the different objects and sites of interest and Christina won the best photo which was of my GT6 driving through a Ford.

Early on Sunday morning I met up with Paul and Christina before they left to attend the TSSC main AGM at Lubenham and thanked them for coming. After breakfast and saying goodbye to some as they had other commitments the rest of us went on another short drive out finishing up the busy weekend at Little Easton Manor for the arranged sandwiches and cake, we then said our final farewell to everyone.

We had a good turnout all over the weekend the drives went really well, a big thanks goes to Karl for spending many hours arranging the drive out routes.

Over the weekend we were already discussing the **50th Anniversary which will be on the weekend of the 7th - 9th April 2028.**

Isle of Wight write up from Marian

We had a lovely easy time getting down to Southampton after it had taken us half an hour to get through Rayleigh. We stayed in a lovely pub on the outskirts of Southampton and it was a simple trip from there to the ferry on the Thursday morning.

It gave us time to get an



ice cream at Craves in Ventnor and then settle into the caravan.

Friday was a relaxing day with a trip to Newport whilst everyone was arriving at the site. On the Saturday we all lined up and all headed to Calbourne Water Mill and Rural Museum. When we arrived our family met us at the gates and my grandson wanted a ride in the car so I jumped out and walked with the rest of the family down into the mill and waved to him as he went passed. There was lots to do and there were stalls and belly dancers, singers, working static steam engines. Our granddaughter decided to sit in the car and practice driving, without starting the engine, she is 12 and sat saying ABC, accelerator, brake, clutch change gear.



The following day we had a trip to the Isle of Wight Bus and Coach Museum, we had a free burger and enjoyed looking round the old buses. Later that day we had the Ice cream van come round. There was bingo in the evening and both the grandchildren enjoyed that.

We didn't go out on the last day as our family had a lunch time ferry so they wouldn't be able to go. We had a lovely big breakfast in East Cowes and then went to Cowes on the floating bridge, then stopped at the fudge shop and watched one of the ladies working on a fresh batch of fudge. We walked down the town for awhile before it was time to return and say our goodbyes and wave them off on the ferry home.

The following week was Drive it day, we arranged a day starting at East Anglian Railway platform cafe for breakfast, there were ourselves, Karl, Melvin, Robin and a new member Mike Brown who drove

his very nice early GT6. Robin went to pick up Rachael and their daughter Evie and not forgetting her new puppy Nala. We then drove on to Cudmore Country Park, East of Mersea Island where they met us, but because it started to rain and the ground was a bit muddy we found a lovely restaurant just down the road at Mersea Barns, we all had a lovely lunch. We were aware that we had to leave before the high tide over the causeway which was at 3.30pm. So off we all drove just before 3pm as we approached the causeway the new government phone alerts went off, the tide was quite high as we drove through the water off the island.



We had an invitation from a Facebook member Russell King who works at a Care home in Bishops Stortford who had organised a Car Show for the residents and public to raise money for charity. Five of us turned up in three cars, Stewart in his Vitesse, Steve and Janet in their Spitfire and myself and Sue in our GT6. We drove into the car park and parked up all Triumph's together. There were all sorts of cars from Vintage, classic cars, ranging from a Ford Anglia and up to date super cars. The staff laid out coffee, tea and a BBQ. It was so nice to see and hear the residents stories about their cars that they owned many moons ago.



On the last day of April Steve sent out an invitation to members to The Canvey Island breakfast meet, Simon joined him in his Vitesse and Janet and Steve went in their TR3 it looked like a good turnout of cars.

SEM Leatherhead - We set off for the show early in the morning and had only just entered onto the M25 when the back tyre on the GT6 started to go down so we quickly had to pull over to a safe place just before the Holmesdale Tunnel to change the wheel. After a grand prix wheel change we contin-





Essex Gatwick

Essex Continues

ued on our journey. The weather was overcast and it started to rain a little but this soon stopped.

We finally arrived at the leisure centre field and was ushered in line with other GT6's. We went to see Paul and Christina who had camped out in their lovely caravan and had a cuppa with them to give our congratulations for them becoming area liaisons.

We met up with Brian, Jean, Janet, Steve, Simon, Debs and Stewart and had a chat to the M25 East group. There were lots of cars that turned up and the weather brightened up during the day. Raffle tickets were sold and later that day the prizes were given, Janet won a portable BBQ and Stewart won some bulbs for his garden.

After the car awards were given it was time for myself and Sue to be given our Award for The Best Area of the Year. It was so nice to be recognised by HQ for all the hard work we have put into our area this year.

Many thanks to all of our area members who have contributed to make our area the best.

Up & Coming Area Events June 2023

Sunday 4th - Classic Car Meet at Little Easton Manor, Park Road, Dunmow CM6 2JN - 10 onwards - Book online on their events page by RSVP
Sunday 4th - Brands Hatch - Essex Area Triumph Club stand - Contact Mike

Friday 9th - Sunday 11th - MG & Triumph 100 - Please see Courier for details
July 2023

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

Mike

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, I hope you've all managed to get out & about with your triumphs & those of you that are restricted due to restorations, then I hope you managed to get to a show for inspiration, or you could come along to our meetings, that should give you plenty of inspiration! Seriously we'd love to hear how you are getting on & offer what advice or help we can. Justine managed to go along to Chiddingstone Castle on Sunday 23rd April, 'Drive it Day'. It must of been one of the wettest days we've had so far! Personally I think it would of been better to have, 'Drive it to the Pub Day' then at least you will be in the dry!

I'll hand you over to Justine.

'Here are a couple of pictures, the primrose Vitesse that I parked up next to at Chiddingstone Castle on Drive it Day. Cliff had his red Vitesse there too and I saw Trevor's Herald estate there too (but no Trevor!). Me:-he was in the pub!!!)

The couple with the primrose Vitesse said that they hadn't had it that long and it had a 2.5L engine fitted'.

Thanks Justine, hope you didn't get too wet!

Phil got hold of some tickets from a friend of his for the members day at Goodwood & asked if I'd like to go along (silly question!)

So on Friday the 15th April we drove down, got stuck in a bit of traffic, but finally got in.

In the car park we spotted this 'Davrain', not a car I'd come



across before.

Some Bentley's waiting to go out.

And a whole fleet of Dolomites just back in from a race.

Alfa Romeo's waiting patiently.

There was certainly plenty of action out on track, we had an absolutely amazing day. Unfortunately it's not



completely stripped & repainted in a protective primer. Looking very solid for its year 1963. It is testament to the care that Edward's dad took of the little car during his ownership, 1968 to 2021.

The plan as I understand it, is to replace the complete floor pan, rear & front valances & inner, middle & outer sills both sides.

The floors & sills have been replaced before, but the grit blaster couldn't get between the seams on the panels, which are showing signs of rust, plus the front floors are perforated, due to rust!

The chassis has been blasted & painted in chassis black, no welding was required! Again more evidence of the care that Edward's dad has taken.

I was very interested to see that the front of the chassis has tow or tie down eyelets, which I've never seen on the front before (very useful!)

The other interesting points I noted were the wiring harness straps welded on the floor pan (n/s). The floor pans I bought for my mk3 didn't have them. I wish I'd known!

The boot floor also has them for the fuel sender cable.

Good luck with it all Edward, it is coming along nicely.

Well the event I've been wait-

very easy getting over to you the atmosphere of it all.

Edward's early mk1 has now been completely



ing for all year was finally here, the Isle Of Wight camping weekend. Frances & I decided to make a bit more of the event, by going out early. So on Tuesday 25th April we boarded our ferry over to the island. It didn't take us long to find some of the local ale!

The weather on the whole was very good, with plenty of sunshine, but on Thursday afternoon the heavens opened up! This gave the new arrivals (Surrey area) a bit of a challenge as they tried to put up their tents!

There is definitely something to be said to staying in a caravan!

Chris H if you come next year there is a caravan waiting for you! (Dolly would approve) Very cosy!

Friday night saw the clubhouse bar open for the event & a special beer had been brewed for us by Island Brewery, 'Triumph Ale', very very nice!



Saturday saw the first of the



convoy gatherings.

The convoy round part of the island brought us to the water mill museum, which was a bit tight to fit us all in! There were about 60 triumphs in all for the weekend.

This was a very nice mk3 recently restored by an island resident. Bizarrely this was the only spitfire mk3 of the whole weekend! Interestingly there were 3 mk2 spitfires & just one mk1 (me!) But plenty of mk4s & 1500s Sunday was another convoy, but this time to The Bus Museum in Ryde.

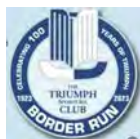
We'll all good things come to an end, so on Monday Frances & I headed back home. We had to stop for this photo opportunity, the view was incredible! Just outside Winchester.



Gatwick Isle of Wight

Gatwick Continues

Gatwick areas border run on the 23rd July is getting closer. The plan so far is to meet up with the two Sussex areas in Ardingly for the start, we will then drive around our border stopping at as many of the ex triumph dealerships along the way, for photo opportunities. We will also stop off at points yet to be decided with Surrey area & possibly west Kent. These may also be places we can get a bite to eat & drink. Please let me know if you have any ideas or thoughts about this run?



On another note, I thought it would be nice if any of you have a picture & a little story of what you & your triumph have been up to over the last month or two. Then put it on an email & send it to me & I'll put it in with my ramblings.

Still in the IOW, Chris T & Maria had stayed for a few more days & put their time to good use by driving round the Island visiting as many, as they could find, ex triumph dealerships! This was one of the first.

Chris reported that, F H Winter & sons in Havenstreet were Triumph Dealers back in the 60s, it's still in the same family, all these years later.

Back in the day the phone number was Wooten Bridge 455



I had a great drive out to the SEM, through the beautiful country Surrey lanes.

Once in, I met with Richard who was in need of some cash! Entry was cash only, no cards. It wasn't long before Chris H turned up. We all joined in admiring this beautiful green mk1, Edward you would of thought VG had completed your spitfire ahead of time!!



This is a small part of the triumphs on display. We had a good look round at all the fabulous cars on

show. It was good to catch up with so many friends & make new ones chatting to the owners about their cars.



To finish the day Justine & Chris H we're both surprised to discover their cars had been chosen for a prize! Justine winning best GT6 & Chris getting runner up the spitfires. Trevor also won runner up for his Special. All of you, well done!



Shows & meetings coming up
Bletchingly car meet the 10th & then again on the 25th June.

Forest Row River View meet 11th June.
MG & Triumph 100 years celebrations at Silverstone 10th & 11th June.

Gatwick Area Border Run 23rd July.
Cranleigh Classic Car Show 13th August.
Barn Green classic car meet 26th August.

See you all very soon.

Next meeting is on **Tuesday 13th June.**

Tony

Isle of Wight

e-mail: tssciow@hotmail.com
www.facebook.com/groups/78675055371248/
Tel. 07842 249591

Well, another successful Isle of Wight Triumph Weekend. Thank you to everyone who helped us and everyone who joined us, we couldn't do it without you.

You all enjoyed Calbourne Mill and The Bus Museum visits and we even saw some sunshine for our convoys. The Geckos band, the bingo and the food on site all went towards a fabulous stay at The Waverley and since most of the caravans have been re-booked for 2024, I guess we're up for organising another event!

Here are some of your lovely comments.....

Thanks for a great weekend everyone, especially Tracy and Elaine. We hope you all got home safely, as we did. Look forward to catching you again soon!

Glynn & Jane McTaggart xx

Thank you to the team for arranging another very

Leicester & Rutland



enjoyable weekend. Caravan booked for next year)

Andy Cook

Thank you Tracy and Elaine it was a fab weekend.

Paul and Christina Girling

Many thanks fantastic time again.

Janet Jannaway

Why can't it be the camping weekend all year, forever. Such fun and seeing all my friends.

Adam Chigwell

We had a wonderful time there thank you to everyone involved. See you at the next one.

Mickey Hazell

Great weekend, it was a proper job. So enjoyable to get away, drive the spitfire, catch up with friends, drink beer and just relax. Then go home with sun burn peeling because you forgot to put sunscreen on whilst driving with the top off.

Glynn Davis

Thank YOU both Elaine and Tracy for a fantastic weekend! All 19 from Devon had a wonderful time.

Sue Franklin

Thank you for all your hard work in organising such a great event. *Susan Ind*

Thanks for everything - loving the new venue - booked in for next year! *Mark Smith*

Another fabulous year, roll on 2024.

Caroline Feltham

Great weekend Tracy & Elaine, perfect organisation. Can't wait for next year, caravan is already booked!

Tony Lampson

Thank you Elaine and Tracy for another great weekend on the lovely Isle of Wight. Amazing time and great locations for drives. See you next year.

Sue Matthews

Big Thank you to Tracy & Elaine for your amazing organisation of the Isle Of Wight Triumph Weekend.... Sunshine, Scenery, Convoys with wall to wall Friends & Triumphs..... fabulous organisation ladies.

Hope everybody had/has a safe journey home & see you all again next year.... TSSC

Thanks Elaine, Tracy and Jason for all your hard work and organising to make this

another amazing weekend xxx *Charlotte Back*

Just wanted to say a huge thanks from Marion and myself for another great loW weekend.

Andy Couchman

Meanwhile, we will see the rest of you on our next brunch run, we even picked up some new Island members in Calbourne.

Keep an eye out on Facebook and your emails for details of our next meeting.

Happy motoring!

Tracy & Elaine

Leicester & Rutland

e-mail: davesmith.triumph@hotmail.co.uk

Tel. 07770 650802

Hi all. I have an announcement to make, the Leicester & Rutland Area has moved our meeting venue. We now meet (still on the first Tuesday of the month) but at our new home, **The Soar Bridge Inn, 29 Bridge St, Barrow upon Soar, Loughborough, Leicestershire. LE12 8PN. (7.00pm)**



We held our first meeting there on Tuesday 2nd May and what a turn out, 25 plus members and 14 Triumph's in the car park, we have not had that many club cars in the car park for our meeting for over 16 years.

Over the past couple of years we have had a few new members, all coming from the North side of Leicestershire (opposite side to our meetings) so finding an alternative venue became a priority. We have been talking about a move for some time but finding the right place is not easy. Having found two alternatives it was time to vote, stay where we are or move to one of the two new alternatives.

With 21 regular members voting, only 4 votes to remain and 13 votes for the Soar Bridge Inn it was clear we were on the move. Our new venue give us so much more, with our meeting area overlooking the carpark and a dedicated parking area for our cars even an outside seating area in front of the cars for summer meetings.

In other news we have as an area just had 10 cars on the Saturday and 5 on the Sunday attend the Donington Historic, a nice day out watching the historic racing but if we do it again next year it might only be for the one day. A number of us also attended The Great Central Railway for a classic event on the 13th May and an open evening meeting with the local Jaguar owners club on the 16th May.

We have as an area also just returned from The Triumph Centenary Picnic and Marque day at Walton Hall, hosted by the Pre 1940 Triumph motor club on



Leicester & Rutland Newbury

Leics & Rutland Continues

Sunday 21st May.

As an area we have a number of members camping at the MG & Triumph 100 Festival at Silverstone so if you are visiting the show for the day look for the Leicester & Rutland Flags and banners, I am sure we can make you a brew. We also have a number of our area members (more than ever before) going to Le Mans this year and the excitement is building.

Finally preparations are well under way for our very own **Sunshine rally on the weekend of Friday 4th to Sunday 6th August** so look out for the booking info in your Courier.

Stay safe, regards,

Dave

Newbury

e-mail: dave.rumens@btinternet.com

Tel. 01635 868640

As per the past couple of years, we are going to be taking the first meeting of the month "On-Tour" for the summer months, running from May to September. Ian reminds all members to check emails and Facebook for the venues and to remember the club rule: what happens on tour stays on tour!

With so many events coming up, it won't be long before we are all driving full throttle in Top Gear. Having said that, Dave's Herald has so much excess torque, he is convinced it needs a Fifth Gear. With the Vitesse's MOT coming up soon, Dave is hoping there will be no Car SOS. At least Dave and other club members are able to drive their cars. A couple of members are still in the middle of restorations, occasionally tempted to sell their Bangers for Cash.

That's enough car show references, I hear you say! With the car show season well underway, there are however a good number of other shows to report. Roy, Mary and Dave went to the Popham Classic Show on the 1st May. Roy went in his TR3A and Mary



and Dave in their Herald. They met old

friends Guy and Suzie from the Andover Area and Wendy from the Southern Area. There was a good turn out of classic cars and Dave managed to find a rare TR7 Convertible sales brochure.

Sue and Steve attended the Isle of Wight meet for 4 days over the bank holiday weekend. Andy and Thomas also attended and they shared a couple of beers in the evening. On Saturday there were approximately 50 cars all making their way to the watermill, Calbourne. Steve and Sue were in the Sprint and Andy was in his Vitesse.

On Sunday they visited the old bus station museum in Ryde. Steve nearly didn't make it as his newly installed clutch line was weeping and lost nearly all the DOT 5 (silicone) fluid from the reservoir.

DOT 5 is really difficult to find at the best of times, let alone a Sunday! Fortunately, two members came to the rescue.

In addition to attending shows, club members have continued working on their cars. Steve has installed an electric fan, after a couple of "squeaky bum" moments when stuck in traffic last year on a really hot day, the temperature gauge having shown the car was dangerously close to boiling point. At the NEC Classic car show, a Wallingford based company called Revotec had a stand.

They had already fitted a fan to a Vitesse and were looking for a second to try, so Steve volunteered. Adding extra spacers and removing the thick rubber washers from the radiator fixings was enough to drop the radiator and give clearance, although the clearance was minimal. Having looked at other cars, clearances seem to vary somewhat so they may need to alter the bracket design to make it a 'one size fits all' solution for the Vitesse.

And finally, in other news, some of you will have already heard that Peter and Karen have now sadly parted company with their Triumph TR7.

They have enjoyed some good times with the car over the last sixteen years, including club meetings, holidays and events. They would like to thank the Newbury TSSC members for making them feel so welcome and hope to stay in touch.

The only reason for the sale was mobility and the TR7, they have been assured, should be heading to a very good home.

That's all from the Newbury area.

We look forward to seeing you at our upcoming meetings. Safe travels!

Robin

Norfolk



Norfolk

e-mail: paul.norfolktriumph@gmail.com

Tel. 07584 000442

www.norfolk.tssc.org.uk

There was lots happening in Norfolk during April, firstly it was great to see so many Triumphs turning out for the TSSC Norfolk Scatter Treasure Hunt despite the wet forecast. As it turned out the morning was light cloud with sunny spells, although the afternoon was a tad wetter. We counted 14 Triumphs out and about but weren't necessarily quick enough to get photos of you all. TR7s and big Triumphs seemed to be the preferred choice of chariot, it was great to have some Stags joining us too.

Thank you for all those who took part and sent in photos - We have winner! - The Rutter Clan win again (T2K WYT) with 91 points (well done Mark, Claire and Jamie), 2nd place were Andy and Gill (TR7 KBA), third David and Penny (TR7 WUD).

Answers to the questions were: 1) Roger Bigod, 2) Thomas Howard, Duke of York, 3) 4th and 7th Armoured Brigade, 4) Thompson school environmental studies centre, 5) Hallfield, 6) Headteacher, 7) Using the community hall, 8) Smithy house, 9) Trails, 10) Grid Reference, 11) 6 miles, 12) To demonstrate wealth and power, 13) The Hall, 14) A pair of gates, 15) Their name liveth for evermore, 16) Speed limit (points were also given for a number of other answers), 17) Use the car park.

While we were off sunning ourselves at the TSSC Isle of Wight and SEM weekends we had two other events: the show at Earsham Hall which Tim kindly organised and our monthly meeting back at the Silver Fox which Steve kindly oversaw.

Sunday 30th April - Bungay Area Lions Club Classic Vehicle Rally and Country Fayre - Earsham Hall

Sunday marked the return of the very popular Classic Vehicle Rally and Country Fayre in the grounds of Earsham Hall organised by Bungay Area Lions Club.

This is the first time this event has been held since April 2019, as the intended return event last year was subsequently cancelled.

The Norfolk TSSC entered an impressive eleven vehicles - three Heralds (two estates and a convert), a Vitesse MkII, a FWD 1300SC, a Spitfire MkII,



a 2000TC, a TR6, two TR7s (a Sprint and a V8 conversion) and a TR8 Factory Prototype. We all met up at the Popson Street Car Park in Bungay at 9.00am and followed in a regimented convoy to the site a couple of miles away. I did have a bit of a panic attack when our convoy was split in two by marshals at the entry gate, but having got the other side of the gate we were able to regroup as we were given our own area at the top of the field where we parked up and got the chairs out. It was really nice to see such



a good turnout by the club with a real mix of vehicles between a 1964 Herald 1200 estate and a 1981 TR7 Sprint and also to see so many other Heralds, Viteses, TR7s, Spitfires, Stags, Dolomites, big saloons and one other 1300 both from other clubs and also private entries.

The event drew in excess of 300 cars, motorbikes, military vehicles, tractors and heavy commercials spanning over 100 years of motoring - the only stipulation by the organisers was no tracked vehicles.

Drawing on the feedback received, the day was enjoyed by all those who attended and the weather held off for us, although there was a fairly cool wind cutting across the field. Earsham Hall had opened their pine workshop and gift shop and their tea rooms and there were stalls, attractions and entertainment that was enjoyed by everyone from one year upwards.

This is certainly an event that we will be looking to attend again next year, with hopefully even more classic Norfolk Triumphs.

Tim

April Monthly meet at the Silver Fox. Another good turnout for the April meeting with a few Triumphs in the car park too: two big Triumphs, a TR7, Herald Estate and a single Spit (although it would have been two Spits but unfortunately Colin's decided to break-down on route). Lots of natter was had by all, it was good to welcome some possible new members too!





Norfolk - North East Northants

Norfolk Continues

Looks like the Jury is out on naming the Ted, even with a suggestion of Colin or Thickthorn!

Many thanks to all those members that attended and helped out. It's great to see the Norfolk group getting on with things and having a good time in our absence.

Steve
Coming up:

Thursday 1st June - Monthly meeting at the Gamekeeper, Old Buckenham with a chance to eat beforehand.

Weekend 10/11th June - The MG & Triumph Weekend at Silverstone where there will be a few from Norfolk attending. Let me know if your intending to go and want to meet up at some point.

Thursday 6th July - Monthly meeting, venue to be confirmed.

Sunday 23rd July - The Norfolk Border Run as part of the TSSC celebration of 100 years of Triumph. This is looking to be a popular event with a number of folks aiming to do the whole 200 mile run. More details to follow.

Sunday 20th August - Tea and Cake run. A tulip route to Saham Toney for tea and cake. Further details to follow.

All the best,

Paul & Christina

North East

e-mail: geoff.dent14@gmail.com

e-mail: deryck.beadling@yahoo.com

www.tsscnortheast.blogspot.com/

Geoff. 07773 440201

Deryck. 07939 068976

Hi All. Just a short report this month as there is still not a lot of events going on

Sunday 23rd April was our first event of the year, and with the threat of poor weather we shortened our planned route.

We set off from the training centre with 7 club cars + Mick in the Caterham and John in the MG, plus a handful of moderns, by the time we reached our first pit stop we had lost Martin in the Vitesse, he had to call the breakdown out to get him home as he lost all power, and couldn't get up the hills.

This year we hopped from Teesdale, over into Weardale, And then into Tynedale meeting up with Greg & Pauline at Eggleston hall our first stop, they were joined by a friend in another Scimitar, so we had quite a group traveling up over the fells, as luck had it the rain stayed off until our last stop at Corbridge, the round trip back to Durham saw me complete about 130 miles but others completed a bit

more, a good run to get the season underway, Martin's breakdown was caused by lack of fuel getting to the rear carb, when we inspected it the next day there was a tiny bit of Debris blocking the inlet jet, which made the car run on one carb, hence the lack of power.

Steve O, is having issues with his Spitfire gearbox and it looks like a rebuild, it's crunching in second gear, more info when we have investigated further

By the time of reading this we should have completed the Kielder classic, and returned from our jaunt to Europe, so more info on these events next month.

That's if I ever get the car sorted, it's only 2 weeks before we travel, and Deryck has gone off on holiday to Turkey, and we haven't checked the cars over yet, it will be a last minute rush as always so let's hope we make it. See you in June.

Geoff

Northants

e-mail: nigeljohnhawes@gmail.com

www.tssc-northants.org

Tel. 07879 491778

Hi. Once again Tracey and me helped out at the NEC restoration show but this year we were accompanied by Jane and Chris who also gave up their time to help out on the club stand. This year we had two cars on the stand which attracted a lot of attention from the public. It appeared that visitors were happy to see finished restored cars. We also had the launch of the new insurance scheme with Peter James which offers certain features which were previously unavailable, while it may not suit everyone's needs it is worth taking a look at.

Earls Barton Car and Bike meet started again in April although a little later in the month due to the field being too wet.

The turnout was impressive although I turned up in a modern. It was a lovely day but by evening the wind turned cold and cut right through you. It is one of those events where you always bump into someone you know and often land up talking to complete strangers. It was nice for me to see a couple of Dolomites

on display and encouraging to find the one of the owners is joining our club. If you are reading this, welcome to the club and hopefully see you at a meeting soon.

For Drive It Day Rob was kind enough to arrange a



Northern Ireland



last minute drive out through the north of the county with a couple of stops on route. First was a visit to The Splined Hub who specialise in early Jaguar and air cooled porsche restorations, we then took a scenic drive across to Harrington and the museum which tells the story of the secret missions flown from the old US air station and the nuclear missiles which were kept there. Thanks Rob for an interesting day out.



Planning is underway for the **Borders Run which will be on 23rd July** the plan is to get as many cars out as possible on the day to **celebrate the 100th anniversary of Triumph cars**. We had thought of doing the entire county border but now may shorten it due to the distance we would have to travel. If you are interested could you let Rob or me know so that we know how many to expect.

We have 10 spaces for **Kimbolton country Fayre on 16 July** if you are interested let me know to see if we have any spaces left. **Peak Run and Sunshine Rally** are now taking bookings. Hope to see you soon. Cheers

Nigel

Meeting at Overstone Manor Sywell on the **second Wednesday of the month at 8.00.**

Northern Ireland

e-mail: heatheranddouglass@gmail.com

Tel. 07707 288233

Hopefully we will soon see some good weather as this last while it has been poor for our club events. Thankfully Heather, Simon and I got back in time from our holiday in South Africa for the Totally Triumph Show at Lisburn on Sat 22nd April. A big thank you to Alan (F) for looking after our club meeting at the start of the month on Wed 5th April. I appreciate not a lot was discussed although there was an update on the progress for the show and the requirements from the Council to be attended to that all take time. As you were aware the Show was brought forward by the Council due to the Coronation of King Charles 111 and so it was earlier than normal by a couple of weeks. The show, from the club point of view, was very disappointing as only seven (7) Triumphs turned up for the display and two weren't even club members. Whilst I realise that the weather was very poor, it rained nearly all day, and it was earlier in the season, I have to say that I was very disappointed with the numbers on the day of the event. I accept too that we haven't had a show for a number of years, due to the Covid 19 Pandemic, and so owners/members were out of the habit of attending shows. Ever the optimist though I have tried to be

positive about it all.

On looking at who wasn't there I noted that there were at least eleven (11), yes eleven, regulars who weren't there on the Sat and would reasonably be expected to have been there had all the circumstances been different. Adding to that that the "Dublin Crowd" weren't available to come on the appointed day would have brought us to near the twenty-five number, or above, which I would have considered acceptable to run the show from a club perspective. Notwithstanding all that had gone on before we did have a good time at the show and made good use of the eating facilities. Even though there were very few members or regulars there it was good to see a few new faces and one from the past.



Paul Anderson from Ballinderry Upper was there in a very tidy blue GT6 that I thought I recognised. It subsequently turned out that it had been owned by Gary McDonald from the Downpatrick area who had previously been on a few of our area runs. Paul was along with Bob Price and they, with a team of others called "The Still Motoring Starter Team", run and publish a magazine called "Still Motoring" that is based in the Dromore, Co Down area. In case you aren't aware of the magazine and its aims they have a blog, "About Us & What We Do" that states - Still Motoring is the magazine for enthusiasts with a focus on modern classic cars built between 1950 and 2010+. They are also interested in tractors, trucks, vans and motorcycles. The future of "Still Motoring" is, as they see it, very much linked to the design of new and useful Data Tables that offer useful information to readers. There is also a free ads page for the selling of vehicles and I see that there is a 1970 Triumph Spitfire 1300 Mk 3 with just over 50,000 miles on the clock for sale in the Ballymena area. It is advertised at £5,500 although I have no idea if there is an opportunity to negotiate on the asking price! I see that "Still Motoring" is for sale in a number of shops mainly in the Dromore, Dromara and Ballynahinch areas although there is a web site of www.stillmotoring.com should you wish further details. I had a look at it whilst writing this report and it's well worth a visit I must say and I found it very interesting although I don't agree with their view on the MOT testing system within Northern Ireland. You might even see your own car there if you were at the show!

Who was the face from the past!

Well, it was Jim Clarke all the way from Armagh in an excellent 1960 Triumph TR3A that was



Northern Ireland Notts

Northern Ireland Continues

in great condition. We also had Dessie O'Neill in his tidy 1968 Herald 13/60 and Eric Thompson in his 1970 version, both looking good. In the Spitfire range we had Michael (K) in his 1979 Spitfire 1500. In the bigger class of vehicle there was Alan (H) in his Triumph Stag with the unusual fitment of the big Rover V8 engine that created some interest from club members and those passing by. To finish off those on show I had my well-worn 1972 TR6 with me and still being fearful of opening the bonnet for those who wanted a view of the fuel injection system due to previous well documented problems.

You might think that Photo 6 looks odd in this setting



but that just shows what it was like in 2011, hopefully we will get back to those numbers. In view of the low numbers and the poor weather it was decided that we would have an early "judging" of the cars on show with us and award the cups. Going against my previous views on the matter of "Concours Competition" I had the previous evening added a few more trophies to the boot of the car after a rush job with the local engraver and supplier. Thankfully I did as it then meant



that each owner/driver was awarded a cup of some description. The "Runner Up" Cup went to Paul Anderson in the 1974 GT6 and the "Car of the Show" Award went to Jim Clarke in the TR3A. All the others were awarded a "Show" Cup with Alan (H) in time. It was indeed for-

to receive his at a later date for the club that I had bought the Finishers Award previously and so there was no cost to the club for the show, thankfully I might add, in view of the numbers attending. Nearly forgot, we did have a visit to our display from the mayor of the local Council that was really appreciated.

Hopefully next year there will be a better turn out with warm and sunny weather. As the Lift, Look and Lubricate at Scarva had been cancelled our next event to attend was the Steam Traction Rally at Antrim on Mon 1st May. I was unable to bring a car but it was good to see Peter (M) there in his Vitesse with the door gaps looking well after adjustment by Dessie (O'N) and the



Herald of Philip (A). I understand that John (G) was there on the Sunday but we missed seeing him. A last plea in relation to his sister's (Laurina) home between Ballyclare and Templepatrick. If you have any parts there or if you have a key to the barn, could you collect them, or return the key, as soon as possible as the house is being sold shortly. We had our monthly meeting on Wed 3rd May when some progress was made on the Area Programme and a new run was pencilled in for Sat 13th May at short notice to be run by myself. Hopefully there will have been a good turnout although a few have cried off already as I write this, due to family circumstances. What is there to look forward to and plan for!



The next Area Meeting is on Wed 7th June at Nortel Social Club, Area Run on Sat 17th June in the North Down and Comber areas with a BBQ afterwards in the capable hands of Alan and Pam (F). A week later we have our weekend stay and runs in the Enniskillen area from 24th to 26th June staying at the Westville Hotel, Enniskillen. If you haven't booked there might still be an opportunity to do so.

As has become the norm for our **Wed July 5th Area Meeting, we will gather at Carrickfergus Castle** to move off sharp at 8pm to the Rinkha for an ice cream etc and then on to the home of Brian (S) for tea/coffee and some delightful tray bakes.

So, there is plenty for you to look forward to in the coming months.

Please come along and support the organisers and the club by attending some of these events. When you do so it encourages the organiser to realise it has all been worthwhile on their behalf. As I mention last month if you are aware of any original Northern Ireland registered Spitfire Mk IV's please contact me. Until we meet again keep safe and well.

Douglas.

Notts

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

Tel. 07976 163006

As I write this June report myself and Nigel have just come back from the Isle of Wight trip, with Adrian and Julie Hadfield. And we had a lovely surprise as we had the most wonderful time around the island and it is a very organised event, we met up with ex notts area who have recently moved to the island, so it was great to meet up with Barry and Hazel with their lovely white Vitesse who came out with us on the Saturday run out to the water mill on the island. Looking forward to seeing them soon. And wish them luck with their move and future, also Bob and Ann Mellor

Peterborough



old Derby area guys. Looking well both.

We have been very busy with the Sunday 23rd April national drive it day, as we hadn't organised a drive out, our kind friends from TR Register Derbyshire area invited to a wonderful run out through country roads, although they looked familiar, but taking us to the Pleasley pit museum. Oh my goodness what a great place, free to the public and we had a great guided tour in and around the pit. Coffee and tea cakes were lovely at fabulous prices. We then took a scenic root through Nottinghamshire and lovely pudding in Fiskerton Morton. We also had a ride out to the Southwell chippy and the usual stop at the final whistle.

And can you believe we actually made it in our Spartan. Which has had some attention on it. Touch wood running ok currently.

We are off to the wonderful Leatherhead meeting for our London group.

This is one we look forward to each year. And with celebrations of King Charles 3rd in tow. Hopefully the weather stays nice and sunny for all.

Look out for our next meeting on the third Wednesday of each month. We are still having roaming meet ups. I will update the website page for Notts and put on facebook where we are heading. And can we ask if any one has any suggestions to a nice pub we can get to gather at let us know.

Well I've got to carry on packing now. TTFN.

Best wishes

Nigel @ Di.



Raffles - to Asif at the Sue Ryder Thorpe Hall Hospice. Asif had arranged for the big Cheque which was held by him and our AO Charlie Noble for the photo shoot. Michelle was waiting for us to arrive in the car park and this gave us a chance for a 14 car line up photo shoot in front of the Thorpe Hall building which was once a maternity unit where at least 4 of us were born. Ironically by the end of the day from the people we met at Flag Fen there were 6 people that had been born in Thorpe Hall. We tried for a red, white and blue theme with the cars - not perfect but we did our bit for the nation and the forthcoming Coronation. I'm sure it's on a photo somewhere.

We then headed off through the Peterborough City to the Flag Fen Archaeology Park where we enjoyed a guided tour by Stephen in beautiful sunshine. It was amazing that all of the cars that arrived topless, they remained topless throughout the day. It had forecast a lot of rain. Thank heavens they get it wrong sometimes. On the way back to the centre from the replica round houses, Tina proved what a wonderful xylophonist she is - and she has promised to lead us for carols at Christmas - with a little more practice that is!!! A few of us stayed behind to enjoy tea, coffee and some delicious homemade cakes. After the coffee and cake Steph and I took the opportunity for a drive alongside the river Nene to the "Dog in a Doublet" and when you sit in our little and low cars you feel quite vulnerable travelling at 40 mph just a few feet from cold, deep water. We then drove across the Fens past the Abbeys at Thorney and Crowland and back along the river Welland bank.

We missed Paul Lumsdon whose good lady Angela had whisked him away for a couple of nights to celebrate a special birthday with him. But being the stalwart character that Paul is, he opened up his garage doors on Drive It Day and fired up the Vitesse to come and meet us for breakfast. But sadly - and indignantly - just a quarter of a mile from it's home the Vitesse dug its heels in and said 'No, you don't need breakfast after all the food you've had over the last couple of days' - and promptly died. The Vitesse returned home a bit later on the end of a rope. The Vitesse lacked spark! Once back at base out came the electronic ignition and the old contact and condenser re-installed - turn the key and hey presto, the Vitesse came back to life on all 6 cylinders! So boys and girls - there is a motto in there even tho' you may have progressed to electronic ignition - ensure all the old bits are put in a bag with a screwdriver and a small adjustable and put in the boot as one day you just may need 'em.

Many Thanks Doug.

See you all at Next Meeting

Charlie

Peterborough

www.tssc-peterborough.webs.com

Tel. 01780 666045

Our next meeting will be on **Monday the 12th of June 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. Please remember to bring a raffle prize.

We'll be joining-in with the **TSSC Border run on Sunday the 23rd of July**. The plan is to meet-up with the Norwich area and the Cambridge area members in King's Lynn. Details to follow.

From Doug:

TSSC - Drive It Day - Sunday 23rd 2023 Report

We gathered at The Granary Tea Room, Willow Brook Farm, Helpston Heath on the morning of Drive It Day for a photo shoot followed by breakfast. A good turnout of cars and members and their other halves too.

We then drove off with Treasurer Steve handing a cheque for £300.00 - collected from our Christmas

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you



Scotland Central Somerset - Southern

Scotland Central

e-mail: dave.fray25@gmail.com

Tel. 07557 659311

www.tssc-scotland.org

FB. www.facebook.com/groups/TSSCSScotland

We had a fantastic drive it weekend up in the Highlands of Scotland, we based ourselves at the Balavil Hotel in Newtonmore arriving on the Friday Afternoon after a lovely drive up from the central belt, on the Saturday we drove all down the east side of Loch Ness, it was a cracking road all be part of it was single track, we arrived in Fort Augustus for lunch and a look around the village and watch a boat transit the canal locks and saw the swing bridge in action, this was then followed by a drive down towards Fort William before cutting back up to Newtonmore, we managed to do the whole journey with the roof down, thank you to all of you who came and made this a great weekend.

June is a really packed month for us as we have the MG + Triumph 100 event in Silverstone on the second weekend, Thirlestane castle the following week and Moffatt on the last weekend, look forward to seeing you all at the upcoming events

If any of you require a TSSC valuation of your car please let me know as i can do these at Club meetings and or at any of the shows we are attending.

Regards

Dave

Somerset

e-mail: steven.polden@gmail.com

Tel. 07504 516623

Hi everyone and hope everyone is well. We had a great Drive It Day with a good selection of cars from a 1200 Herald to a TR8. The weather forecast was not great but hoods were down when we met at Langport. The TR Register had cancelled their run, but TSSC members are more robust and we headed off towards Chard, through the Cokers and then back up to Lydford on Fosse for lunch, with a coffee stop along the way near Yetminster. All the cars ran smoothly, generating plenty of interest, especially Tony's three wheel Morgan (as his GT6 was off the road).

The weather stayed dry for the whole event so



hoods stayed down.

I went along to the Jadlam Models car meet at Glas-tonbury which takes place on the third Thursday of each month during the summer. You have to book a ticket as parking is limited for classics at 100. If you just want to go along and look, other parking is available. There was a good turnout, and a wide range of vehicles. Not that many pre 1980 cars but sure that will change as the summer progresses and the older stuff comes out of hibernation.

I've been tinkering a bit on the cars at home, oil change, trying to track an electrical gremlin on the Vitesse and fitted a headlamp flasher switch to the TR. It does not have one and I find waving at people does not always get a response when letting people in at junctions etc. I am continuing to use the Vitesse for driving to work for when I need to go to Bristol, lovely drive up over the Mendips.

I mentioned in last month's report about (not) buying the first car you see, and my first Spitfire not having a floor when I got it home. Imagine my surprise when in the May Courier, pages 29 - 30 under 'Back on the Road' was my old car! I knew that it was SORNed as I had checked the DVLA site. It's now living up in Buxton with a chap called Tim, and seems to have survived well since I sold it in 2001. We have exchanged a couple of messages, and I have sent some photos I had from the time. I have a close friend who lives in Ashbourne and I hope



to go and see Tim and car when I am next visiting.

Look forward to seeing you at the monthly meetings and events over the summer. I've a couple of longer trips coming up in May and June, Haslemere (Surrey) Rally and a week touring in Shropshire so fingers crossed the weather is fine. Cheers

Steve

Southern

Tel. 01252 722432

Hi guys , really good turn out at the Stars for the regular meet for May. Quite a few club cars there , in fact i think the Vitesse's equalled the stags this month Big thanks to Neil Fletcher for organising the Drive it Day run. It was nice to get so many members there as it was a bleak start to the day. The run took along the A272 , then cut across country to Eastleigh , around through Lee on the Solent and ending at Explosion museum and refreshments in the Powder Monkey tap. Unfortunately Vanessa ,Mark and adam had to return to Farnham in the Austin 3ltr as the suspension had sprung a leak.

Popham was hit and miss weather wise. spitting most of the morning then quite warm and sunny then torrential downpours. Mike , Barbara, Dave and Wendy and myself arrived early followed by Paul later. I left smartish after the second downpour as I

North Staffs Suffolk



could see the ground being mashed up by other leavers. Loads of exhibits there and the public car park was very full as well.

Congratulations to Robin Stead, he won best Stag at the SEM at Leatherhead on the 7th May
A big thanks to Mickey and Julie Hazell for hosting the SEM and to the TSSC crew.

It was good to catch up with friends from other areas along with seeing members from our own area. Dave with the Toledo, Wendy in MK3 Spitfire, Robin in the Stag and also Clint with his MK3 gitfire.

By the time you read this my MK2 Vitesse convertible will be back home after nine years of nut and bolt restoration. I'm not going to rush the refit but when I have finished wifey has told me I can't drive it like I stole it.

Up and coming events

June

4th Classic car Sunday, The Departure lounge,
Alton .GU34 BH

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

2nd Classic car Sunday, The Departure lounge,
Alton .GU34 BH

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

6th Classic car Sunday, The Departure lounge,
Alton .GU34 BH

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

3rd Classic car Sunday, The Departure lounge,
Alton .GU34 BH

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

e-mail: triumphsportssixstaffs@gmail.com

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

Tel. 07939 603061

Hello Hope you all have enjoyed the triple bank holidays, don't think I will ever see that happen again.

April Started the main show season with Weston park which was well attended with a good range of cars, the next event was Drive it Day when four cars attended Statfold Barn with a number of clubs visiting the site.

The weather was unfortunately wet and may have reduced attendance, but still had a good variety of vehicles including a number of coaches which we all had a mystery trip on one of them.

Gawsworth Hall again excelled in the range of vehicles on display, with a number of clubs having a large quantity of cars on display, SOC Porsche & Rolls Royce

A local charity event at The Blyth Inn had a lovely sunny day with a good variety of vehicles but only two members in attendance.

Our April saw the restart of evening meetings at the George & Dragon, and joining us was a new member Hartley who arrived in a very nice Harald, thank you for coming along and hope to see you next month.

June Events

Astle Park - Coventry Motofest.

Klondyke steam Vintage - Tatton Park

MG & Triumph 100 - Lymm Transport

Next meeting June 27th

Dave

Suffolk

e-mail: suffolk@tssc.org.uk

Tel. 01206 250360

On the 2nd of May it was just about warm enough for us to spend some time out in the car-park and have a wander around the cars. Steve had brought along his restored Spitfire 1500 which he's been working on the past few years, and this was the first time I'd seen it out. It's looking very nice indeed in it's Inca Yellow paintwork and matching steel hard-top. He's added some subtle custom touches, with a very tasteful 2 part boot floor to cover the spare wheel, and some useful LED courtesy lights, both in the boot and within the car. The alloy radiator he purchased had the top pipe coming out at the wrong angle, but a post on the East Coast Retros forum gave him the contact details for an engineer in Tattingstone who works out of his back garden, and was happy to re-weld it in the correct orientation. The result looks good and that contact sounds a very handy chap to

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By 8th of each month - Thank you



Suffolk Surrey - East Sussex

Suffolk Continues

know as Steve reported he had all manner of high end engineering tools, including a industrial 3D printer for those tricky small plastic parts.

I mentioned a couple of months ago that Alan was looking for a new owner for his Gentry, and that has now gone to serial project enthusiast Mathew. Not content with the recent MoT on his Stag, and the mammoth task still to undertake on his GT6, the Herald based special now finds a place in his workshop, after 10 years languishing in Alan's garden. A wash shows the car to be in remarkably good shape, thankfully due to most of it being fibreglass, although the plywood floors have suffered badly, meaning some of the work will require Mathew's carpentry, rather than welding skills. I also like the fact it was on MG Steel wheels and hub caps, rather than wires, as it definitely gave it more of an MG TF feel that the car is aiming to replicate.

Colin had contact from Paul Girling from the Norfolk area who are keen to get some joint events with us. They have a club stand booked at **Helmingham for the 6th of August** and would like to know if any members would like to join them. Also, they are planning a **Norfolk border run for July 23rd** and are trying to arrange a lunchtime break somewhere near Brandon on the Suffolk/Cambridge/Norfolk border. Once again, anyone interested in joining that, please contact Colin and/or Paul.

Phil at the pub said they hope to open up the second part of the car-park when the weather gets better. He's letting the grass grow, and once mown, he hopes that will stop it turning as muddy as it did the tail end of last year. Surely we'll get that warmer weather for our **next meet on the 6th of June**, won't we?. See you there!

Russell

Surrey

e-mail: cliffdarby256@gmail.com

Tel. 07853 793341

Hello all you fair weather folk, well we made the IOW and quite an adventure it was. Jeremy and I decided to join Martin and family and the Chignalls on the Thursday run, catching the noon ferry across the very expensive strip of water called the Solent. The plan was to get to the camp site and carry out an erection before 2pm when the heavens were due to open. Mission accomplished thank goodness as the rain was biblical. Fortunately the more wealthy members of the group had caravans which had stuff like heating and doors so we were able to while away the afternoon in relative comfort. William and Charlie arrived at some point in the afternoon and just got wet, well why not. That evening we had a pleasant

stroll into town with Tony and Francis and umbrellas and found a real ale pub with real ale.

Tony sank 5 pints which I was impressed with, then they left and J and I had a bucket of pasta in a nice Italian gaff. The cars went well and didn't miss a beat although fitting all that camping paraphernalia is a challenge. We did some good drive outs and the weather improved dramatically so it was roof downs for those with soft tops. Great navigation on the drive out convoys and the end visits at the Mill and Bus depot were fun. The belly dancers will stay with me for a long time !! Thanks to the caravan folk for their hospitality in the rain and for the evening beer and cheese. Having traversed the IOW we had the SEM last weekend which was also well attended. I know know why my door won't shut and the fact that the bonnet needs to be adjusted, more stuff to play around with. Good to see Bob and Denise, keep your eye out for a nice red Spitfire/GT6 for sale, I recall following it down to Le Mans.

Drive out day on 23 July is creeping up and be good if we can drive through Cranleigh/Surrey Hills area and down toward Billingshurst and dip into Sussex, probably about 5 cars for us and similar number from neighbours so there is a grain of a plan.

Right I'm off to a Greek island, not in the Spitfire but something slightly bigger. All the best folks especially you Bob, see you soon,

Cliff

East Sussex

e-mail: gwscarborow@gmail.com

Tel. 07833 944847

With the warmer weather slowly encroaching, more classic car activity is beginning to happen. Our breakfast run this month was on Sunday 16th April



to the Old Barn Nursery at Dial Post on the A24. This is always a good venue with a huge car park and fabulous breakfast, so it is no wonder that it is always well attended with over 50 cars this time.

On Saturday 22nd April, John & Janice went to a Fete & Classic Car Show at Chailey organised by the local Bonfire Society. Simon Cowell of BGT fame was spotted in attendance as he lives nearby and spoke to John about his Bond Equipe which won "best classic" on the day.

Sunday 23rd April was National Drive It Day and Richard made sure we got the cars out of our garages. He kindly ar-



East Sussex West Sussex



ranged a drive followed by Lunch at a pub. Meeting up at a Lewes car park for a quick coffee under umbrellas we then set off for a 45mile run. Clive & Jill set off first and Wendy & I set off second. Something told me we would end up leading the run as Clive is known to stop alongside the road for some action photos. Sure enough, there they were in a layby and we became lead car. Wendy does a good job of navigating but as we approached the main traffic lights at Polegate, having just passed through Wannock, things got a bit confusing! Why was there no mention of the traffic lights on the directions sheet? Which way should I go? The lights changed and I took the safe option and carried on straight, only to be stopped at the railway level crossing giving us time to go over the directions and sort out my confusion. Wendy had only turned over two pages by mistake. PHEW! Back on track we made it, without further ado, to the Ash Tree Inn for a fabulous lunch, only slightly marred by the government mobile warning signal at three 'o' clock. Thanks go to Richard & Kathryn for organising the day out.

Our final event in April was the Magnificent Motors show on Eastbourne sea front on Saturday 29th. We had been allocated space for six cars at the Wish Tower site. We drove down from Crowborough along with Gareth & Lucca and met Pete, Ian & Chris, Andy & Lynn and David at Fort Fun car park near Sovereign Harbour. Then in convoy we set off for the Wish Tower but lost Gareth when his GT6 stopped at the pier. Pete also stopped to help. It turned out to be a fuel problem, partly solved when Ian suggested he pull out the choke cable to get more fuel into the carbs. Gareth then managed to get his car down to the Wish Tower and park up with the rest of us. Then it was Andy's turn to have a fuel issue with one of his triple Webers, but because he literally rebuilt his car, he knew how to solve his problem. With the club flag proudly flying we had plenty of interest in all the Triumphs on show.



We are planning to do a joint **Border Run with West Sussex on 23rd July**. We think we have a start point near Ardingly but Wendy and I still need to do some investigation to locate a suitable venue for the end of the run, somewhere near Newhaven, which can accommodate parking for all the cars.

The May Meeting was once again well attended with 18 people present on Wednesday 3rd May. Clive had asked me to get a rough number of people planning to go to SEM at Leatherhead as he was planning to do some catering, sausages and rolls as well as tea / coffee. New members in the East Sussex area are encouraged to come along and join in and would be made very welcome.

Here's what's coming up in June:-

Monthly meeting on Wednesday 7th June, at the Halfway House Pub in Clay Hill.

MG & Triumph 100 weekend at Silverstone on 10th

& 11th June

There is a Breakfast run on Sunday 11th June to Rushfields Garden Centre, Poynings.

The "2000/2500-2.5 Register is holding their Nationals Week in Paignton from 12th June to 18th June.

Over the weekend of 24th /25th June there will be a Country Show at the Broyle, near Ringmer.

On **Saturday 24th June** we have agreed to get 10 cars together for a static display at the **Kent & East Sussex Railway to celebrate their 1970s / 1980s day**. I am awaiting their decision whether it will be at Tenterden or Bodiam station. Complimentary train tickets will be given to vehicle owners.

There is a **Classic Car event at the Crowborough Rugby Club on the morning of Sunday 25th June** between 9.30am and 12.30pm, organised by the Crowborough Rotary Club to raise money for charity. Bacon rolls will be on sale.

If anybody wants further info about events see me at the next meeting or drop me an email (email details can be found in the Courier) or make contact on my mobile no. 07833944847.

Geoff

West Sussex

e-mail: nigelayre@hotmail.co.uk

Nigel. 01403 253034

George. 07508 853397

Hello, I hope you're all well. We had a great turnout at our April monthly meet and it was great to see 4 Vitesse's, 2 Heralds and 2 spitfires attending so thank you everyone for coming.



Me, Nigel and Morgan went out in the rain together for drive it day, for me and Morgan it was used as a test drive for our cars as this was our first drive out since doing major repairs to our cars. Due to the poor weather and my car misbehaving we shortened my planned route and went for a drive to the Torque Moto Cafe for breakfast



Good news for Morgan as he has finished his maintenance, repairs and upgrades to his Vitesse and the car is now back up and running. Morgans maintenance, repairs and upgrades consisted of a new aluminium water pump housing, new thermostat and thermostat housing, new gaz adjustable shock absorbers, uprated front springs, rear swing spring conversion kit with lowering block, polly-bushed front and rear suspension arms, braided brake lines, rebuilt front brake callipers and new brake pads, new rear



West Sussex Thames

West Sussex Continues

wheel cylinders and brake shoe adjusters, alternator conversion, radio and speakers installation and installed an air/fuel ratio gauge. Wow what a list, well done for putting in the work and ironing out all the issues. It's always been a lovely car but this has really taken it to the next level.

My Vitesse is also back up and running, I managed to fix my engine oil sump without removing the engine, I just unbolted the engine mounts and lifted the engine up just enough to squeeze the oil sump out from the car. I also fitted a new brake master cylinder as my old one started weeping fluid. Unfortunately I didn't have the car ready for our monthly meet due to my rear disc brake conversion being a bit of a time consuming nightmare to bleed out after fitting the new brake master cylinder, thanks to my Dad Morgan for being patient helping me bleed out the rear brake calipers. Unfortunately driving over to the meeting point on drive it day my car started misfiring but once back home it was easily fixed by tweaking the carbs, it was made much easier to set up the carbs with my new air/fuel ratio gauge. I have since been using the car as much as possible to find any potential issues as I want the car to be reliable and ready for Le Mans classic.

Barry and John both posted photos in our facebook group of their Triumphs out and about being enjoyed which is great to see, thanks for sharing with us.

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

e-mail: thames@tssc.org.uk

www.tssc.org.uk/thames

Tel. 07773 623807

Hi All, just a quickie as SEM is tomorrow (as i write this) , We had a wonderful time on the loW & opened our show season with a great show at Farnham see below for more details.

SOCIAL MEETINGS

THE FAIRMILE INN COBHAM 6th APRIL

Julie & I make our way to the meeting in the Vitesse. There we are greeted by Chris C & George B. lovely company quiet evening

THE GEORGE INN WRAYSBURY 20th APRIL

On this rainy evening (which cleared up at the meeting) we left the Vitesse at home & took the eurobox, the same idea was followed by others although we did have two Triumphs braving the elements. Inside the freshly refurbished pub we had the wonderful company of Graeme C, Andy & Paul, George B, Chris

C, a flying visit by Jonnhie & a big warm welcome to Raphael P.

The two Triumphs were Andy's 13/60 Herald saloon & Raphael's 1500 Spitfire. Jonnhie's Mk2 2000 is booked up for a service & tune up.

SHOWS & EVENTS 16th APRIL FARNHAM

Our opening show to the Season was at Farnham Centre carpark, it was very well attended & made £2533.08 for Phyllis Tuckwell . It was a mild overcast day & thankfully the rain mostly stayed away. New for this year was a burger van, along with a small selection of auto jumble. On the Triumph front from Thames & Southern Areas there was Us in our Mk2 Vitesse Convertible, George B in his Mk1 2litre Vitesse Convertible Tony P in his Mk1 1600 Vitesse Saloon, David & Wendy in his Toledo, Mike & Barbra in their Stag. Other Triumphs & Standards were a TR4, 3, TR3's 3, Herald's, a Spitfire, a TR8, a Hurricane, 3 Vanguards & a flying 8.

28th to 1st loW CAMPING WEEKEND

After a good going over the Vitesse (still cant get the handbrake working like it should) we load up the faithful Vitesse the next morning & head off for the midday ferry at Southampton. Where we meet up with Chris C , a Vitesse & Stag with a Mini groupie . Once on the Island we drive off to Godshill & enjoy a lovely cream tea, Julie then did some retail therapy. At Waverley Holiday camp we move into our weekend home. Meeting up with friends & enjoy catching up , a spot of supply shopping, meeting more friends there. We walked into E Cowes that evening with Andy & Paul , Robin & enjoyed a curry at Taste of India before heading back to the campsite pub.

Saturday We were treated to a cooked breakfast from Andy & Paul (very nice , hopefully a new loW tradition). We get our Triumphs parked up on the sites green for a photo opportunity, before heading off on a run to Calbourne Water Mill, where we park up our Triumphs as an added display to static engines, some military vehicles tractors & stalls. We enjoy a cuppa & slice of cake. Then enjoy the Museums collections of days gone by , topped off with a lovely Cornish Ice Cream. From there we spent the rest of the day at Fort Victoria country park near Norton.

We enjoyed a lovely meal with Chris , Phil , Andy & Paul at the Pointer Inn at Newchurch that evening before partying back at the campsite.

Sunday we join them at Sea Breeze Coffee Shop for breakfast. Today we convoy to loW Bus & Coach Museum . Once parked up & displaying our Triumphs we enjoy the coaches & buses there hot drinks & a hot dog (or a burger) take more photo's . Then we shoot off to visit some favourite shops getting petrol on the way & enjoy driving about the island. We are back at the campsite in time to get Ice Creams on site & play some bingo that evening.

Come the morning we pack up & load up the Vitesse, saying farewell to those we saw in the morning before heading off to explore the Island until our departure time on the ferry, our trip home was trouble free. It was nice to be home but we were missing the island

North Wales South Wales



already ,,,we will return next year. A BIG thank you to Tracy & Elaine & all of those who help them & all at Waverley Park Holiday Centre for a wonderful stay.Up coming Shows

JUNE

10/11 100 years of Triumph Silverstone
10 Victoria Day Aldershot

22/26 33rd Peak RunDerwent Valley
23/25 Cornwall camping weekend St Merryn
25 Bus Museum summer event Brooklands
29/2 100 year of Le Mans Le Mans France
JULY

1 The Bourne Show Bourne Green
2 Berkshire motor show & pageant Prospect park
Reading

23 Summer gathering & auto jumble Brooklands
23 TSSC Founders day run Leatherhead Leisure
Centre Start /Finish

Don't forget our next meeting will be :-

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

3rd Thursday of the month at The George Inn
at Wraysbury

Any enquires please call me on 07773 623807.

Mickey & Julie

North Wales

e-mail: helenahill@btinternet.com

Tel. 01691 600215

Hello, everyone. Our meeting on Thursday 6th April went very well, once again. Forthcoming events were discussed, and it seems our Border Classic Cars group is going along very well. Lovely evening, thoroughly enjoyed by all. A sad thing is that at the time of writing this we have learned of the death of one of our members, Dave Munro. The group's thoughts and condolences go out to Mary:- we are all thinking of you, and you have our full support.

Drive-It Day on Sunday 23rd went very well indeed. A good number turned out, and along with a good run it was an excellent day.

It is so nice to be in such great company with no side to them, all genuine people.

There was no Lunch Run in April due to Drive-It Day. That's it for now, but please remember that our meetings are held at the Trevor Arms in Marford on the first Thursday of the month at 7.30 p.m. We would like to see you there, all new members will be welcome.

Forthcoming events:-

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

3rd June:- Classics at the College, Ellesmere.

17th - 18th June:- Clwyd Vintage and Veteran So-
ciety, Whittington, near Oswestry.

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

24th June:- Denbigh Carnival.

24th - 25th June:- Kelsall Show.

29th June:- Lunch Run.

July

1st July:- Gredington Show, Hamner, Whitchurch,
SY13 3DF.

1st - 2nd July:- Llangollen Classic Transport Week-
end, Glyndyfrdwy.

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

8th - 9th July:- Glyn Valley Tramway, Chirk,
Wrexham.

9th July:- Clwyd Practical Classics Caerwys Show.

9th July:- Ellesmere Show, Cremorne Gardens,
Ellesmere.

23rd July:- North Wales Classic Car Show,
Bodryddan Hall.

27th July:- Lunch Run.

28th - 30th July:- Oulton Park Gold Cup.

30th July:- Audlem Festival of Transport,
Hankelow Green.

Regards,

Helena and Roger.

South Wales

e-mail: southwales@tssc.org.uk

www.triumphwales.moonfruit.com

We've had quite the month here in South Wales, now that the show season has finally arrived.

On April 8th, we attended the Porth community's first car show. Planning ahead, I thought I'd give myself a head start in making my way to the meeting point, opting to stay with a friend in Cardiff the night before, cutting my journey to Nantgarw, down from 40 minutes to only 15! As predicted, this turned out to be a wonderful idea, allowing me to arrive just before John (Spitfire IV), passing him on the final roundabout, meeting Tim (Vitesse) and Bern (TR4a) in the car park. Where I was gifted another useful decoration for the Herald by Tim, a clip on overtaking mirror, ensuring he'll win a raffle prize at the next meeting! With everyone present, John took the lead and we set off to the show. Upon our arrival, in the usual fashion we parked up and headed straight for the cafe, where we could use the £3.50 coupons that all exhibitors were gifted by the organisers, which was great and such a lovely token of appreciation! Following our coffees and cakes, we went for a stroll to the stalls, where we came across a man selling bacon and cheese croissants. Intrigued by the french substitution for the usual bread roll, we each opted to try one, and having enjoyed them thor-



South Wales Continues

oughly, made a note to request that our head chef should consider adding croissants to the menu for the future shows. Continuing on through the town, we came across a charity shop and after 3 hours (according to Bernard's watch) I left happy with my purchases and we headed back to the cars. Breaking out the chairs for a chat and hot chocolate, provided by Bern, John opened the bonnet of his Spitfire to indulge in a spot of tinkering and we enjoyed a pleasant moment in the sun. As lunch time rolled around, we headed up to the nearby morrisons, where we each bought a meal deal, and I displayed my expert knowledge in operating the self checkout machine, teaching Bernard how it works, paying forward all he's taught me about my car. Returning to our cars, we had our lunch as we conversed under the warm rays of the sun. We then made another trip back to the cafe, before dropping the roofs of our cars and heading home, where John directed me to the road that would take me home with a beautifully executed wave of his left arm. I turned off waving goodbye, finding my way home with no trouble at all!



On April 9th, we attended the Weston-Super-Mare Pageant of Transport.

On April 10th, Coleford Carnival of Transport

On April 15th, we did a run to Porthcawl

On April 23rd, for Drive it day we did a run up to Llan-doverly, and then went to a show hosted at Trago Mills

On April 29th, we attended the Border Counties show

On April 30th, we attended COGs show in Maesteg

On May 1st, we attended the Singleton Park show

Due to my absence (on holiday in Mexico), Bernard has taken over for me, and his retelling of events at the Caldicot show goes as follows....

Megan

The day started the day before, whilst sitting in Westminster Abbey Charlie sent me a note, "The Chepstow Show organisers have cancelled the entries for those clubs designated grass parking areas, sneak out and use my coach to go back to Buck House and use my laptop to re organise your Clubs' day, my password is ILOVECAMILLAHRHC. Taking up his offer I was soon using fb, email & smart phone to contact TSW members telling them to expect a new itinerary and plans for the next day.

While on Charlie's laptop I found a feature that allowed car clubs to create their own tickets for Classic Car Shows. "That's handy I thought" and in less than an hour all members who were supporting the run had bona fide entry tickets for Caldicot Castle.

With all soft tops down, we met up at the Scottish restaurant just off junction 24 of the M4, Lightning

Dan (Triumph Mini), Scott (Triumph Mini), Mikey J (GT6), Evo & Bern (TR4A), Tim (Vitesse) and arriving late due to a non-starting Dolly, Mike The Cake (Herald) & Young Eddie (Dolly). And still in first place for the "Navigator of the year" trophy I led our seven cars along the A48, through Caerwent and into the Caldicot Castle grounds, where we were met by the marshals who, by the way they examined our entry passes were very impressed by the quality of the paper on which they were printed or the quality of the smart phones on which they were presented. The marshals said that as we had arrived together, we could park together (I made a mental note to remember that for future events), and so we did.

Failing to hear the "sorry, no Gazebo's unless you had prior permission" Mikey J, Lightning Dan, Scott & MTC soon had the Gazebo erected as I took up the more physical chore of giving instructions.

With our camp settled, six of us went into Chepstow town for breakfast. Tim & Mikey J stayed back at camp, Tim asked me to pick up 20 Silk Cut, but at the ASDA cigarette booth I did not have on my person proof of my age, however, Lightning Dan stepped in and the cigarettes were procured.

After a pleasant Greggs breakfast sat outside in the sun, Young Eddie spotted The Phantom Scribe, Lightning Dan ran to cut off The Phantom's escape and Evo sprinted to accost the elusive Demon, but the threat of ending up as a Phantom & Garlic sausage gave The Phantom the extra strength to wriggle out of the Hoodie which Evo was bravely holding onto and The Phantom made good his or her escape. In disgust Evo flung the evil smelling garment over a railing for The Phantom to retrieve.

Returning to "camp" we found The Phantom's revenge, Tim's car had been "scribed". Feeling deflated as The Phantom Scribe had out witted us once again, we had a round of coffee's and biscuits then



headed over to the gazebo for the raffle. I won first prize which I will donate to our club for our show raffle, then even better news MTC's Herald won Car of The Show - FANTASTIC!

With everyone now packing up, we deflated our Gazebo and packed up the cars and I led our procession out of the show ground, for the second time in a row choosing the wrong way, but this time not having to negotiate a cricket pitch! I recalibrated my steering wheel and decided to follow the exit signs which led me past a marshal who was giving out a pen to each car. "Where's AOMeg's pen?" I asked and with an apologetic smile the marshal handed me another pen. As we turned onto a road that I had never been on before I didn't know which way to go, then I saw a sign pointing towards Cardiff, I started indicating to take

Wessex

North Wiltshire - Worcester



that turning, but luckily Evo spotted a sign to Chepstow and Evo knew his way to Cardiff from Chepstow, so I switched indication and took that direction, it was soon confirmed to be the correct action as in my rear-view mirror I saw the rest of the group following me. We had a good run home in the sun again with all soft tops down exchanging waves as each car turned off the M4 at their respective junctions. It had been yet another great day out with TSW, banding together to over come all adversity and I extend my sincere thanks to those who were able to support our day out after the problems that had risen from the previous few days inclement weather.

WHAT A DAY, BUT WHAT A CLUB!

Bern

Wessex

e-mail: trevorcarlyle@btinternet.com

or e-mail: berry223@btinternet.com

www.triumphnewforestrun.co.uk

Tel. 01425 475376

The first May Bank Holiday at South Coast Karting was again well attended with over 150 cars. As I did not stay to the end, the total number could of been more. With only one or two of the same model, that meant well over 70 models/makes were represented, everything from a Reliant Kitten to a Ferrari, which made for an interesting display, even a smattering of motor bikes.

Christchurch Quay, Sundays 10am – 5pm; 11th June, 3rd & 24th September. Chapel Gate, Parley, Bank Holiday Monday 28th August 11 am – 4 pm. South Coast Karting, Themed Evenings (Wednesdays) 6.30 pm - 9.15 pm, in the car park; 21st June, 12th July and 6th September.

Le Mans Classic weekend 29th June - 3rd July; a small contingency will be making the cross channel pilgrimage to celebrate this milestone in motoring history. I'm sure there will be something interesting to report on next month!

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!

I did not want to repeat everything from last month, so have just included these two for June, the Hardy Tour being a regular.

Hardy Tour; June 4th, Hampton Farm Business Park, Higher Bochampton, DT2 8QH. Don't be fooled, the clue is in the name, Hampton Farm Business Park and is well out in the sticks, a farm with some small businesses included. Hopefully as in the past, if you haven't booked, entering on the day is acceptable.

Swanage Railway Roads to Rail Steam Rally; June 24th – 25th, Norden. This is a different show from September and I might be assuming too much

that it is going to be the same format.

You might wish to check with the organisers before committing, especially about pre booking, or if you can enter on the day .

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

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

Tel.07852 455242

We have had a good turnout at The Foxham this year for our monthly meetings, albeit the weather hasn't been so good. Hopefully, this month the sun will shine. Last month, some of us went to Castle Combe to watch the Triumph Track Day, and in particular Colin and Ben in their MkIII Spitfire. It was a day of mixed fortunes - let's hope Colin and Ben can fix their engine sometime soon. This month, there is a good selection of events you might like to attend: The Vintage Nostalgia Festival at Stockton Park near Salisbury is on over the weekend of the 2/3/4 June. The Chippenham Lions Cherished Vehicle Show in Sutton Benger is on Sunday 4th June. The big national show this year has to be the MG & Triumph 100, celebrating the centenary of Triumph cars at Silverstone over the weekend of 9/10/11 June. The Bicester Flywheel event is back for the first time since 2018 over the weekend of 17/18 June. For details of all this year's events, be sure to check out our NEW web page at north-wiltshire.tssc.org.uk. Ping me a message on 07852 455242 if you would like to join in the chat of all things Triumph in North Wiltshire on our WhatsApp group. Hope to see you at The Foxham (SN15 4NQ) from 7:30pm on Tuesday 13th June,

Craig & Sarah

Worcestershire

e-mail: vicky@richardddredge.com

Tel. 07745 299457

Hi Everyone, Well May is here and aren't we all expecting the better weather!!! Mother Nature obviously has other ideas, which as a result the BBQ planned for 8th May was held indoors, which firstly, I must thank Vicky and John for hosting the event, and her helpers for putting on such a wonderful spread which, by the looks of things, everyone enjoyed.

Although it was planned as the alternative venue for our monthly meeting, it was nice to see non regulars



Worcester - North Yorkshire West Yorkshire

Worcester Continues

and, after such a long time to see Claire and Paul who also brought Costa for the evening. It was nice to catch up after all this time. It was also lovely to see Pauline, Marcus and Richard along with a few of the regulars. Sorry Andy, but you missed a lovely event. Hope your back is better by the time you read this, but you're okay, you didn't miss the raffle!

Obviously, there was an lack of talk about upcoming car events or at least within my hearing, no talk about Triumphs and car events at all - everyone simply renewing old acquaintances and enjoying the food and company.

Anyway, next month, we shall return to **The Red Hart on 5th June**, but in the meantime, I'm just waiting for one or two 'dry' days so that I can get the Spitfire out and complete the jobs needed - thankfully, not needing it for Le Mans which has taken a little bit of pressure off although it is still annoying that I can't get it done.

Well, see you all at the next meeting, and if Mother Nature allows, enjoy your Triumphs when you can and drive safely so that you can come along and enjoy the friendly atmosphere at the **Red Hart of 5th June**. TTFN

Stef.

North Yorkshire

e-mail: warrenktr6@yahoo.com

Tel. 07534 820155

Hi to all our members in and around North Yorkshire, now that the Classic Car season is well on the way I hope you are ready for it and completed the winter servicing and any required restoration.

Drive your Classic day did have a good few of our members out but compared to last year was a bit of a disappointment, cold day and the venue we planned on was closed due to wet field so ended up at the near by Motorist which was very busy with their usual weekend traffic.

Our monthly meeting at the Greyhound had a good turnout with chat about Graces core plugs and if modern car engines still have them or not, need to look into that, David has been having his carburettors overhauled so he hopes for a smooth tick over when fitted, Jeff has been working on his Spitfire gearbox so hope he gets the correct parts he needs.

We have a few events planned during the summer, Grace updates the face book page so keep your eye open for any updates, our next event will be the



Thornton le Dale Classic show and then joining in with York Historic Vehicle Group on the evening of **Tuesday 20th June at Squires Cafe New Thorpe Sherburn in Elmet**, so if you are free come along, last year it was a busy evening with plenty of interesting classics.

Keith

West Yorkshire

e-mail: kemphq@tiscali.co.uk

Tel. 07970 045574

A small turn out again at the last meeting. However I went to the Sherburn Airfield on Drive it day only to find, like many others that it had been called off due to the field being flooded. I went to the Motorist (next door to the field) and met up with a number of North Yorkshire members.

Not many Triumphs on display but quite a few classics. It was bitterly cold so I stayed only for 2 Hours. I hope I didn't miss anyone.

Hoping that a few more members will attend the monthly meeting and the weather improves

George



Berry Hill Park Classic Car Show

In cooperation with Nottingham Triumph Sports Six Club



Sunday 25th June 10am—4pm

Compered by **Acacia Radio**

featuring

Elidworth Brass Band

Fab 2 Beatles

Danny Draycott

Rapide — Childrens Entertainer



For further information contact Pete Draycott on 07507 682205 or
email: carshoworganiser@virginmedia.com