

Are you taking part?

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 members a chance to join in with what could be the biggest classic car run ever!

If your area isn't taking part why not join in with one that is? There's some great runs being organised. Contact the relevant AO for more details.

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.

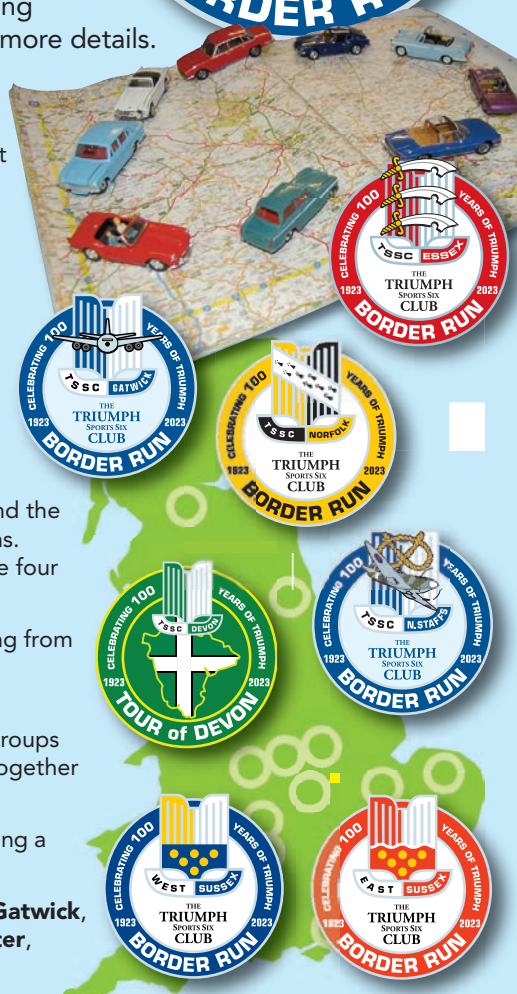
TSSC Norfolk Area have a 200 mile run around the Norfolk border planned, split into four sections. Join in for the whole challenge or at any of the four meet up points.

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.

Other areas doing runs include: **TSSC Avon, Gatwick, Northants, Worcester, Cambridge, Gloucester, Notts, Surrey, Thames and North Staffs.**



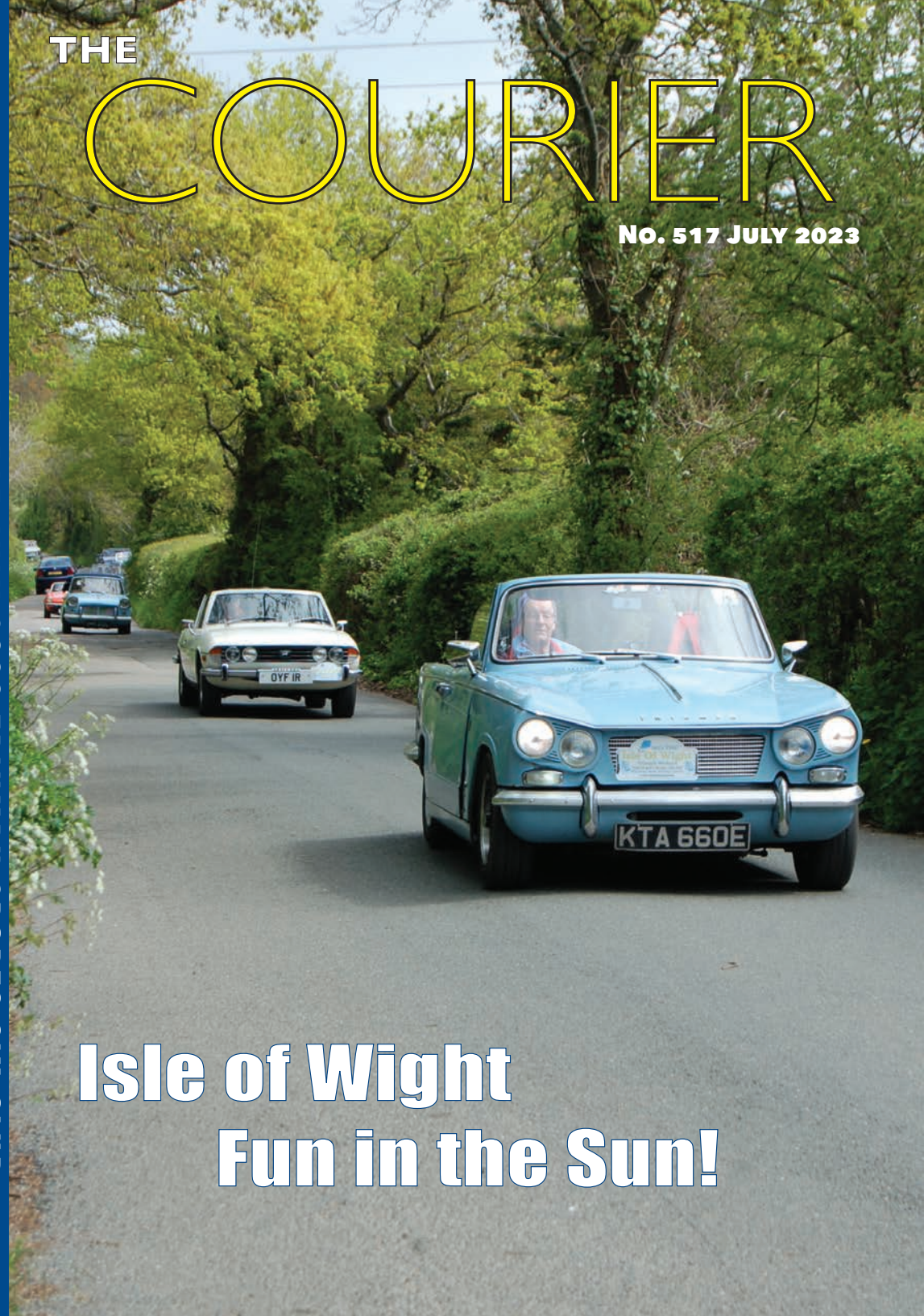
Date: **July 23rd 2023** Venue: **An area near you!**

THE

COURIER

No. 517 JULY 2023

THE COURIER NUMBER 517 JULY 2023 TRIUMPH SPORTS SIX CLUB



Isle of Wight Fun in the Sun!

TSSC COUNCIL OF MANAGEMENT 2023

Chris Gunby - Chairman/Gen Sec



Paul Girling - Area Liaison



Tom Hartley - Director



Tracey Hawes - Financial Lead



Nigel Hill - Events/Shows



Jane Rowley - 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



TSSC HONORARY MEMBERS

Chris Allen. Dave & Sue Bayliss.

Trevor Collett. Martin Cox. Eddie Evans.

John & Pam Griffiths. Leon Guyot.

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

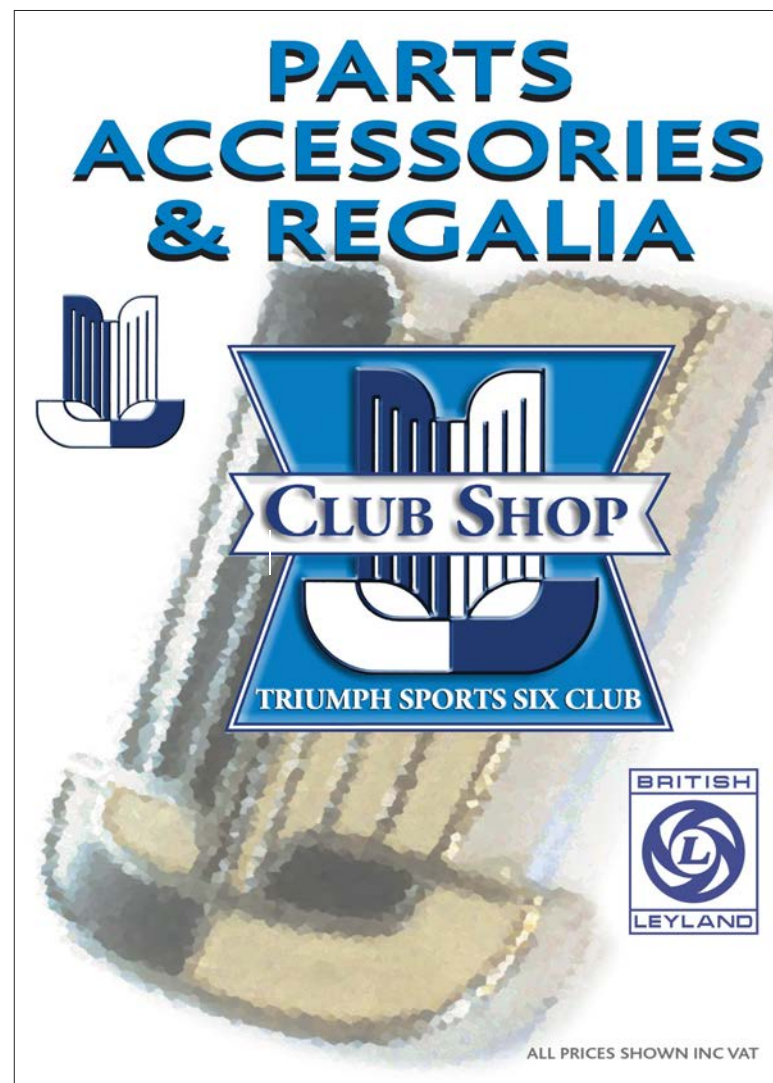
Fred Nicklin. Paul Richardson. Bill & Jo Sunderland.

Frank Spencer. Victor & Vivien Thompson. Peter Williams.



The Courier is printed on well-managed FSC Paper using vegetable-based inks. Printing plates are aluminium and are recycled, as are any surplus/old inks, while printing blankets are shredded and used for rubberised play areas and footpaths. The wrapping it comes in is degradable and will break down in the soil.

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

www.tssc.org.uk

THE July 2023 COURIER

Price £3.50 Free to Club Members.

THIS ISSUE - 517

Regulars

4	HQ SERVICES
5	CoMMENT
6	EVENTS CALENDAR
7	NEWS REVIEW
61	TSSC OFFICERS
66	CLASSIFIEDS
68	AREA DIRECTORY
72	AREA NEWS

Registers

8	Herald 948/1200/1250
12	Herald 13/60
16	TSSC Weekenders
22	SPITFIRE I/II/III I
24	BOND EQUIPE
30	VITESSE 1600 MK1/MK2
34	GT6 I/II/III
42	SPECIALS
46	BIG SALOONS
48	STAG
53	SMALL SALOONS
54	TR 4/4A/5/250/6
58	International Liaison Secretaries
62	SPITFIRE IV/1500

Cover Shot



ISLE OF WIGHT RUNS
SEE "WEEKENDERS" PAGE 16
COVER PICTURE
SUPPLIED BY PAUL GIRLING

Courier Copy/Area news



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

We will only accept e-mail TEXT & jpeg files
NO Word/etc Document attachments please
Courier Copy By 8th of Each Month
Tel: (01858) 434424 Fax: (01858) 431936

THE GET OUT

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

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TRIUMPH
SPORTS SIX
CLUB

TSSC HQ Services

Tel 01858 434424 E-mail info@tssc.org.uk

TSSC Head Quarters is Open to Visitors

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

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

TSSC MEMBERSHIP & RENEWALS

Worldwide Membership & Renewal £51.00

Young Member (Age 17 to 25) £25.50

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

Young Member (Age 17 to 25) £22.50

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

TSSC MEMBERSHIP ENQUIRIES

Lisa Marley, TSSC HQ - Sunderland Court, Main Street, Lubenham, Market Harborough, Leics. LE16 9TF. Tel: 01858 434424 Opt 2. Fax: 01858 431936
e-mail: info@tssc.org.uk Website: www.tssc.org.uk

CLUB SHOP - Mail Order or Pick Up at HQ

Julian Rowell, Sunderland Court
Main Street, Lubenham, Leics. LE16 9TF
e-mail: clubshop@tssc.org.uk

Shop Online: www.tssc.org.uk

Tel: 01858 434424 Fax: 01858 431936

INSURANCE VALUATION SERVICE -

Please always Book an appointment in advance if requiring a Valuation at TSSC HQ. 01858 434424.

Email Valuations

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

e-mail: valuations@tssc.org.uk

Form on Website: www.tssc.org.uk - under

Valuations. Request Form Tel. 01858 434424 opt 2

TSSC INSURANCE SCHEME Contact Numbers

PETER JAMES LIMITED

Tel: 0121 274 5348 Fax: 0845 2233 020

TSSC ACCOUNTS

Trudi Prettyjohns, TSSC HQ, Sunderland Court,
Main Street, Lubenham, Leics. LE16 9TF
e-mail: trudi@tssc.org.uk Tel: 01858 434424

TSSC MUSEUM - Open Mon to Thurs

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

TSSC SHOW CAR REGISTER

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

COUNCIL OF MANAGEMENT 2023 meetings:

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

MG/Triumph 100 Success

This month is my turn to comment and what a start for those who didn't have the chance to come to the celebrations of Triumph and MG 100 at Silverstone, you missed a treat.

We have had a massive positive response to this event and I'm pleased to say everyone who came had a great time. The weather was a little too hot but at least it was dry.



The only negative and disappointment we had were of those Triumph owners who booked into the Time Line and not letting us know they could not make it. As so much effort goes into organising these events it's just a shame when we get let down. As all shows we try to do, it is all about you as members and without you and classics we cannot do a show and as we are finding out quickly the number of members and cars are getting few and far between. It is important to us all to maintain that interest and support in the Club.

For those who don't know, myself and Di gave our position of Area Liaison Officers over to **Paul and Christina Girling**. We want to focus on more events for the Club whether it be here in the UK or in Europe. We are looking ahead to next year already with venues where we can go. If you have any ideas or suggestions please get in touch with me on nigel.hill@hotmail.co.uk and contact telephone number **07976 163006**.

This November coming we already have the stand booked at the NEC arena and as usual we would like our members to display their Triumphs at these shows. In **March 24** we have Restoration Shows at **STONELEIGH and NEC**. Alongside we now have a new young member representative who will be displaying and hoping to have their own stand as well.

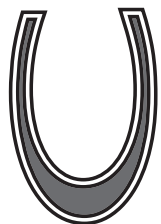
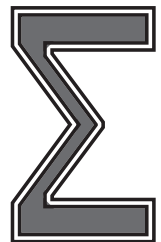
We are excited as a Club to have been back to Le Mans 100 year's celebrations, again back on the campsite at Tertre Rouge. It's always a pleasure to see so many of you enjoying yourselves. Hope to see you all out and about. As we always say ...

...Do More with Your Triumph!



NIGEL HILL

COUNCIL OF MANAGEMENT - EVENTS LEAD



EVENTS CALENDAR

e-mail courier@tssc.org.uk

TRIUMPH
SPORTS SIX
CLUB

TSSC NATIONAL, REGIONAL & EUROPEAN EVENTS

See also further adverts in Courier

July 2023

SUNDAY 23 JULY 2023

TRIUMPH SPORTS SIX CLUB

100 YEARS OF TRIUMPH BORDER RUN
(TSSC FOUNDERS DAY)

VENUE - YOUR LOCAL AREA

August 2023

FRI/SAT/SUN 4/5/6 AUGUST 2023

37TH LEICS & RUTLAND AREA

SUNSHINE RALLY

GREETHAM. LE15 7NG

CONTACT DAVE 07770 650802

JAN 07799 804

September 2023

SUN 10 SEPTEMBER 2023

TSSC HERTS & BEDS

DUXFORD ALL TRIUMPH & CLASSICS DAY

IWM DUXFORD - CB22 4QR

CONTACT PETER LEWIS. 01582 750943

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

CLASSIC CAR SHOWS (CLUB STAND)

August 2023

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

SILVERSTONE FESTIVAL

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

November 2023

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

NEC CLASSIC MOTOR SHOW

www.necclassicismotorshow.com

Discount Ticket code: N23CC174

Insurance Valuations

Insurance Valuations can be done via E-mail.

Valuation Forms Available from here:

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

£20 Payment By BACS Transfer please as

This is much more Secure than Card details.

Sort code 53-81-46. Account number 87120461

Triumph Sports Six Club Ltd.

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

Triumph Sports Six Club
Valuation Certificate
TSSC Preferred Insurance from
Peter James Insurance
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peterjamesinsurance.co.uk/tssc

POLICYHOLDER'S DETAILS

Title (Mr/Mrs etc.) & first names 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	Year of Manufacture	Year of Registration	Recorded Mileage at Submission	Date of Purchase (Year)	Purchase Price

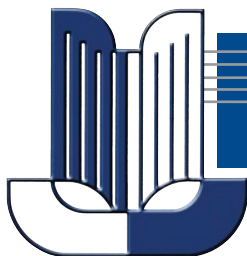
Overall Conditions below - To be completed by the Club Official Valuer only

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

Do NOT fill in Leases for TSSC APPOINTED 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 eligible for entry into concours competitions and evidence of entry may be required.

A1/S - SERVICEABLE: The vehicle must be in excellent condition with bodywork/chassis mainly free from rust. The vehicle's components should be free from any but trivial faults and should work efficiently.
P - PROJECT: The vehicle is usually in need of a full restoration of all its components.

NOTE: This certificate will NOT be TSSC Backed unless insurance is with Peter James Insurance
Provided the details and member's valuation are in order, a file will be opened. If the Club Car has been over or under valued in the event of a dispute, the Club valuer will require more information or a personal inspection.



NEWS REVIEW

Monthly News of a Triumph Nature

Driving in Europe 2023

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 Year?

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

☎ | 0121 274 5348 peterjamesinsurance.co.uk/tssc



THE
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Prevent dirt reaching
your carbs with this
RE-USEABLE glass
filter. **QCCFF01**
Glass in line fuel filter



948/1200/1250

Finn Adam Egeland-Jensen MBE

herald@tssc.org.uk

A long time coming

Having joined the TSSC in 1982, a year after my Father (also Finn), this commitment has been a long time coming.

Many of you will not know me but I have been here in the background supporting the original concepts, and new, of the TSSC Management team. So, on having noted that Colin was having to concentrate on other things I thought I better leap at the chance to do more for the club before I get too old.

Firstly my reason for not having been able to do more in the past 41 years of membership is that I have been, and am still in the tail end of Defence of the realm by serving in the Royal Navy. Perhaps I have been over committed on the latter to the detriment of my desire from an early age to preserve and use (and improve) Triumph Herald chassis vehicles and their derivatives.

Before I describe how that came about, I would just like to mention and honour my predecessors as early Herald Register Secretaries, right from the inception of the club:

John Bust Jul 1980 - Dec 1980. A key inaugural member who set the groundwork as Herald Register Secretary.



Me with Herald 1200 Coupe ACA 238B and family Dalmation in 1987 (this car was eventually converted into my Brabham Herald).

Chris Longhurst Jan 1981 – mid 1988 on all Heralds.

Separate 13/60 register commenced in 1988, Chris continued on early Heralds until 1996-97. What a sterling effort to lead on our club's formative (lead) vehicle. Certainly whilst I was concentrating on Vitesse cars I engaged with Chris to learn as much as I could for my support for the 1964 Herald 1200 Coupe that we retained in the family. More of that at some stage!

Bob Westgarth May 1997 – Sep 1999. Again, very helpful when I had questions about our Coupe, and indeed over one of abiding passions, inherited from the trigger event that gripped my Father on changing his Standard 10 for a Herald: The Brabham Herald conversion! Again more to follow on that as, through personal research and direct contact with some of the people who worked with Sir Jack in Chertsey, I have always considered myself to be the unofficial Brabham Herald Register Secretary.

Indeed whilst my Father was ill and dying I converted the family Coupe into my own interpretation and improvement on Brabham's conversion.

Bill Davies Nov 1999 – Mar 2006.

Although not serving as long as Chris Longhurst a friend and confidante with such a depth of knowledge on the Heralds, especially really early cars,

and who has done epic work under the name of rarebits4classics (so Welsh) to remanufacture essential seals and parts for our cars.

Rob Newton-Allen Apr 2006 – Feb 2011.

More sterling input and very helpful on supporting members in the maintenance of Herald 948 and the 1200 range.

Colin Lindsay Apr 2011 – May 2023

Wow, almost as long as Chris Longhurst, but truly has supported early Heralds superbly during the period of growing new membership and transition period of the club taking on a wider range of vehicles than that of the original 6! We are the best club after all but for those who do not know or remember, it all started with: [HERALD](#), [SPITFIRE](#), [VITESSE](#), [GT6](#), [BOND](#) and [SPECIALS](#), with the latter covering particular support for the [AMPHICAR](#). Being a Mariner another great interest of mine that I would love to have in my collection!

Finn Adam Egeland-Jensen June 2023 – Who knows?

So by way of introduction, those of you that do know me will know that, whereas I did tend to concentrate on my Vitesse interests, upon his death I took on my Father's Bond Equipe 2 litre Mk2 and brought it to show standard to ensure visibility and interest in Bonds was supported. Ultimately though I have to declare my love for the Triumph Herald Coupe, although I was collected from my primary school in 1969 in my Father's Bond, bought as a demonstrator, it was the previous family car that truly introduced me to Motor Vehicles, how to maintain them and first and foremost what a superb design Giovanni Michelotti had conceived, and how Standard Triumph, under significant financial and structural pressure, managed to bring into production, perhaps only through the sale of Massey Ferguson.



Exeter Postcard

This picture shows our 1960 948cc Coupe family car in about 1964 with my Mother about to take me out of the carrycot from the rear compartment. I bought back that car in 2008 and have been running a restoration project since 2009. **NB** As I have the same first name as my Father to the DVLA it looks as if I am the original owner from June 1960, but I was born in 1963 not 1918! So whilst I do not want to flood you with information about my cars, unless you decide you want it, hopefully you will see how far back my connection and commitment to the Herald goes.

Thus mostly it is over to YOU the owners of the early 948cc cars, the 1147cc 1200 and its improved 12/50 derivative, to contact me with what you want to hear about and discuss. In the meantime before you can respond I thought I would go back over the past 13 years or so in stages, I can go back further after that, however, I have reviewed the Courier register articles from 2010 up to the present and so over the next few months will summarise what has been cov-

ered to provide you with an immediate ready reference, thus seeing if it triggers thoughts on what has not been covered that now merits consideration.

Under the latter stages of Rob Newton-Allen's input when he was unfortunately busy with house moves and job changes:

			2009	Chris Gunby's prototype Hatchback
Nov	pxx		2010	
Jan		No article		
Feb		No article		
Mar	p14	'Good to be back'		Covered use of Carcoon covers
Apr		No article		
May	p28	'Didn't he do well'		Herald Saloon rebuild progress
Jun	p36	'8 into 1 will go'		Rover V8 conversion and Mk1 v Mk2 exhaust comparison
Jul	p12	'Now for something completely different'		Standard Gazel
Aug	p42	'The worry free Herald'		Saloon, JSL 288
Sep		No article		
Oct		No article		
Nov		No article		
Dec	p8	'Panic Over'		Courier Van, 1678 VC
			2011	
Jan		No article		
Feb	p20	'Time for a Change'		Rob announcing handing over
Mar		No article		
Apr	p20	'Be nice to me I'm new here'		Colin announcing take on of register
May	p12	'Rolling back the years'		Pictures of show Heralds since 1993
Jun	p24	'The feedback grows'		Responses to calls for information
Jul	p18	'Strange and Manifold'		Analysis of exhaust manifolds on range
Aug	p10	'Adopt, Adapt, Improve'		Carburation options and alternatives. NB included the Reece-Fish carburettor
Sep	p30	'Time for a Joint'		Universal Joint refurbishment
Oct	p8	'That was the show that was'		Coverage of Stafford International
Nov	p12	'No cold feet with DG heat'		Study of Delaney Gallay Heaters
Dec	p8	'Some like it Lukewarm'		Ongoing look at Delaney Gallay Heaters
			2012	
Jan	p22	'Diffs'		Refurbishment and repair
Feb	p8	'Polish Herald'		a Barn find
Mar	p54	'Spring Brake'		Comparison of Type 12 with Type 14 Disc Calipers
Apr	p24	'Spring Brake continued'		continuation of March article
May	p10	'Fit and Forget'		Analysis of different Fuel Filters
Jun	p28	'Decisions, decisions'		Carburettor choice (see also Aug 2011)
Jul	p14	'Simply Inspirational'		Wind deflectors and Rear seats for Convertibles
Aug	p14	'Member of the Yarn'		a bit of celebration at being member of the year!
Sep	p8	'Endangered Seals'		Water Pump refurbishment
Oct	p26			Stafford Show Review
Nov	p12	'Oops'		Lights, especially sidelight differences
Dec	p16	'Those who can do, those who can't read about it'		
			2013	
Jan	p12	'Where are they now'		Records from a 13/60 Haynes manual

Feb	p20	'Bling? Moi?'	Stainless Steel Brake dust shields
Mar	p16	'Whiter shade of Gauge'	Early car Wisteria Instruments
Apr	p10	'Boxing Day'	Fitting a Single Rail Gearbox.
May	p16	'We're Off'	Herald for Heroes and Chris Dobrowski's Herald Estate
Jun	p36	'Hot or What'	Temperature Gauge fix
Jul	p10	'Trip of 2 lifetimes'	Herald for Heroes part 2
Aug	p28	'Bumper Cars'	Rubber bumper repairs
Sep	p8	'A Hard day's Night'	Herald Estate on the Abbey Road Album Cover
Oct	p8	'400 Couriers! & Stafford'	Celebrating 400th edition and Show Report
Nov	p16	'As Low as you can Go'	Joyridden and burnt-out Herald, + other Estates
Dec	p18	'From Pivot to Pod'	Clutch pivots and caravan pods.

Come back to me if you think this reference list is not that necessary, but as I have been compiling it anyway to see what has been covered and what has not, I'll aim to trickle some more years in whilst also responding to hearing what you all want.

That's it for this month, keep safe and keep the cars going.

Finn Adam



My father Finn with 1960 Coupé EJ3 - 229 JFJ since 1969



Herald/Vitesse Brake Light

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HVRL001 Her/Vit Seating foam pair **Ring for Current price**



Bad Press

To follow is an article by Adrian Morris about Herald ownership.

Adrian's 13/60 has featured a few times in the Courier as part of my contributions, but in each case it was because of the one time his Herald let him down when we were out on a run, sorry Adrian! This has spurred him on and he's decided to get his own side of the story in print and to put the records straight once and for all, so let's hand you over.

Darren recently included a picture of my car in his register article of April 2023 (also the cover



photo of Courier 345 March 2009) with its bonnet up (Pic 1)...more on that later...so I thought I'd have the right of reply and spin a few words about the car I've now owned for 23 years and the general reliability of a well maintained 13/60.

Long before I owned a classic I had decided that a Herald was a prudent ownership proposition. I've still got the copy of the Feb 89 edition of Practical Classics



that helped me reach that conclusion (Pic 2) which I guess I'd kept with the intention of indeed owning one some day.

In 2000 I decided that the time had come and I started my search for a Herald convertible, with a preference for a 13/60 for that little bit of extra power than a 1200. I didn't, and still don't, have access to a garage so I deliberately didn't look for a concours example, just a vehicle that was reasonably tidy and ready to drive and enjoy rather than spend time restoring.

After looking at a couple of less tidy examples locally an advert for a car in Plymouth caught my eye. It looked quite presentable, based on the grainy Auto Trader advert of the type we had to rely on back then, so a long day trip from south west Surrey was planned. The owner had carried out a body off restoration in 1997 (photos, a VHS and a stack of bills came with the car to prove it). Once finished he'd given it a proper shakedown on a family camping holiday to France which also explained the tow bar that had been fitted for a small trailer. The owner wanted to fund the next project (a Stag restoration) so was having to sell what was already a much loved family member, he posted on to us the certificate of achievement his young daughter



ter drew on the day I bought the car (Pic 3). It wasn't perfect (there was some paint cracking on one of the doors) but it drove well and seemed a good proposition so the asking price of £2100 was paid. I made it home without inci-

dent which was a good start.

In the first few years of ownership I gradually made some improvements such as a new hood and carpets, as well as mechanical maintenance, often with the extremely knowledgeable help and support of Specials Secretary and Herald guru Trevor Collett. At the end of 2005, with some rust on the bonnet top getting worse, the car got a re-spray and some new rubber bumpers and it was looking at its best since I'd owned it. In 2011 a new front valance and some welding to the boot floor was attended to.

There have been a few niggles over the years of course. A problem with charging (probably a failing control box) was resolved by fitting an alternator which was also a practical upgrade allowing for halogen headlamps as it was being used as a daily driver at the time. Some minor grief caused by carburettor flooding turned out to be the wrong size float valve having been supplied with a refurbished carb. Easily sorted once diagnosed. The intermittent fault that developed and ultimately caused

Low Tension Lead



the head-scratching depicted in the aforementioned photo turned out to be caused by a bad connection in the low tension lead at the distributor (Pic 4). Hard to track down but eventually I saw it arcing and once that very small component was replaced the problem was completely cured.

Other than that the car hasn't let me down in a dramatic way...so far...touch wood. I still had a lot to learn about Heralds at the time of purchase. Would I have bought the same car with what I know today? Maybe not? But it's definitely proved to be a good choice having never suffered any major mechanical disasters.

I confess that I haven't done huge miles in the car but overall the car has proved pretty reliable over the years and has provided many hours of open

top enjoyment days out. The car has been enjoyed by the whole family with both my kids being passengers since they were small, one of the advantages of a four seat convertible



(Pics 5&6), with memorable outings such as



the Triumphfest events at Donnington 2014 (Pic 7), and a very damp camping trip to Shelsley Walsh Hill Climb in 2018.

Its next big adventure will be a trip to the MG Triumph 100 at Silverstone.

From the DVLA records and the heritage certificate I have traced the cars ownership history. Built in Oct '68, it was sold by **Lamb's Garage of Woodford Green**, NE London



(Pic 8), on 1st Aug '69 to a lady residing in some rather smart art deco flats, "[The Shubbery](#)", in



Wanstead (Pic 9). Note to self - I should take it back there for a photo. She must have cherished it as it wasn't until 12 years later it went to its 2nd owner in North Devon and there it stayed in the SW region (Barnstaple, Boscastle & Plymouth) until I acquired it (7th owner). It still has its original engine and is in standard spec (apart from the alternator) but as is the case with a lot of our cars by now it's a bit like Trigger's broom with a lot of parts having been replaced over the years.

It's never going to be a concours winner but with a known history and being a matching numbers car it definitely deserves being kept up together and on the road for more fun.

Given it has been mostly stored outdoors since it was last painted, the bodywork is now inevitably

starting to go somewhat bubbly at every corner so it will shortly be due a trip back to its old stomping ground of North Devon to get some TLC from Darren. After that it's going to have to be treated to some dry storage.

Thank you Adrian and I look forward to seeing you and your car later in the year.

I think we do really know that our cars can be reliable transport. In 25 years of ownership I have had 2 major breakdowns in my Herald that required recovery, a dropped valve on the



M40 in 2013 (Pic 10) and then a collapsed upright/trunnion in 2016 (Pic 11). Apart from that



I've always been able to get the car home if experiencing a little trouble.

Workshop News

What's the scariest thing that's ever happened to you in a Triumph?



Whatever it was you'll be hard pressed to top Simon Skinner's experience in his rally prepped Vitesse, that he'd purchased that day. On the drive home from Scotland to Hampshire, at 60mph on the M6 the rear wheel came off... ..needless to say it didn't end well (Pic 12). The cause was a newly fitted (by the previous owner)



driveshaft failing at the thread (Pic 13), setting the wheel and brake drum free. Fortunately Simon escaped unhurt and nobody else was involved, he'll



laugh about it one day, but not yet!
So the car is now in my workshop along with a replacement rear tub. Currently I have transferred over the mounts for the Recaro seats, added strengthening plates for the roll cage, moved the spare wheel well over as the new tub didn't have



one (I know it isn't round, it's that shape to accommodate the twin exhausts) and carried out a number of other repairs (Pics 14-16).



The underside is now all painted in Valencia Blue with Upol Raptor (Pics 17&18) and the fun



of getting everything to line up begins (Pic 19).

That's it for another month.

Darren

TSSC *Weekenders* by Paul and Christina Girling

TSSC IoW and SEM Double Act

The 33rd Isle of Wight Triumph Weekend started officially on Friday 28th April, although a few members had begun to trickle into Waverley Park the day before.

Thankfully the weather improved dramatically for the Friday arrivals and, once out, the sun shone pretty much all weekend. As always, Tracy and Elaine were there to welcome everyone and hand out goodie-bags on the Friday evening, while the terrace and bar soon began buzzing with people meeting and greeting friends old and new. The 'Triumph Ale' proved to be so popular the first barrel was empty within 2 hours, and as the sun set over the sea, we all began to drift to our beds with eager anticipation of the days ahead.

Saturday's run saw around 70 Triumphs convoy the 60 scenic miles, including the ever-popular Old Military Road, to Calbourne Mill, to become part

of their Vintage Weekend. As well as us Triumphs, there were singers, dancers, ice cream and museum displays for our enjoyment. Back at Waverley Park, the evening's entertainment was live music and more happy chat.

Sunday's run took us to the IoW Bus Museum in Ryde, where we were treated to a burger and a free ride on a vintage bus, as well as the opportunity to have a mooch around the museum. Then it was back to the campsite to



The Felthams ice cream time



Sunset view from the bar



How it all starts



Triumphs peaking out everywhere



Mercy sakes alive, looks like we've got us a convoy



Triumph Ale!

await the arrival of the ice-cream van, the queue, and subsequent smiles, proof that this is another popular Triumph Weekend tradition! Eyes down and dabbers at the ready, Sunday evening was bingo night in the bar, and time to start saying our farewells.

One last run on Monday for those on the later crossings, was to the Folly Inn for a spot of lunch before heading for home. Another Triumphant weekend, amazing venue, fabulous hosts, and perfect weather.

SEM Report on the next page...



Taking part in the vintage day at Calbourne Mill



Quackers gets a new carer



On the Buses



Triumphs are a coming

The South of England meet – another long-term favourite season-starter, run by Mickey and Julie and their band of helpers. Traditionally held the weekend after the Isle of Wight, it feels like you’ve hardly said goodbye and it’s time to say hello again.

There’s a slightly different feel

to the camping here, with back to basics camping available from the Friday afternoon. With the forecast of showers all day Saturday, plus the big event going on in the capital, there were only a handful of members pitching up on the Friday, followed by a few more on the Saturday. While Mickey

did have some suggested drive-outs available, most opted for the short walk to Leatherhead high street to sample the local bars and restaurants.

Saturday evening saw the campers split into two groups, with some continuing to enjoy the local hospitality and the rest congregating around George’s fire pit for a natter.

Sunday arrived and thankfully brought an end to the rain. A steady stream of Triumphs arrived throughout the morning for the ‘show day’ with the weather getting better and better as the day went on.

This is a busy TSSC weekend, second only to the National, with a selection of auto traders as well as the TSSC club shop in attendance. Members were able to book up for club valuations, engine tuning and



Wet and drizzly campsite



Tuning Triumphs



trunnion oiling.

As you'd expect there were some amazing Triumphs present, including an immaculate Toledo and Vitesse. Judges were asked to consider the story behind the car, rather than just the condition, when awarding prizes in the various categories.

The next TSSC Weekender is one of our favourites the Leicester and Rutland Sunshine Rally, 4th-6th August.

Photos courtesy various TSSC weekenders.



Keeping busy - the club shop and valuations



M25 group picnic



Car of the Show - Anne and her Hurricane



Homeward bound

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Caliper repair kit inc pistons type 14	£30.00
Caliper repair kit inc pistons type 16P/16PB	£36.00
Recon exchange caliper type 12	£60.00
Recon exchange caliper type 14	£48.00
Recon exchange caliper type 16P/PB	£72.00
Brake pads type 12	£19.50 set
Brake pads type 14	£12.00 set
Brake pads type 16P/16PB	£15.00 set
Her/Vit Recon steering racks RHD (exchange)	£96.00
Track rod ends	£9.60 each
Rear shock absorber GSA385	£18.00
Front shock absorber	£24.00
Herald 3 Syncro (exchange gearbox)	£480.00
Vitesse (exchange gearbox)	£480.00
Fibreglass Gearbox Tunnel Cover	£72.00
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TR6

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GT6

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Gearbox (exchange)	£600.00
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HT lead set	£18.00
Clutch kit	£96.00
Rear shock absorber	£20.00
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Spitfire

Mk 1/2/3

SUZIE SINGLETON spitfires@cadley.org

South of England Spitfires

I had to take my hat off to the amazing number of people who braved the scorching hot weather at Silverstone for the MG & Triumph 100 event – or rather I would have but I very much kept my hat on the brief times I ventured out in the sun, particularly as we had forgotten to pack the sun tan cream!

Maybe I'm getting old but despite growing up for several years in the tropics, these days I just can't deal with such extreme heat.

I'm afraid I rather wimped out, mainly staying in the camper, or in the shade of the camper, but did venture a little further early-ish on Sunday morning before it got too hot. I was pleased to have done so when we saw **Adam Birch's** lovely Spitfire4 in the TSSC display area.

I'm looking forward to a few words on it in due course from Adam but can include the couple of photos here that we took.

Other roundtail Spitfires spotted were **Tony Locker-Lampson's Spitfire4, BKX 623B** and a **Mk2 ABW 644D**, but I'm afraid I don't know the owners name – can someone let me know so I can apologise properly?

I was recently contacted by **Andy Harris** who sent me the following story about using his Spitfire4 Mk2 for his son's wedding:

"I bought GRU 276D in 1980, ran it until 1986 then on getting my first company car took it off the road and rebuilt it over three years in total.

Back on the road 1989 and used it as a dry weather car until 2014 when I decided to do another nuts and bolts rebuild. (I won't go into rebuild / upgrade / mod details here).

Back on the road early October 2014 and two weeks after recommission I drove it with my wife, Lynda to Northumberland from Herefordshire to use as the bridal car for our youngest lad, Matt's wedding to his lovely





fiancé, Amber. The journey, despite heavy rain all the way, was uneventful other than almost running out of petrol near Stockton on Tees. We pulled off the A19 and fuelled up then made it to our destination safely. The rain continued in the morning but by lunch time the weather gods decided that they liked us and the sun came out for the afternoon, Amber was delivered to the registry office in one piece and dry and the wedding went off without a hitch. Matt and Amber then drove away in the Spit.

The following day I left Lynda with the rest of the family in Morpeth and returned home. En



route I pulled off in Stockton again to have an hour with an old friend who now lives there. On leaving my pal's I decided to fuel up again so returned to the same fuel station I had used two days previously. ON pulling onto the forecourt I could not believe my Eyes when I saw on the same pump I had used previously there was another D reg MK 2 Spitty fuelling up. Obviously, I went to fuel up on the same pump and me and the couple in the other car got chatting.

The car is owned by **Andy McIntock** who had owned it for only a few months. Half



an hour later we parted company as new 'old friends'."

Certainly an uncommon coincidence these days, particularly with both cars having hard tops fitted.

And, just to finish this month, a moment of thought for **Tina Turner** who died in May. I've tried to find the original source of this photo as seen on Facebook but without success except that it appears to have been floating around the internet since around 2014, or perhaps earlier?



Whilst searching I discovered that Tina had two Jaguars, an XJ6 given to her by Sammy Davis Jr in 1970 and a silver E-Type Ike Turner bought her in 1973 – but sadly I couldn't find anything about her owning a Spitfire.

Suzie



BOND EQUIPE

GUY SINGLETON guy@bondequipe.org

WAW – What a Weekend! Bondastic

We have just got back from the Triumph & MG 100th Anniversary at Silverstone, and had a great time talking about Equipes – now there's a surprise. Where do I start – chronologically I suppose is the easiest way, but just a teaser...

I have now 'driven' the prototype!

We loaded up the camper van with the MK 3 2 Litre prototype on the trailer and headed towards Silverstone, aiming to get there around 3.00 which we were told was the earliest Silverstone would let us in. These days, if possible, I try not to do distance driving on a Friday as the traffic is invariably bad, and surprise, surprise it was – two accidents on the A34 meant that it took us an extra hour and a half – but from the stories I heard we did quite well compared to some.

Anyway pulled into Silverstone, found the Campervan area and having had a bit of a rest drove over to the centre of the circuit to find where the Prototype was to be displayed as part of the Triumph Timeline. As we drove in it was great to see Equipe No 1, 516 FYL already in the line-up – great



to see her outside in the fresh air, rather than in the TSSC Museum where she usually resides. We then found 'our' spot, No 48, by a temporary grandstand for the main arena.





the Prototype, and kindly no one asked us to move, so that provided a base for the weekend, and some shade – boy was it hot!

Saturday was largely spent talking to people about the Prototype - what I am going to do with it, and what it looks like – the general consensus being Scimitar-ish from the front, and Marina Coupe from the rear

Looking through the brochure for the event, I saw that the Organisers had made a big error, they had a spot for the Triumph Anniversaries of Triumph 2000, Dolomite, and Stags

We dropped off the car, and wrapped her up in a cover for the night, and returned to our pitch. Here I found the first problem – the key for the padlock on the trailer no longer worked – although it had when I loaded up.

Anyway, I took the tow ball off the camper so we were free from the trailer, at that stage I deserved a beer or two or three, had a wander around the campsite seeing old friends and then supper.

Next morning bright and early we took the Campervan over to the Timeline area, and parked up beside the grandstand, behind

but they had omitted the Equipe, so having seen **Bob Stewart** with his lovely red 2 Litre Coupe, and **Andy Belcher** with his 1300 4s on the camp-





ground I hatched a plan, that if I could get agreement we would take the Equipes in at the same time. The plan developed into towing the Prototype in as well (unfortunately FYL has a clutch problem so was not drivable). I had taken a rigid tow bar I had acquired many years ago and not used, so if we could make it fit, we could tow the Prototype in – it currently has no brakes.

A beer or so later, as the show was winding down for the evening another plan was hatched. Talking to Richard Dredge I said it would be great to get a photo of FYL, the 1st Equipe, together with the Prototype which is arguably the last Equipe – given that it was never finished – this would put the first and



last Equipes together. The prototype rolls very easily with no running rear or interior (bar a driver's seat, fitted the evening before we left home for the event), so we took it for a walk along the Timeline and parked it by FYL, and duly took some photos, which some of you may have seen on Facebook.

In the morning, I managed to catch up with Wayne Scott who was running the Arena, and he

was happy for the Equipes to join the Anniversary parade, so Bob and Andy brought their cars over and with a bit of fiddling got the towbar fitted and connected to Bob's car, he then kindly towed me in the Prototype into the arena the first time I have 'driven' the car the speed bump was interesting I don't think the suspension has moved for

50 years! Anyway this resulted in the Equipes getting their moment of glory! Some of this may appear in Classic Car Weekly who were covering the event.

Whilst we were in the arena **Steve Brent** arrived, having driven his 4s down from Matlock which was good going, as I know the car has not had a great deal of use lately so it was great to see it back on the road.

When I went over to the TSSC stand I also saw **Paul Bower's** 2+2 up from the South Coast for the event so he had had a good run, unfortunately I did not manage to catch up with him. Bob had had a very unusual problem on the way to the show, travelling down from Scotland with his Eriba on tow, the bolt in the centre of the gear linkage shaft broke – something I have not heard of before in almost 50 plus years of Triumph & Bond motoring.



He had to access the gearbox on the side of the road and then borrowed a bolt from the bonnet stay, which made a temporary fix to get to Silverstone, and he then found a better fitting one which will hopefully get him back home.

Now that's enough of looking back – we need now to look forward to the **Equipe Weekend, which as you know will be on 24th-28th August 2023, and we will be joining the 15th Cheshire Micro Car Rally at Sycamore Farm Caravan Site Chelford Road, Soss Moss, Nether Alderley, SK10 4TU.** It will be a long weekend event, with road runs on Friday, Saturday & Sunday. Pitch fees £10 unit/night, Electric Hook up £3 unit/ night. If you are camping

please telephone **Andrea Steggal to make a booking on 01625 860893.** You can also book a hotel or B & B in the area.

If you are planning to come please let me know, and I can let Andrea know the total numbers of Equipes expected. We are planning to take the 2 Litre Convertible and Caravan along to the Event. I am still hoping that we can arrange a breakout group one day to visit the site of the factory. I understand that it is not an easy trip – almost certainly involving about 40 miles of motorway driving each way and not a great venue when you get there! – but of course beauty is in the eye of the beholder!

Guy



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Vitesse 1600, Mk 1&2

DAVE RUMENS vitesse@tssc.org.uk

SEM & that Hot Vitesse

Hello folks, it was good to catch up with old friends at the South of England Meet.

The pandemic for many of us created a break in contact with fellow Triumph nuts. This time I took my Herald as a change and to spread the mileage over my three Triumphs. The Vitesse turnout was very good, and the quality of the cars continues to improve. It's now rare to see a scruffy example as the Vitesse is now a sought after and valued car. [See Pictures 1 to 4.](#) It was great to hear all those Standard Triumph engines and see such a good turnout overall.

Thanks go to the organisers for all their hard work.

In past articles I covered the Vitesse overheating problems.



Pic.1.



Pic.2.



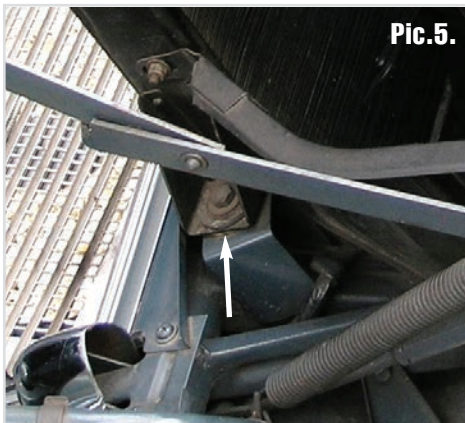
Pic.3.

This normally happens when stuck in very slow-moving traffic on a hot summer day. Due to last year's very hot summer this problem has been raised recently by several members, so I thought it would be a good idea to look at it again. When new, the cooling in the 2 Litre Vitesse was always on the limit. The radiator used in the 2



Pic.4.

Litre model is basically the same as the late 1600, which generated less heat. This means that when the radiator starts to silt up with age the cooling is affected. Plus, a large engine in



a small space does create an area of heat in the engine bay which is difficult to disperse, this



can lead to thermal runaway. i.e. heat creating more heat until in this situation the engine boils over. If we also consider that originally the ra-



diator was mounted to the chassis brackets using fabric (Kautex) bush/washers, [Picture 5 and 6](#). But the present-day replacement is much thicker and



is made of rubber, [Picture 7 and 8](#), which gives much greater heat insulation than the original type. This aggravates the lack of cooling when in traffic. The heat is not conducted from the radiator down into the chassis. The theory being that the chassis would act as a heat sink and lower the temperature. This is very useful when the airflow through



the radiator is insufficient to dissipate the heat and is causing a heat build-up in the engine bay. As interest, the Herald, Spitfire, GT6 and Dolomite have their radiators mounted metal to metal. No fabric washers. So, I shaped (to mount the radiator at the correct angle) six thick metal washers. Then replaced the large rubber bush/washers with the metal types, [Picture 9 and 10](#). The result was a positive one. The engine when stuck in slow moving traffic on a very hot days never boiled and the highest the temperature gauge reached was three quarters. Before you ask yes, I have checked the voltage stabiliser, the temperature sensor and the temperature gauge were all working correctly. The way I look at it, is anything that helps reduce the overheating problem is welcome. Back in August 2010 when I produced the article, I did raise concern about the possible effects of vibration on the



radiator due to it not being insulated from the chassis and at present I haven't seen any problems in 4000 miles.

Remember the above is no substitute for a well-maintained cooling system. So, every couple of years flush out the radiator, the engine block, and the heater. Plus check the thermostat is opening and not stuck closed.

Fitting an electric fan on many classic cars can help to control an overheating problem, but on the Vitesse there is little clearance to fit one. Due to the closed in nature of the engine, which causes heat build-up in the engine bay, it would need to be at least a 12 inches diameter fan to shift sufficient cool air through both the radiator and out of the engine bay. Which bearing in mind the space available would be difficult, the water pump boss being one of the problems. It

makes you wonder if a fan fitted to the engine valance on the exhaust side would drag the heat out of the engine bay. I can remember a cartoon in the Courier some 30 plus years ago. The script read something like, "I have solved my Vitesse over-heating problems" The picture showed a Vitesse with a large electric fan bolted to front of the car on the radiator grill! So, it's a very old chestnut and I am not suggesting you do this to your Vitesse. If you did, I guess you could tell everybody it's a supercharger?

At the time of typing this article I am starting to get ready for the Triumph and MG 100 event at Silverstone. This time I will be taking my Vitesse, so let's hope it's not too hot!

That's it for this month.

Safe Driving & Keep Running On All Six

Dave



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ANDY COOK gt6@tssc.org.uk

South Of England Meet

Back in May I got along to SEM (South of England Meet) an event I've been going to every year since the mid eighties when I had a Spitfire before my GT6.

Back then it was held at Chessington World of Adventures but ever since I first owned the GT6 in 1988 it has been held at the Leatherhead Leisure Centre.

As usual there were plenty of GT6s there to look around and a good members autojumble



Set up for camping with my GT6 at SEM this year.

for parts. It's also a good social gathering with camping from Friday although the show itself is on the Sunday.



Mike Titchen's MK2 decorated for the coronation.



My MK3 a bit more subtly decorated with just a couple of Union Flags.



Another Subtly decorated Pimento Red MK3



BRG MK1

Here are some of the other GT6s



Clint Northam's MK2 convertible, see the update on this car in last month's courier GT6 Column from former owner Bruce Sellers.



A very well known car within the TSSC, GT6 with a Spitfire body, painted in a Disney Lightnin' McQueen theme, owned by Brian Pringle from the Essex area



Kevin Perryman's MK3 that won best GT6 and car of show at last year's SEM



This MK1 must have an interesting story as it was registered in 1965 before the MK1s came out. I'm assuming it must be a conversion on a Spitfire. Checking on the DVLA website it is a 2L so it's not just a Spitfire with a GT6 body tub.



Jasmine MK2



This MK1 has some racing history and won best GT6 this year.



Magenta MK3



MK3 in Wedgewood Blue, not a very common colour.



Marks Smith's MK3, and although Wedgewood isn't a very common colour for MK3s it was the second one there!



Haggis Harris's nicely sorted MK1



Under the bonnet of Haggis Harris's MK1, note the modification to triple Strombergs.



Laurel Green MK3

Brands Britannia

In June I went along to Brands Hatch where the TSSC Essex area had their cars on display and had invited me to join them as an ex Essex member in exile.

The Brands Britannia event was new for this year and was billed as an Automotive Celebration of all things British. As well as Classic Cars on display from various individuals and clubs there was also a full days programme of classic car racing. After the racing finished there was a parade lap for classic cars that had been on display. There were only



The line up of GT6s at SEM this year



Mike Titchen's MK2 at Brands Hatch, complete with information board on 100 years of Triumph.



My GT6 on display at Brands Hatch with the Essex TSSC Flag.



My GT6 on the parade lap, picture taken by Sue Titchen

2 GT6s there, Mike Titchen's and mine and although there were plenty of other Triumphs racing there were no GT6s in action.

GT6s out and about



I was sent this picture of a GT6 MK3 which is on display in a car museum in Jersey.

More Feedback on Export GT6s

I received some more feedback from **John Macartney** on my recent article on export GT6s.

Dear Andy,

Thank you for including my CKD/SKD info from earlier this year in the May edition of Courier. Just one further observation. At the bottom of page 34 you wrote "it has the three letter identifier LDL as a suffix after the commission number to confirm it was assembled from a kit".

Sorry, not so. The only identifier to highlight the car was built from a kit was the leading prefix number on the commission number as only that single item identified the assembly plant receiving the kit.

*The LDL is something completely different. In quite a number of export markets, both built up and kit built cars were marketed as De Luxe or Super De Luxe and that covered certain market and territory dependant features of the car which I won't elaborate on here. For markets where the DL or SDL monikers did not apply, Production Control continued to use those DL suffixes. The L in the LDL you quoted simply means left hand steer. UK and *some* right hand steer cars had a DL suffix with either 'O' or BW added to them to identify the fitment of over-drive or a Borg Warner slush box. I stand to be corrected, but I believe the generic DL suffixes were originally more of a hangover from the*



GT6 Convertible YDJ139M at Brands Hatch in 1986 or 1987.

days of The Standard Motor Company and especially when the post-war 8 and 10 models were in production.

I hope you don't find my explanation too pedantic but there's a lot of misinformation out there in terms of engine and commission numbers, non-sequential build procedures and a raft of other stuff – most of it coming out of the USA. This is where lots of people still think and promote stories of TR's, Spitfires and GT6's being built in wooden sheds with earth floors and from bits that just happened to be handy at the time and mostly on a make do and mend basis. You try and tell them otherwise!

Myth has sadly become irrefutable fact and I'm doing my best from my own knowledge and past experience to change the status quo.

Cheers,

John Macartney

From the Archive's

My recent trip to Brands Hatch reminded me of a visit that I had with the TSSC Essex Area back in about 1986 or 1987.

It may well have been the last time I went to Brands Hatch before my recent visit.

One of the Essex members at the time, who's name I can't recall, had a GT6 MK3 converted into a convertible with a US import Spitfire Body tub reg YDJ139M. Although this is quite a common conversion nowadays it was pretty rare back then and was certainly the first GT6 convertible I had ever seen. Unusually it had the GT6 tank with the filler in the LH rear wing rather than a Spitfire tank like most GT6 convertibles/Spit 6s

The car had disappeared but many years later in 2016, I was contacted by Thomas Key who had recently acquired the car and was trying to find some history so I sent him the photo below. Thomas had found some history already that the car was previously owned by a TSSC member Guy Teasdale from West Sussex who had sold it in 1998. When Guy owned it the car back then was fitted with a TR6 engine.

I've just checked the DVLA website and the car is taxed until September so still on the road!

Andy

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	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
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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
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2000/2500S 2.5PI	sal/est	1963-77	1998/6	20000	12500	7000	2000
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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

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A Rare Snake Revisited

I'm going back to 1983, not sure exactly what month, when my new wife, Jackie, and I (we got married in September 1982) drove my Herald 1200 Estate, which was our one and only car then, from our house in Chessington, Surrey up to Sheffield, in South Yorkshire.

The reason for this epic trip was to visit the **Moss Motor Company, in its Store Street unit.**

I had pretty much already decided I wanted to build a Moss kit car but I wanted to visit the manufacturer, see their demonstrator and ask some questions. Not long after, I placed an order for a black (the Moss fibreglass bodies came colour impregnated) Moss Malvern. I returned to Sheffield in January 1984 with my Dad, in a van that he had borrowed from a mate, to

pick up my body and the other bits and pieces.

This introduction is not leading to yet another article about my own Moss Malvern, I am going to tell you about another model in the Moss range. When I was at Store Street in 1983 I noticed a fibreglass car body at the back of the unit, and I asked John Cowperthwaite, the proprietor and builder of the first Moss car, what it was. He told me it was the first production body of his next kit car for the Herald or Vitesse chassis; the body had just arrived from the boat building company John used to make his fibreglass car bodies. This body was soon built up to be the company demonstrator of the new model, which was to be named the Mamba.

You've probably already clocked the pictures of the Moss Mambas I've supplied from my archives, so you can see the shape. A lot of you will recognise the obvious influence for the Mamba, clearly it is the Alfa Romeo Giulietta Spider from the Fifties.

When I saw my first road-ready Moss Mamba I liked it very much and thought it would sell well to prospective kit car builders looking for something a little different to the Thirties-style kits being sold at the time, such as Spartan, Gentry



Mambas at Sandown Park

and the original Moss models. As it turned out, I was wrong. I've seen various estimates of the number of Mambas built, the lowest is ten, and the highest is 22. Even at the highest number, a very rare car.

Looking at the cars in my photos; the picture of the two Mambas side by side, **LFN269E** and **KWL463G** was taken by me at the kit car show at Sandown Park racecourse in 1988. I got to know the red car quite well; it was owned and built by **Bob Stannard** and was a regular attendee at TSSC and other car events for many years. The car was built to a very high standard; it was Bob's second Moss build. He built a Moss Roadster that became quite well known, featuring in various kit car magazines, and was one of the cars that inspired me to build my own Moss.

After the Mamba he went on to build his third Moss, a beautiful blue Malvern, which appeared on the front cover of the Courier in March 1991.

The red car, **NRC35E**, I first saw at a kit car show in 1999 at another race course, Kempton Park. At the event I failed to meet up with the driver, but



a little while later a letter and photos landed on my door mat from **Simon Bartle** of Lymington in Hampshire. The subject of this correspondence? Yes, Moss Mamba NRC35E. Simon told me, *"I bought the car in June 1997 from a Detective Inspector in the Dorset Constabulary. I thought, surely this bloke won't rip me off, and I was right, the car has been great fun. It's based on a 1967 MK1 Vitesse convertible. It still has the original straight six, two litre engine, although it's a little smoky, as anyone who knows the car will tell you. I met up with Steve Tarbutt (and others), Secretary of the Moss Owners Club last month in*



Simon Bartles's Mamba

Andover. He also has a Mamba - it was great to see another one as I believe only a dozen or so kits were produced. I've been through the re-registration process and the car is now a Moss Mamba on the tax disc."

I can see



An AKS Continental I think...

from DVLA web site that NRC35E was last taxed for the road in 2019, so I hope it is just inside for some maintenance and will reappear. Looking up the other two Mambas, it seems that LFN269E has not been taxed since 2005 and KWL463G comes up as SORNed, last MOT'd in 2006. Shame that none of them are currently on the road.

If anyone knows of other Moss Mambas, on the road or in a barn, then please tell me about them.

Just to finish, there was an earlier kit car with the same design influence as the Mamba, the AKS Continental. This was a body supplied by a company called Auto Kraft Shells during the fifties and early sixties. They were intended to use Ford 10 mechanicals, but they also found their way onto Buckler chassis and

even our very own Herald chassis.

I've included a photo of one more car, the red **TSX22K** above. I have borrowed the picture from classic-kitcars.com. The label on the picture on the web site is, "*Mamba undergoing restore (sic)*". Well, I have to say that I think this is an example of dis-information. I am pretty certain this car is not a Moss Mamba, I reckon the body is an AKS Continental, the grille is the main giveaway. On DVLA the registration comes up as Reliant; so likely a Continental body mounted on Reliant chassis. Interestingly this car is currently taxed.

It is not MOT'd; depending on when the body and chassis were put together the car may or may not qualify for MOT exemption, but that's a discussion for another forum.

Trevor

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

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Are you taking part?

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 members a chance to join in with what could be the biggest classic car run ever!

If your area isn't taking part why not join in with one that is? There's some great runs being organised. Contact the relevant AO for more details.

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.

Other areas doing runs include: **TSSC Avon, Gatwick, Northants, Worcester, Cambridge, Gloucester, Notts, Surrey, Thames and North Staffs.**



Date: July 23rd 2023 Venue: An area near you!

Front Track Control Arm

Bottom Ball Joint & Bush Replacement

Hi Folks here's another little technical article that's relevant to all Saloons (and Stags).

An area that's safely relevant and often goes unnoticed leading to potential disaster is west of the joint. This isn't easy to spot without taking the arm off the car. Even MOT testers often miss this one.

Clues are clunks from the front, wandering steering and vibration back to the steering wheel (sometimes masked by power steering) uneven tyre wear is another pointer if the tracking is correct.

First job is to ensure the 1/2" bolt securing it to the crossmember isn't seized, undo nut and bolt fully. If not it's seized in the bush sleeve, best option here is to use an air operated hacksaw up the sides to cut the bolt - see [Pic No 6](#).



Once the arm is off remove circlip and rubber boot [Picture No. 1](#).



[Picture No. 2](#) shows ball joint being pressed out if you cannot find a local garage to do this then it's possible to saw the base off and disassemble the joint that way.



Pic No. 3 shows the splined joint removed, clean up the arm with some emery cloth .



Pic No. 4 shows the new joint that I now use these have been extensively tested and used on my own cars with no issues. Another bonus of these is they have a correct profiled boot that keeps the water out and doesn't require it to be removed for fitting.

Beware of cheap joints they don't fit properly and need the circlip grinding down!

Original joint had a large castellated nut and split pin which lasted well but is now practically extinct.

Pic No. 5 shows new joint and circlip fitted.

Pic No. 6 shows easiest removal of rubber bush, drill a series of holes around tube and push through. Note:- the rubber bushes are difficult to fit, often resulting in them being damaged.

Always Use a Poly bush and stainless sleeve as in Pic No. 7 .

When replacing use Copaslip on all bolts to correct torque if your cars had worn ones on for a



while consider having the tracking checked. 1.6mm toe in.



You should now have a lot smoother steering.
Happy Motoring

Dave H



STAG

Ben Carney stag@tssc.org.uk

Ultimate Stag Restoration

– Part 1 The Bodywork

Hello again, I hope you are enjoying your Stags this season. Last month I mentioned I would talk about the AI experiment that I used for the article in May's edition.

Well, as 'people in the know', are engaged at shows and festivals, I have put the article of Stag problems back until the September issue. So, I have returned to my planned articles for the next two months.

Therefore, this month I would like to revisit an excellent restoration article named the 'Ultimate Stag Restoration' undertaken by **E.J. Ward** for the late **Andy Simmons**. As I have mentioned in past articles, I came across Andy's website www.stagbytriumph.co.uk when I was looking for information sources about the Stag. My thanks again to Andy's wife Glynis for allowing me to utilise the fantastic resources provided by Andy. Here is what Andy had to say about his Stag restoration:

Why a Stag?

Back in the long hot summer of 1976, when temperatures were so high that roads were melting and railway tracks were buckling, I'd just left college so needed to earn some money quickly: I ended up with a day job and working evenings in the Wimpy in Bridlington. The owner was kind enough to give me a lift home in his Stag and I promised myself I'd have one, one day, but finances didn't allow fulfilment of the Stag owning dream until my 50th birthday in 2004.

I bought the car privately: the bodywork seemed sound but with issues in the expected places, the original engine and gearbox were sound and overall, it was a little tired but looked like a good starting point for a light, not too expensive, restoration. I'm disabled and can't stand up for more than a couple of minutes at a time, using a wheelchair to get around, so had to accept that I would need to pay someone else to do the work. Having been impressed with the quality of work I'd seen done by EJ Ward; I wanted them

to do the work on my car: an informal estimate suggested that the cost was likely to be in the region of £15,000. However, as work progressed and it became clear what was going to be required to restore the car in the way I wanted (as it could have been when first delivered but not



conours - I want to drive it not show it though I have the greatest respect for those who participate) the cost kept escalating: in the end the total cost was in the region of £44,000. As an ex-





4.

ample of the things found along the way, at some stage, presumably when the floor was replaced, someone had managed to cut through the main wiring loom which had then been repaired. I could have reused the original, bought a second hand one or a new one: I opted for a new one, made up by Autosparks. As an aside, the new wiring loom didn't repeat BL's penny pinching and allowed sufficient wire at both ends of each cable to be able to make the connections relatively easily. The car came off the road in January 2006 with work starting in January 2007: the pictures below give an idea of what the car was like before work started. (see Pics 1, 2, 3 and 4)

After stripping the car down to a bare bodyshell it went off to Surface Processing Ltd to be dipped: this is a ruthlessly revealing multi-stage process which strips paint and dissolves rust, underseal and filler, leaving sound bare steel. When the car came back it became clear that both rear wings had been replaced at some time but appeared to have been fitted by Father Ted Crilly judging by the line of hammer marks all the way from top to bottom of both wings just in front of the wheel arches. Both sills needed replacing, one having been "repaired" with a not very well fitted cover sill. The boot floor was perforated almost all the way round making me wonder what had been holding it in the car. In fact, just about every external panel would need replacing while the interior just needed some repairs, the floor having been replaced at some time. I had anticipated that the doors would at least need the bottoms repairing but both turned out to be sound, with just a little surface rust having made them look worse than they actually were. The picture below shows the bodyshell mounted on the jig after it had been dipped but the full extent of



5.

the rot isn't obvious. (see Pic 5)

Work now started in earnest with more and more seeming to have been cut out every time I



6.



7.



8.

visited: on 31 March 2007 new sills and wheel arches had been fitted, the front and rear wings had been removed and new front wings were



about to be fitted. The front panels had not yet been removed so the first picture below gives



some idea of the rot the dipping had revealed. (see Pics 6, 7, 8, 9, 10 and 11)

For the next visit, on 28 April 2007, the rear valence panel had been fitted, a new boot floor



was in place, various repairs had been made and the rear offside wing was about to be fitted. The rear wings are genuine original Triumph items, courtesy of Peter Pearse to whom I am ex-



tremely grateful. As I understand it, he bought these from a bankrupt dealer and had kept them



safely stored ever since. I also believe that they





17.

were used as patterns for the new SOCTFL rear wings which, according to EJ Ward's April Workshop Diary, are now available: please contact them for more details or to place an order. (see [Pics 12, 13, 14, 15, 16 and 17](#))



18.

In between visits, work on my car was filmed for use in the ***Classic Car Restoration Techniques: Bodywork DVD*** produced by Core Productions and available from EJ Ward.

The picture shows **Wayne** working away whilst being filmed. (see [Pic 18](#))



19.

The visit on 16 June 2007 revealed significant progress on the car's front end with both wings, top panel, headlight panel and lower valance fitted and the rear end almost complete with both wings, top deck, a reclaimed light panel and lower valance fitted. The welding in of new



20.



21.



22.

metal is going well with the end almost in sight. (see [Picture 19, 20, 21 and 22](#))



23.

The car now went back to **Surface Processing Ltd** to be dipped again but this time only to re-



24.

move paint and any surface rust which had formed while the bodyshell was being repaired.



25.

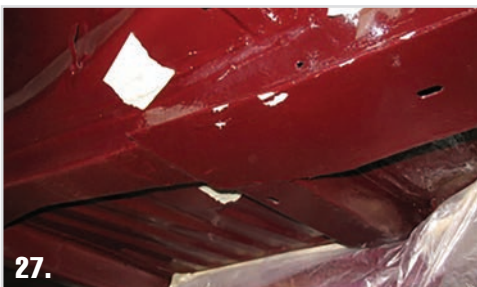
It was then dipped in electrophoretic primer which flows into seams and box sections to provide modern car standards of corrosion protection.



26.

tion. This has been supplemented with cavity wax to try and keep corrosion at bay for as long as possible. (see Pics 23 24,25 26)

My choice of colour now presented problems as Damson was not listed on the paint suppliers'



27.

databases. The first batch was too brown - it made the underside look like a chocolate biscuit: definitely not what I had been trying to



28.

achieve. Fortunately, the problem was recognised very quickly, before too much had been painted. The first picture here is of **Jason** applying primer to the underside of the car before it was finally painted body colour. As originally supplied the car had been painted Russet Brown but had mostly been resprayed in white on at least two occasions but missing the underside of the tonneau cover which remained Russet Brown. A personal and very subjective opinion is that dark colours suit the Stag better than light ones. In making my choice I had considered



29.

reds, blues and greens before eventually deciding on Damson. A visit on 5 January 2008 saw the car resplendent in its new colour and looking every bit as good as I'd hoped for but visiting again on 9 February 2008 when the car was outside made the colour look different. (see Pics 27 28 and 29)

Well, that was a very comprehensive account of the bodywork restoration. Next month we will continue with Andy's account of the completion of the restoration.

Have a great July in your Stags.

Keep those V8's purring!

Ben



Toledo-Dolomite-1300-1500

Andrew Burford toledo@tssc.org.uk

Summer's finally here!

Hi and welcome to the small saloon register again.

Well first of all I hope you have a fantastic Summer and are managing to get to the many shows that are around this year after probably one of the coldest and wet Springs.

Always happy to receive pictures and articles for inclusion on the page, in that absence I try to bring you news of what's happening on the scene. I've seen quite a good number of cars coming for sale and some being restored which is always pleasing. I think values have also risen especially Sprints and I've noticed a few appearing in Auction house TV or U tube programmes.

Can you believe how long it's been since E10 was introduced and discussions still appear on what you should and shouldn't do but it's also down to how often and how hard you use the car and when a member contacted me about the Fuel pump for his sprint causing him trouble I asked him to contact me with some pictures and a little write up that might help others.

Hi Andrew,

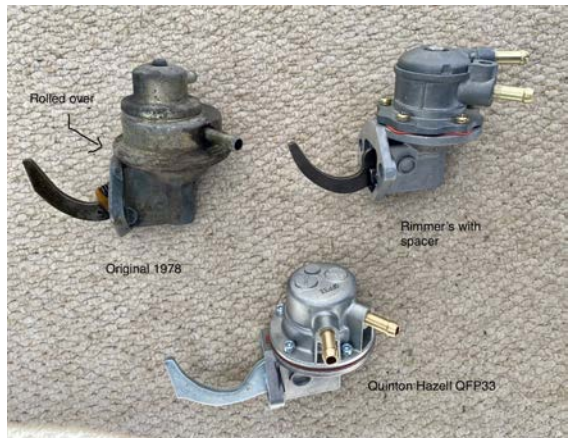
Finally back from holiday and coming back on the short story regarding the fuel pump as requested. The Triumph Dolomite Sprint does suffer from fuel draining back after not being run for a while and we thought failure to start was that at first. Other problems could have been a crack on the fuel filter or debris in the tank or fuel line.

However during testing we found fuel sucked through fine and the engine started if we primed it, though wouldn't continue to run with no fuel! The filter looked fine so we turned our attention to the pump.

After testing we found it had very little pumping ability so we decided to change it. I recently changed the fuel pump on my MkII Vitesse with great ease having bought one from Rimmer Brothers. All good, so I thought it would be the same for the Sprint, which is my son's car.

Most suppliers advertised fuel pumps 'suitable for a Dolomite Sprint 1973-1980'. However the pump design changed in 1977 so not all are suitable.

Furthermore the new design incorporated a top with metal rolled over to the bottom half to seal them together. Therefore we couldn't open it and use a kit to refurbish it ourselves.



In all we bought three from different places and none fitted. The Rimmer Brothers version suggested a spacer to fit to the Sprint. We tried this and it didn't fit either. Quinton Hazell 'new' was also unsuitable.

The key point is the shape and length of the mechanical arm. Important are the distance between the securing bolt centres, the height of the arm and crucially the distance between the metal face and the tip of the arm. When we used the Rimmer version the arm was either too long or too short when fixing 'as is' or using the spacer.

This was becoming a problem so with patience and a great deal of luck we managed to find a guy with an old pump exactly the same as ours. Problem solved.

This tale is not necessarily helpful in solving others problems but indicative of the things to look out for when sourcing replacement pumps.

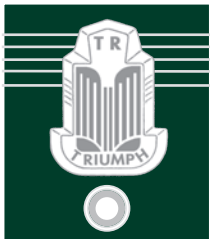
Hope this is helpful All the best

Malcolm

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

Safe Summer Motoring..

Andrew



TR 4/4A/5/250/6

BERNARD LITTLEWOOD tr4-tr6@tssc.org.uk

Shirley gets her Dream Car

A few months ago, a nice young lady contacted me and asked if I knew of anyone near her home who owned a TR4 or 4A.

The reason being was that she had always liked them and was looking to buy one, but before messing anybody about, she wanted to sit in one to see if they felt as good as they looked. I didn't know of anyone, but told her that our area would be at the Malvern autojumble on the Sunday and that there would be my TR4A and Dave "Branson" Fryer's TR4 and that she would be welcome to sit in both. Well, two young ladies turned up, Shirley and her friend Jayne and Shirley was able to sit in a TR and her decision was made, she didn't want one (joke she definitely wanted one).



NS Door not flush



NS Door Gap



Drivers Door not flush

Shirley asked me if I would inspect a TR4A that was for sale in Salisbury, the images and description showed an excellent car, so arrangements were made and I went to look at the car.

I found that the doors wouldn't close properly, the door gaps were bad, poorly welded patches on the chassis, hand painted engine bay, big end knock, extremely emulsified engine oil, shabby soft top and stress fractures in the rear wings as well as non-standard seats (it's amazing how different a car can look in a photograph).



Stained soft top

Anyway, I couldn't recommend the purchase of the car at the price the owner wanted, Shirley accrued some quotes from local (to her)



Emulsified Oil

specialists (it's a shame she doesn't live near Cardiff) and made an offer with the remedial work costs factored in, but the owner had sold if for the full asking price (are TR4a's/TR4's getting that sought after?), so after I put an appeal in the Courier and Shirley had scoured the internet she finally found her dream car. Shirley

also "volunteered" a report for the magazine which is below and in her own words and gives an interesting account of Shirley's first job.

Thank you, Shirley.

The Search is over

It is a few months ago now since I decided I would like to own a TR4/TR4A. I've always liked the shape, but it wasn't until I saw Phil Serrell on 'Celebrity Antiques Road Trip' driving a TR that it reminded

me how much I liked them.

My friend Jayne accompanied me to The Malvern Show Grounds to search out Bernard who had been recommended for advice by The TSSC Club at Lubenham. They were holding an auto jumble and display of classic cars that day, so we were able to see the different models. 'Look for good gaps and change to alternator from dynamo' were just some of the many things Bernard pointed out to me.

I searched the web over the coming weeks and viewed a couple of cars, Green was my first choice of colour, followed very closely by red.

It wasn't until I travelled to Cambridgeshire with my brother and saw the red TR4, drove it in the rain with the hood down, my hair blowing about all over the place, couldn't work the quick release handbrake. (I have it now, spot on!) and couldn't move the seat forward, I absolutely loved it! Crazy!

My first encounter with Triumph Motors was when I worked at a garage which had a Triumph dealership. My boyfriend at the time who was a mechanic at the garage owned a TR3A, and I felt like the bee's knees when being driven in it. He then changed to a Triumph Herald for economy reasons I think, Reg., No. JAC 866D, I wonder if it is still out there somewhere? (if so please contact Bernard) This is the car I passed my driving test in at the age of 17. My boss then allowed me to collect any new cars ordered from the distributors who were based the other side of Coventry. The new cars were always covered in a protective waxy substance, and one of my jobs was to de -

gunk these motors in any weather with a special solvent, lovely! I always hoped someone would order a TR or a Stag, but it was mostly Heralds, Vitesse's or T. 2000. Back then in the late 1960s petrol per gallon cost five shillings and seven pence in old money, about 28pence!

And that was the dearest.

E5 petrol now costs about £9 per gallon.

I still have an original brochure advertising 'The New Stag' I look back and think how trusting my boss was to allow me to drive new cars as a teenager.

I have only owned my classic TR4 for a few weeks, during which the lights decided to stop working after only switching them on once (I'm hoping it's just a fuse) so I have decided to let an expert in Triumphs check the car over and while they are at it fit the new alternator, wing mirrors, plus after reading Bernard's excellent book on maintenance of TRs I'm having a second bonnet catch fitted just in case the original cable breaks; a nightmare to fix I understand. I Probably will have PAS fitted as steering when almost stationery is a little heavy.

So, a few upgrades in the pipeline.

A while ago **Hugh Tasker** was kind enough to share his experience and expertise fitting a sun-roof into a hardtop for his TR6. He did this to increase the rigidity of the car with at least some element of open top driving. The images he sent me were of a beautiful TR6 and I asked him if he could give me some background about his ownership of the car. Shortly afterwards Hugh granted my request. Thank you, Hugh, for sharing your car with us, but if anyone else would like to do so, please don't feel that you have to own a pristine example of a TR for it to appear

in these pages. All TR's will have an interesting "history" and many will bear the scars of the many years of use, mine certainly did up until recently, so over to Hugh.....

Bernard,

here's some more background as to why I bought the TR6.

My association with Triumphs goes back a long way to when I first started to drive in a friend's Herald 13/60, so I inevitably gravitated to a Vitesse convertible when searching for a classic car project in the 1990s. After joining the TSSC I purchased a project car and fortunately my patient wife said nothing when I turned up with a body shell and a pile of bits on a trailer one evening. 4 years later when the car passed its MOT we both started to enjoy top-down motor-ing and club membership.

After owning the Vitesse for 12 years I began to yearn for something more "interesting" and realised that the TR6 was a natural next step. My Vitesse sold quite quickly in early 2008 and surprisingly I found my current car without too much effort, since then I've enjoyed both driving and working on it.

Whilst some owners strive for exact originality my approach is to think what would Triumph/BL have built today if they used all the currently available materials and technology.

Hence the modifications and upgrades I mentioned in my previous email; these fall into 3 categories on my mind:

- 1. Safety, reliability and performance**
- 2. Improved driving experience,**
- 3. Aesthetics**

Category 1 includes electronic ignition, copper brake pipes, hi-torque starter motor and much more, whereas I would put the sound deadening





Angled top view

and MX5 seats into category 2.

Finally, I would put the choice of paint colour, coloured seat belts and LED lights into 3.

Longer term I foresee after-market electric motor kits that would enable us to continue driving our cars in the event of petrol no longer being available?

Overall, I have tried not to spoil the essential nature of the TR6 as its character and appearance are what attract me to these older cars.

Cheers!

With your TR upgraded, it'll never be jaded!

Hugh

Bern



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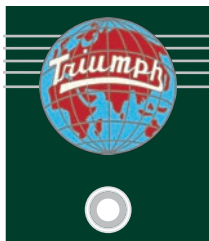
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JOHN LAY & JESS SMALE
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100 year Events

As many of our UK members are gearing up for the Founders Day/Border Run this month, we dropped a note to our International members, to let them know of our plans.

Although driving a country border might be a big ask, we hoped one or two might be able to join in and maybe even include some kind of border in their drive - Country, State, County, Province or whatever. If any of you do, please tell us and we'll tell the TSSC world!

thing, but glad my memory came back.

My engine will cost over \$20k, so it's just sitting in a crate in the shop. My other '70 GT6+ is sitting in the garage collecting dust also.

I'm just getting the Courier now, just dreaming and hoping I can get it built, much better and improved compared to when it came out of the factory. It's all been thought through, many design improvement - dreams.

Y'all enjoy a fantastic cruise in all the different countries. I hope everyone has a fun day with good weather and a great drive."

Thank you Layne - we wish you all the best, hope you're over that dreadful crash and hopefully get those lovely GT6+s back out on the roads of Alabama before too long.



Layne Perkins, from Birmingham, Alabama replied to say:

"I wish I could come to this, but can't. Here is a picture of my 1970 GT6+ which has been on a rotisserie for 20 years, completely apart."

"After flipping my '67 Austin Healey 3000 Mk III at 85 MPH, going to Barber Motorsport track as a Sprite pit crew (that I never made it to), it took me over 3 years to remember any-

That picture of Layne's car includes the original UK registration, which might even be familiar to someone out there - do drop us a line if you think you may know anything of her history

This month, we're delighted to bring you a very pictorial report from South Africa and our Country Contact, **Karl Illenberger**, who is based in Port Elizabeth.

Sticking with the Centenary / Founders Day / Border Run, we'll start with some pictures from a

couple of 100 year events earlier this year in South Africa.

Our favourite has to be this fantastic one from near Johannes-





burg, which managed to pull 101 Triumphs into this beautifully choreographed picture:



Karl bought his first Triumph - a Spitfire Mk3 - in 1979 and was a member of the original group who started the local section of the Triumph Club of South Africa, before joining the TSSC in 1982. This lively picture (of "an attempted doughnut") dates back to that era, and the rather gentler wedding day picture takes us back to 1986.

That Spitfire obviously meant that the Triumph bug bit and Karl reckons - perhaps controversially - that, "once you have a Spitfire, you want a GT6". Well, it certainly applied in his case and in 1983 he imported this GT6 - like the Spitfire, seen resting and in a rather more active pose. The importation was



achieved with the help of Trudi Prettyjohns from TSSC HQ.

A couple more shots of Karl's GT6 follow, with a few other, immaculate looking GT6s at a recent national gathering.

But when the Triumph bug bites it can really bite hard. Over the following years, Karl has also gathered a 1500 Fwd, a 1500 Spitfire, a

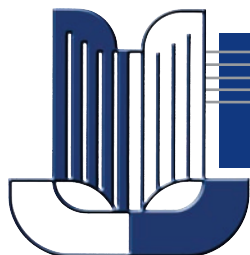


Karl tells us that any Triumph owners ever in his area are always very welcome.

Thank you to Karl for sending us those pictures and for being our Country Contact for many years. If you have a few pictures from anywhere in the world, that you'd like to share with the Courier's readers - especially in this centenary year- then please get in touch with us at international-liaison@tssc.org.uk and we'll be pleased to celebrate your Triumphs across the globe.

Jess & John





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

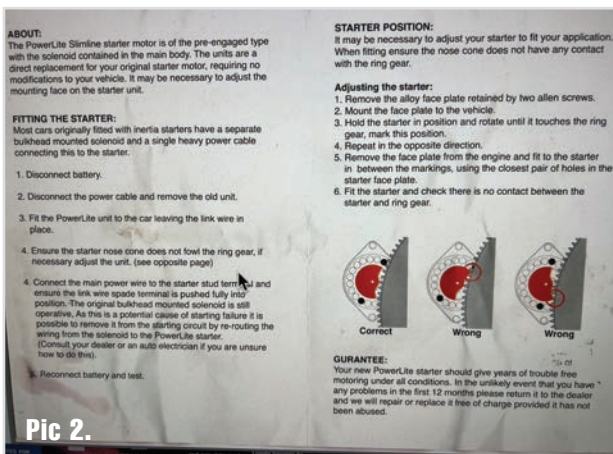
Vicky Dredge, Kingcott Farm, Alcester Road, Flyford Flavell, WR7 4DF.
Tel: 07745 299457 e-mail: pro@tssc.org.uk



Starter Woes

It all began when I went to start my Spitfire 1500 and all I heard was the clicking of the solenoid. Tried rocking the car in gear to no avail.

I sort information from the internet, which said to tap the starter with a hammer which should free up the starter brushes; this worked. I felt that as the motor was 43 years old it could become an occurring problem. I noticed in Courier that the TSSC shop was offering high torque geared starters, which I consid-



Pic 2.



Pic 1.

ered would be an advantage when winter cold starting. So, I rang Julian at the club shop and placed an order. I asked him re' how to fit it.

He said that he was non-technical, but there would be fitting instructions with the unit. Indeed, there were! I followed the instructions. **Pics 1 & 2**

I began by removing the side panel and fuel line hose. (I have a fuel cut off tap in the engine bay) to improve access to the old starter. I jacked the car up so that I could gain access to the lower bolt/nut of the starter flange. I am 80 and have had two new knees so it was a squiggle on my back with my nose about 2inches from the sump. It would be a doddle with a ramp or pit. First problem I encountered was I could not get a spanner on the nut. I solved this by using a small mole vice grip and a 9/16 ratchet Spanner on the bolt. Once I had loosened the nut, I was able to remove it by hand. I used the same method on the top Flange bolt/nut. I also used this method to fit the new unit, see photos 5 & 6 later.

I then followed the instructions as per leaflet and removing the flange from the motor, not an easy job as once the two screws are removed it is a very tight fit and took some persuasion with a brass hammer. You are supposed to fit the flange to the engine then offer up the motor as per



Pic 3.

the instructions in the leaflet. The flange is such a tight fit the motor cannot be rotated by hand as in the instructions. I had to remove the flange from the engine and fettle with a half round file and emery cloth so that the motor would rotate. I had to use an oil filter strap to enable the motor to be rotated (Photo 3) to mark up the extremes and centre points, as per diagram in the leaflet. You then have to remove the flange from the engine, reassemble using the closest pair of holes (see instructions).

This is where I made my mistake! I then installed the assembly to the engine and fitted the lead from the solenoid to the unit. (13 mm spanner).

I reconnected the battery, switched on the ignition, turned the key and the engine turned over. Great I thought! I reconnected the fuel and tried once more.

The engine turned over once then the whole thing locked up. Disaster!

I Have a 46 mm spanner so to tried to turn the engine over by turning the crankshaft nut. It did not move. So back to the drawing board. I gave it a few days thought; phoned couple of people. In the past I would have phoned Lubenham for technical advice, *(Julian apologises that you decided not to ring back as he would have done his best to obtain an answer from the manufacturer and asks if anyone has technical problems on 'Shop Products' then Please do ring, but bear with us while we find answer)* but this option

appears no longer to be available.

It was then I tripped over the old starter and there was a light bulb moment. The old unit had a 10 mm spacer flange! Why had I not seen this at the start. You are never too old to learn.

I removed the unit from the engine and indeed it had evidence

of contact with the fly wheel. (Photo 4). It was refitted using the spacer (Photo 5) and the method in paragraph 3 (Photo 6



Pic 6.



Pic 7.

& 7). Checking it was free to turn using the 46mm spanner. Eureka It worked fine starting first turn of the Key.

Perhaps when sending one of these starters out a note could be included suggesting one checks re if the spacer is required *(we contacted Powerlite immediately on hearing this and they have Now agreed to alter the Instructions accordingly re refitting the original Alloy Spacer - Bernard Ed.)*.

Brendan Rose

I'm glad you found the issue and solution Brendan. First of all apologies I didn't get back to you sooner with a reply, however there is a TSSC Forum where you can post your questions, forum.tssc.org.uk. The forum is split into different topics, the technical section includes starter. I'm assuming you have access to the web and are savvy in all such things. Alternatively call me directly and I will try and help.

Following on from May's Courier I had an update from Tim and the **Back On The Road (Part 1) article**.



Pic 4.



Pic 5.

Back on the Road (Part 2)

Hi Steve



Since I wrote to you I have also fitted retrimmed seats – they looked like a previous owner used



them as a trampoline & were really bad. I have included a picture of the suspension after rebuild but I'd think most members have seen all this before. I have also found a gearbox leak from the speedo drive, I think the 'o'



rings have gone hard and started leaking after the first run out.



There is also a picture of the Spitfire next to my Vitesse Mk1 – I am going to have a difficult decision to make soon as I don't think I can keep both indefinitely. As you say – quite nice but best viewed from about 10 yards.

There is a list of niggles that need completing but unfortunately work is on hold because I am now down to 2 out-buildings I have and replacing with a proper garage.

Cheers

Tim

In addition to Tim's update I received an Email from **Steve Polden**, the previous owner of Tim's Spitfire who spotted the article and then got in touch...

Hi Steve,

Just received my Courier magazine, and the Back on the Road article is my old car that I owned from 1988 until 2001. My first Triumph and when I joined TSSC. If you want to pass on my details to Tim, I have a few photos etc and I can tell him what work was done etc as the body was taken off and chassis repaired etc

Cheers

Steve



So I passed on Steve's Email to Tim.
I've attached a couple of pictures, long before digital so not that many of the restoration, amazing I remembered how to put it back together. There's a younger Mrs Polden applying Waxoyl



to the chassis cavities and a younger me I think waiting for someone to help lift the body back on the chassis. If I find any more of interest I'll let you know.

My dad was a mechanic hence the interest and



our ability to do most of the work ourselves. Thanks for finding the glasses, I do vaguely remember losing a pair of Bolle (I think) sunglasses, I wonder if it is them? I think I still have a set of keys for the Spitfire that I've never had the heart

to throw away, if we can arrange a visit I'll bring them up and see if they fit!

Drive Pic I think is probably from 1989, my brothers Renault 4CV in the background, which he still has. This is from when it was my daily drive and still living with



parents, plenty of oil stains on the drive! I've attached a picture of my Vitesse & TR too.

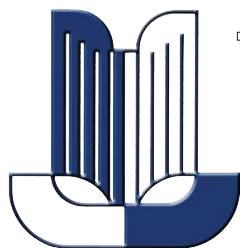
Steve

Thanks both for the update, It's great to reunite previous owners (and find lost sunglasses)

Cheers,

Steve





THE

COURIER

Classifieds

Speeder



1971 MKIV 1300. 4 speed. A1/S condition and valued at £7500 by TSSC. Sports exhaust. Reliable and smooth engine. Solid body, sealed underside- no major rust. Mileage 106,000. £5,500 ONO. **Steve Purdy (Warwickshire) 07817 103881.**

Herald



1970 13/60 CONVERTIBLE . Owned Since 1987, Garaged. 68,000 MILES. Irregular use but runs well, basically sound and would benefit from some TLC and cosmetic work. £3250 **Duncan Crowther (Oxon) 07551 722228**



1967 1200 CONVERTIBLE Fully Restored. Dove Grey with an Old English White Flash and Red interior Restored between 2018 and 2020. £11,950. **Hartley Slann (Stone, Staffordshire, ST15) 07802 333166.**



1967 12/50. A1 condition, chassis and engine refurbished, new gearbox, body professionally restored throughout, invoices available, 30,895 genuine miles, garaged, boot rack, sale for health reasons. £6,750 ONO **Martin Hawkins (Twickenham) 07880 507359.**



13/60 FOR RESTORATION. Selling car as no longer able to give commitment to restoration. £1,500. **Ken Steer-Jones (Grantham) 07702 606460.**

TR6



TR6 A1 CONDITION The car has been subject to a full body off restoration with photographic record, the works included restoring or replacing all parts during the rebuild. £28,995. **Mark Howard Francis (Luton) 07966 278666**

Vitesse



1969 MKII SALOON Good condition, needs a little attention. €6,500 **Clive Hooper (Kanturk, County Cork, Ireland) 003532956178.**

2L CONVERTIBLE - GREEN. Rolling Project, Was Complete & Drivable When Purchased. New Chassis, Re-skinned Doors, New/Refurbed Panels. Lots Of Spares Inc Engine. £3,500. **Peter Shrimpton (Fareham, Hants) 01329 832384.**

GT6



MKIII LATE 1973. Magenta. Working o/ drive, MOT, webasto, new clutch, spin off oil filter. Phone for more details. £7,000 ONO. **Nigel Archibald (South Bucks) 01753 647378**

STAG



1976 STAG. Topaz Orange. New front seat foams. New brakes. Original Stag engine. Manual. Superb 1976 STAG.Condition. £17,500 ONO **Karen Evans (Shepton Mallet, Somerset) 07948 407628**

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Triumph and are looking for a prompt hassle-free cash buyer! Please feel
free to contact me for a no obligation friendly chat.

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Cars Wanted

WANTED VITESSE MK2 CONVERTIBLE. PREFER well sorted A1 Overdrive car but anything considered, please call or mail with description and guide price, distance no issue for right car. **Russell Johnson (Hampshire) 07876 616886.**

WANTED GT6 from poor condition to excellent anything considered. MK1/2/or 3, distance is no object. Good price negotiable. **Roland Andrews (Warwickshire) 07884 314760.**

HERALD 1200 WANTED in solid condition, e-mail robertwolf 401@gmail.com **Robert Wolf (Lancashire) 07756 538327.**

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 email. mike.papworth1@btopenworld.com

GT6 MK III PARTS FOR SALE. Standard Radiator good condition, Wheel hub centres good condition, exhaust standard single back box in stainless, good middle pipe steel ok. Collection. Open to Offers. **Jonathan**

Nicholas (Teignmouth Devon) 07553 770265.

SPORTS EXHAUST SILENCERS SS. 2x full sports exhaust silencers and rear Y piece. Stainless Steel, used but good condition. £240. **Charles Cochran (Bromsgrove) 07359 313382.**

COURIER MAGAZINES 1987 to 2020 mostly complete, available for a reasonable donation to Cancer research. Will need collecting from Mid Sussex due to weight. **Martin Marri-**

son (Mid Sussex) 0781 232 6211.

VITESSE MKII BODY SHELL. Rear Body Shell, Bulkhead, Hood & Frame. Dry Stored 20+ years. Solid condition. Some surface rust, but good overall. Offers. **Martin Brown (Gloucester) 01453 890345.**

TR4A PHOENIX SPORTS EXHAUST SYSTEM. Stainless Steel. Second Hand. Mileage approx Twenty Five Thousand. **Graham Bellamy (Peterborough) 07547 414185.**

Parts Wanted

13/60 ESTATE TAILGATE GLASS URGENTLY REQUIRED. Rear tailgate glass for Herald 13/60 Estate. **Margaret Brown (Gloucester) 07889 781345.**

MKIII SPITFIRE DASH TOP. I require a foam/vinyl dash top for a 1968 MK3 Spitfire. **Robert Pritchard (Carmarthenshire) 07773 713605.**

VITESSE INTERIOR PARTS WANTED. Shadow Blue interior door cards wanted for Vitesse mk 1. Would consider other interior parts as a job lot. **Kevin Bradbury (Leicester) +44 7889 887876**

WANTED GT6 MKIII STEERING WHEEL. Standard MkIII Steering Wheel wanted. Happy to pay

Postage. **Brett Gaites (Isle of Man) 07624 499457.**

TRIUMPH 2500S FRONT BRAKE DISKS DESPERATELY WANTED. Pair front brake disks for Triumph 2500S. Preferably new or good used condition. **Mel Nicholls (Northumberland, will travel.) 07930 112469.**



July 2023

AREA NEWS

AREA Directory • News • Events



Leicester and Rutland Area

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

We will be at our venue Greetham Community Centre, Great lane, Greetham, LE15 7NG. for two nights Camping / Caravanning Friday 4th & Saturday 5th August 2023 with the option for additional nights.

Friday Night. A warm welcome, with Tea and cake or even a piece of local Pork Pie on arrival, meet old friends, make new ones and join in with our light hearted quiz to start the weekend off.

Saturday. Optional planned casual drive around some of Rutland's most amazing picturesque villages, with the opportunity to stop for refreshments along the way.

Saturday Night. This year Saturday night is a casual night in or out doors dependant on the weather. A chance to relax and socialise with friends.

Sunday. Optional planned casual drive around Leicestershire and Rutland with a small on foot treasure hunt in each village. At around 15.00, our show and shine car show and prize giving.

Prices:-

Rally weekend with one night camping, @£22.00 per unit

Rally weekend with two nights camping, @£38.00 per unit

Extra nights on request, Thurs/Sun, @£12.00 per unit

One Day only (no camping) Sunday, Inc. Treasure hunt and Show & Shine @ £5.00 per car

Please call or email Jan or Dave for further information and / or your booking form.

Jan Muschialli, 10 Marsh Road, Mountsorrel, Loughborough. LE12 7JP.

Please enclose a self-addressed envelope. For further information:

Jan on 07799804415 J.muschialli@ntlworld.com

Dave on 07770650802 davesmith.triumph@hotmail.co.uk



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. 7.30PM.

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	Ken Heaton 07766 837630 Farmer Johns , Streetly, Sutton Coldfield, West Midlands B74 2DX.	1ST TUES. 6.00PM.
Sth. 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

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Area Liaison Officers Report

Andover - Avon

Triumph Sports Six Club Area Liaison Officers

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



The big event for us this month is the **Border Run on Sunday July 23rd**. For those of you that haven't seen the adverts, we're asking areas to organise a run covering as much of their area as they can, enabling as many folks as possible to join in.

We currently have 18 areas taking part. While initially meant as a run around an

area boundary it has grown into a myriad of different runs. Devon are doing

four runs, in the North, East South and West and ending up at a central location, North East Area will be visiting all of their areas postcodes, Essex area will be doing their run over a weekend taking photos of points along the way and some neighbouring areas are joining together for at least part of their run - Cambridge and Norfolk are meeting in a village hall on the border for a lunchtime stop for example.

Don't forget these runs are being organised by members of your local area for you. If your area isn't doing a run why not offer to help organise one? Failing that join in with another area's run, I'm sure you'll be made more than welcome.

Somewhere in this magazine, if Bern has found space, there should be our second "Weekenders" write for the IoW and SEM weekends. Next month, assuming the combo made it, we should have a report from the Derwent weekend.



Paul & Christina

Andover

e-mail: guy@bondequipe.org

e-mail: spitfires@cadley.org

Tel. 01672 514241

Just back from a very hot weekend at Silverstone. You can read about that in our Bond & Spitfires articles.

Ed & Maureen "Had a 'family' outing recently, to the London to Brighton Classic Car event. David took the TR6, Emma the XK120 and Maureen and I were in the TR7. All went well and the weather was perfect. The driving was good too, but a bit long, the route took us into Kent! In the end we had to curtail the planned route and revert to sat-nav and still finished at the tail end of the event. Nothing like a long drive to reveal problems, so it's back under the bonnet.

Bob reported "I changed the heater valve on my MGB because it was weeping. That went well but I decided to renew the thermostat for good measure - big mistake. The housing nuts were well seized to the studs (wouldn't come off even in a vice) and after I quickly reassembled it with the new stat and cork gasket, coolant seeped out at the top of the studs/nut unit. The forums identified this as a common problem with MGBs because the stud thread is tapped through into the water jacket. So I've got some new studs/nuts, some studlock, and a Klinger gasket to do the job properly."

Rowan is "after a 1500 spitfire single rail overdrive gearbox, obviously second hand. The current gearbox in my spitfire is on its way out, so I would like to rebuild

another gearbox on the bench so I can do a straight swap and have my car off the road for as shorter time as possible."

Just a reminder that Guy & I won't be at the July lunch as we'll be on the canals, but hope the rest of you will have a good run-out and meeting, and we'll look forward to catching up in August.

12th July at 12.00 - The Clatford Arms, Goodworth Clatford, SP11 7RN

Guy & Suzie

Avon

e-mail: daverover@hotmail.com

Tel. 07860 878058

As I write this we are expecting the hottest day of the year so far, certainly nice weather for showing your pride and joy. Members have been out and about at a variety of 'local' shows, Castle Combe and Abergavenny being just two. Many more will be visited over the coming months including Norton Fitzwarren and Powerdham.

Some like to tow their caravans there and make a weekend of it while others visit for the day. It was great to meet two members at a recent club night, Craig with his son and their Herald Coupe and Duncan with a lovely GT6.

Check the website or message me for the next meeting venue and it may be changing. Happy summer to all

Dave

East Berks Cheshire



East Berks

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www.freewebs.com/eastberkstssc/index.htm

Tel. 01189 321390

Big thanks to Richard Waddington, who saw my "Weird bolt" picture last month and emailed me, identifying it as one of 5 holding on the Spitfire's petrol tank. I told Paul who hadn't recognised it despite having removed and replaced his Spitfire petrol tank 6 months ago. Dreadful thing old age memory loss!

Eleven at East Berks Tonight, nearly 12

Andy, John and Malcolm with many pictures of Silverstone and tales of racing and VERY old Triumphs.

Andy had to change his wheel bearing again, the same one that broke on the way back from Duxford. This time he's also replaced the front hub thinking this the cause of the failures.

Newbies Steve and Sue with their very nice blue Vitesse. They've previously been to Hants & Berks and Newbury Areas, I wonder how we matched up? They left early. Ha!

Steve and Don in Steve's GT6. Steve's still not sold it, he's just replaced the fuel pump and got a leak out the bottom of one carb reservoir. I had the same leak last month and have spare "O" rings which I rashly said he could have for free.

Although I've fixed my "O" ring leak my GT6 is still not right. I think the remaining problem is the Temperature compensators leaking air, I tried to reverse the carb gaskets to block off the inlet, but the gasket doesn't quite block the hole.

Late on a guy came over and asked "Are you the Triumph guys?" I generally say "No" in those circumstances in case they're from the Revenue, but all the others said "Yes!" Turns out he was driving past in his 2500 and saw other Triumphs in the car park. So another newbie and another John, his 2500 is a lovely green with tan interior and has carbs.

I got home to find an email from Alan, yet another newbie! He'd broken down in his Spitfire on the way to his first East Berk meeting. A new coil problem apparently, I hope he makes it next time.

Doug

Cheshire

e-mail: cheshire@tssc.org.uk

www.tssc.org.uk

Tel. 01625 425845

As the end of May loomed, the weather forecasts for Capesthorpe, our June meeting and Tatton were fairly consistent - around 20° in the daytime, and sunny or sunny intervals. Just right for old ragtops. Capesthorpe on the Sunday was well attended, but no traffic problems arriving from the south.

There were many Triumphs, but I only spotted one

Vitesse and no other Heralds.

On the Monday, Capesthorpe was 'less well' attended, as there was 'competition' from the Youngtimers Show at Gawsorth Hall. In this context, Youngtimer means post 1970, so both my Triumphs fail that test, but the Dolomite I passed going the other way would qualify. I also missed the turn into Capesthorpe as I use the queue in the other direction as the marker for the entrance and there wasn't a queue. No comment. This time I had a Vitesse parked behind me, two Heralds, a Bond, 2 TRs and a 6 pot Spitfire in close proximity. And several familiar faces.

On meeting night, cooler night temperatures were forecast, but it was still hoods down (both of them) on the way to the Swettenham. Gerald put in an appearance at the C&P (in Gerald the Herald, of course) sporting an interesting mounting for the ignition switch and a reluctance to select reverse. Nice to see you once again, Gerald. Then Mike turned up in an E-type, and we tootled off to the Swettenham, passing many bikes which had just left and finding many bikes still there (it was bike night after all). We discussed the aforementioned E-type (lots of things to do), and Richard's need to get the Spitfire back together in time to get to Silverstone, and overdrive pressure readings (the book says 550psi). It was rather cool on the way home, but (for once) Heap's heater was working reasonably well - Roger evidently didn't have the woolly hat and scarf so put the hood up.

Saturday morning (Tatton) started with a clear blue sky and a pleasant drive to Knutsford, followed by 20 minutes in the queue to get into the showground. There seemed to be a new route to get into the showground, which added to the time taken. All the car plots seemed to be full, but there were empty patches in the trader areas. Lots of conversations, and a Standard saloon of 1937 with a British V8 in the front. On Sunday, there was a very slow moving queue on Chelford Road, possibly due to 2 car boot sales, possibly something else as well, so I diverted via Peover and arrived at Tatton a little later than intended, fearing an extended queue to get to the showground. But there was no queue at all, and a reversion to the route of previous years. In a conversation with Bob (white Vitesse 6) it transpired Bob had heard about the reserve petrol tank feature, but had no idea whether his Vitesse had this. So we had a feel at the front of the tank, and there it was, and then there was a photo of Hark's tank with the instructions. I saw Roger and Gerald, and spent a lot of the afternoon talking to Mr Hissey, who arrived in a Lagonda (nice), and that's as much as I can remember. Heap the Vitesse has applied for Tatton in August. I'll put in a request for no queue if I get invited, please.

The event list for July currently has Capesthorpe on the 16th, and Bodrhyddan on the 23rd, in addition to our 'normal' meeting and run out, of course.

Our next meeting is on **Thursday 6th July at the Cock and Pheasant**. Second run out of the year, so 7:30 for 8. Destination not yet sorted, so check the website.

Henry
73



Cornwall Cumbria

Cornwall

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www.groups.io/g/cornwalltriumphs

www.facebook.com/groups/TSSCCornwall/

Tel. 07979 464643

Hi All. Hope you are all enjoying the beautiful weather we are having and have been able to get out and about with your triumphs. I was lucky to have a few days off were the sun shone all weekend. So, a trip away to my first camping week-



end of the year to the Launceston Steam Rally. A very enjoyable time was had with friends, but I really wished I



bought my woolly hat for the cold, cold nights!

This month will see us all well and truly into show season, with Sticker, Wheels, Stithians, the Boarders Run, Boconnoc, and St Buryan. Which one will I see you at? Lots, I hope.

I have been contacted by a former members wife who is sadly selling her husband's car, it's a Herald. I would really love for this car to remain in Cornwall and go to an enthusiast just like its previous owner. I shall be getting more information about this car and will be posting it out on our group io and social sites.

Next month club night will be on 10th and hopefully at the New Inn Goonhavern, anything different I shall post out on all medias.

Our August events are:

Sun 6th Tregony Heavy Horse Show

Sat 12th Carnhell Green vintage rally, entry forms to be in by 15th July. This is a lovely one-day show, lots going on and all for charity, Cornwall first air ambulance and the precious lives appeal.

Wed 16th Fowey Classic Car Show

Fri 18th – Sun 20th West of England

Sat 26th – Mon 28th The Great Trethew Rally

That's all the news this month, I shall look forward to seeing you out and about soon.

Happy and Safe Motoring

Carol

Cumbria

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

Roy. 01229 316501

Nigel. 01229 717544

Vintage metal seems hardly an appropriate description for our Triumphs; firstly they are mostly not "vintage" but merely "classic", and secondly "metal" seems inadequate for our lovely wooden dashboards, wooden door capping's, (sometimes) leather upholstery, and carefully restored body panels (maybe full of plastic filler in some cases).

Nonetheless, TSSC members from Cumbria threw off the slump after the joys off the Coronation to head to Kendal for the Vintage Metal rally on 21 May, to be greeted by the sight of an enormous red Virgin hot air balloon as well as vintage tractors, classic tractors, new tractors, wagons, vans, our Triumphs (Spitfire, 2000TC, Acclaim, Dolomite Sprint) and delicious local ice cream. We all enjoyed a sociable, warm afternoon in the sunshine.

Preparations for our now regular September tour in Scotland are well in hand and this time will involve five Bridges including the newly restored and re-opened Union Chain Bridge over the Tweed, the Jim Clarke Motor Museum, three Bridges over the Firth of Forth and the RRS "Discovery" over the Tay bridge. Although we will be passing underneath two of the Bridges on a boat rather than driving over them! If anyone is interested to join us please contact our Cumbria AO, or Nigel on 01229 717544.

Next events include the **Windermere and Ambleside Lions Club Lakes Classic car show at Staveley, Kendal on 18 June and the West Cumbria Vintage Club 40th annual rally, which takes place on 2nd July**; this is one of the largest one day events in Cumbria, held at Hayes Farm, Distington. We are attending as a club booking so get in touch ASAP with our Cumbria AO if you want a club entry pass.

Nigel E.

Apart from the Distington show that Nigel has mentioned we will also be having a club stand at **Gosforth Show, 16th July**. Everyone needs a pass for this show, which you can get from me. This show does clash with the Cars the Star at Holker Hall but the majority of us would rather go the Gosforth show. Our annual pilgrimage to **Ripon Classic Car Gathering this year will be on 30th July**. Again entry is by pass only. I have the passes which I will give out to those members attending Distington and Gosforth. The pass is the usual price of £3. If you want to go to Ripon, which is an excellent event with many stalls, please let me know and I will send you a pass, if you are not going to the events mentioned.

Safe Motoring

Roy

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you

Devon



Devon

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

e-mail: nigelk57@gmail.com

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

Tel. 01548 821348

May's Club Night at the Star attracted a good number of varied cars, and we even gained a new member - welcome to John D! A beautiful evening, with 3 stunning TR6s Mark's, Dave's and Barrie's, Julian's Bond, my 13/60, Steve's Stag, Bob's Vitesse, Spitfires of Mike, Rob and John L and Allan & Jackie's 2500 completing the line up.

Some of our members made it up to Darren's day at the Lynton & Lynmouth Railway, which was well attended, and looked wonderful in the sun, just sorry we could not make it.

June 4 Run to Sportsmans Arms A bit problematic for me, as my Herald developed serious fuel starvation en route to the start at the House of Marbles. At this stage we think it is muck in the fuel tank so hey ho - here we go with it. Must have had a premonition as had emailed the route beforehand and Dan took up the baton of seeing everyone off. A great turnout, Stags of Charlie, Steve and Mike W, Spitfires of Dan, Mike H and Graham and we were joined by two beautiful Rovers which have joined in with us before. Having nursed the Herald home we met them all at the pub with the Devon flag, albeit flown from the MX5, and we all managed to park together for a good display. Malcolm & Nettie met us there, and we all enjoyed the great carvery before going our separate ways. Interesting to hear though that the Rover owners have also recently experienced similar fuel issues?



JULY EVENTS IN DEVON
Sunday 23 JULY - Borders Run let's reward Jon Chartres for all his hard work in prepping the routes for the Devon Borders Run with a great turnout. Very different this year, with four start points - North, South, East and West, with all routes converging at Okehampton's Whitehouse Services in the afternoon. If you would like to register with us - it is not too late. You can do all or part of any of the routes, it is completely non competitive and is planned to be a lovely social run around our County.

8 and 9 JULY is Powderham weekend.

The Area stand is fully booked but, if you are coming

along with or without your Triumph, do come over and have a chat with us.

16 JULY - Dawlish Lawn is probably fully booked
Weekend of 29 and 30 JULY is Rosemoor Vintage Weekend at the RHS Gardens - always a lovely day out with free entry to the gardens included.

In August there are many local shows to attend, including Chagford and Christow amongst others and, looking forward into **September, there is the Saltram Rotary Show at Lyneham House on Sunday 3rd** which we are looking forward to.

EXCITING EVENT IN MAY 2024

Steve Woollett, one of our lovely members, is planning for some of us to spend a few days in Brittany in May next year. It will be **AFTER the Isle of Wight weekend which is 4 - 6 May**. Here is Steve's latest email - if you would be interested in joining us, please contact Steve direct -

"Just to let you know our May 2024 trip to Brittany is definitely on, but we will have to wait until Brittany Ferries publish their ferry sailings for 2024 - probably in June - before confirming arrangements.

I have however identified and been in touch with some hotels which may be suitable as our base and seem to be sensibly priced. Here are three of them to give you an idea of what we are planning:

Latitude Ouest, Locronan:

<https://www.logishotels.com/fr/hotel/logis-latitude-ouest-hotel-rest-spa-12092?partid=1535>

Au Roi Gradlon, Audierne,

<https://www.hotel-auroigradlon.com/>

and Breiz Armor, Penhors

<https://www.breiz-armor.fr/>

It's worth noting that when we do have the details nailed down, then people will need to book the ferry crossings themselves and book their accommodation direct with the "designated" hotel or other accommodation. (We will try get the hotel to hold rooms for Triumph Tour participants for a reasonable period before they are available to the public.) In practice then it is going to be first come first served!

Any comments, suggestions and other ideas very welcome. By the way, it's not too soon to check your passport meets these requirements for France as described on gov.uk Your passport must be:

- Issued less than 10 years before the date you enter the country (check the 'date of issue')
- valid for at least 3 months after the day you plan to leave (check the 'expiry date')

Stephen Woollett 07870 587713; 01803 732668"

DEVON DIARY

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

Sunday 23 JULY Devon's Borders Run

Wednesday 19 JULY Star Inn Liverton EX12 6EZ for Club Night

Sue & John & Nigel



Devon North Essex

Devon North

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Tel. 07806 351499
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The weather was glorious on 1st June, and I was expecting a good turnout at the Crealock Arms for our monthly meeting. I was not disappointed!

Having had the week off I had the opportunity to tinker with the TR4 and it was running really well as I arrived, nice and early at 5:45. I was surprised to find that I

had been beaten to it by Lee in his gleaming Spitfire! He had the tables all set up for us outside and a designated area of the car park was ready for us.

We were later joined by Alan and Janet in their Spitfire, Simon and Max in their Stag, Geoff and Dawn in their Stag, and Darren in his Spitfire. Making the trip (in their modern car) for the first time in many months were Mike and Irene Hadley so it was great to see them. Mick and Sue were also without a Triumph as Mick is still working on his TR8 and his daughter's Herald. Finally, Macolm and Mandy arrived in their electric vehicle which caused a lot of interest.

So popular was the pub that other customers were struggling to park. Our cars were receiving a lot of interest including from a Dad and his children, all of whom were asking lots of questions about the cars.

All in all, a very enjoyable evening. Mike took some great pictures and I have included a couple of them.

There are some great events coming up - here is a reminder about some of them.

Next monthly meeting Crealock Arms, Littham
Thursday 6th July

Powderham Historic Vehicle Rally 8th & 9th July
Wadebridge Wheels Classic Vehicle Show

Sunday 16th July

Border Run/Tour of Devon Sunday 23rd July

Bocconnoc Steam Fair 28th - 30th July

5th & 6th August - Steam & Vintage Car Rally

Norton Fitzwarren (West Country Railway Association) needs entry form by 31st May.

Very similar to Powderham

North Devon Festival of Transport, Bideford
Sunday 13th August



Essex

e-mail: miketitchen@aol.com

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

Mike. 07860 708356



Club Annual BBQ

Essex Club Day on Sunday 14th May We held our annual BBQ at our house. Sue's son Jamie turn up about 10.30 to help get the garden ready to start at 12noon.

Steve & Janet were the first to arrive then by 12.15 we were ready for the club meeting. We had 21 members attend some drove ordinary cars & some in their Triumphs. Daryl arrived in his big American pick up which most of our Triumphs could have probably fitted in. We started the meeting letting everyone know what was coming up in the coming weeks and months. After a short chat I changed my hat from AO to chef. For the rest of the day the food and drink flowed and I think everyone left enjoying the afternoon and everyone's company.

On Sunday the 21st of May myself and Sue decided we would set off to go to the Standard Triumph Centenary picnic and Marque Day at

Walton Hall in Warwickshire we arrived at the show to see a really great selection of triumphs ranging from the very old 1940s models up to the 80s, the early Mayflower, Dolomite, vitesse & roadsters and then going through all models of triumphs up to the Acclaim. We pulled in and parked on the TSSC Club stand and got our table & chairs out ready for our picnic. We walked around and looked at all the different cars and met some other friends who were parked elsewhere. The sun shone and we were treated to an ice cream from Nick for Mike's birthday treat. The day ended and we drove on to the start of a break away for a week in Staffordshire and then on to the next car show.

On the 28th of May we set off for Sandringham Pageant of Motoring car show we arrived in good time and waited in a layby near the venue for Paul to come along so that we could tag along and join him at the show on the TSSC Norfolk Club stand. He had a good display of



Best wishes,

Andy

cars, the local Stag and TR Club's joined us and a selection of other Triumphs. The day started quite slow but then picked up as the time went on around 1 o'clock we had a flyover by a spitfire, what a spectacular view that was. On the stage they had plenty of good singers and groups and there were plenty of food and drink stalls. As a day wound down myself and Sue set off to go to our next venue the following day heading back down towards Essex. Thank you to Paul & Christina & other members for making us so welcome. We had a TSSC Essex Club stand of 10 cars at the Extravaganza at East Anglian Railway, it was nice that the



M25 could join us on our stand. A small show of many different makes & models of cars with a chance to have a ride on a steam train. We met a few other people with Triumph's of which two were already members of the club, one young member James told us about his Spitfire and we invited him to join in with our area in future, here is a write up from him about his car.

Thank you for letting me join the group. This is my 1975 Spitfire 1500 in French Blue, equipped with overdrive, black vinyl hard top and the then optional luxury leather trim pack. This car was my 17th birthday present back in 2016 after having taken a shine to Spitfires at classic car shows in previous years. Most recent works include the installation of an upgraded aluminium radiator, aluminium water pump and aluminium fuel tank (original of which is now in another members Herald).



I would like to say a massive thank you to all who came to the Annual Transport Extravaganza at the East Anglian Railway Museum over the BH weekend, which I organise. I'm glad the club enjoyed themselves and have it known that there will always be a space for the group at future events. I would also like to say thanks to Mike and the lads for their temporary fix on my loose fuse box connections. New one on its way!

We had 5 cars at Little Totham show on 27th May. A nice little show, great event, blue skies, classic cars and good company who would want more, oh cake!

Brands Hatch Britannia - 4th June
On the Saturday myself and Sue set off for the Brand's Hatch hotel where we were staying the night before the Brands Britannia day.

We arrived and unpacked and got settled in, soon after Mick and Linda arrived in their Stag to join us for a nice afternoon drink and then a meal later that evening.

Sunday morning was an early start with others meeting at 7am at the hotel, as the circuit was only across the road we left at 7.30am when it opened its gates. Every-

one queued to get into Brands Hatch and we had a nice slow drive in. We set ourselves up ready on the outer tarmac, for the day. Nine cars attended on our club stand, this was the first time we had been to an event at this circuit and I'm sure it won't be the last.

We arrived and first port of call was to the Kentagon cafe for breakfast so that we were all fuelled up for the day ahead of watching motor sport and looking around all the lovely classic cars that were on show.

Unfortunately we left Steve at the back of his car as he had problems with his brake lights on the way to the show, he was still tinkering with it when some of us got back to our stand.

Plenty of people talked to us on our Essex Club Stand and a couple of TSSC members, we met Paul with his Vitesse who may like to join in sometime and from the East Saxons group Nick said that he was interested in joining in with the border run and Essex events. At the end of the racing day all Classic car owners were allowed to drive on the track as a parade, although we were only going 25mph it was nice to drive the famous track.

We stayed another night at the hotel and on our journey home on the Monday morning we were driving through Dartford tunnel with just 400 yds away from the outer entrance of the tunnel and smoke suddenly appeared in the car from the dash board.

A nice lady lorry driver shielded me, Sue & the car from behind.

I jumped out and as a knight in shining armour I pulled Sue out of the car to safety, I just pulled wires out from the overdrive and we then got back in the car and safely drove home.

New wiring ordered and it was repaired before we went to Silverstone.

Mike

Upcoming Events July 2023

Saturday 1st - Hoddesdon Town Centre Classic Car show - Contact Chloe on 01992 85555 Ext 5792

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

Sunday 9th - Club Day at The Castle Pub, Great Leighs, Chelmsford CM3 1NE - 12 noon - Contact Mike if you wish to book for lunch

Sunday 16th - Heddingham Castle - Must register beforehand

Saturday 22nd & Sunday 23rd - Essex Area Border Founders Run - Contact Mike for details

August 2023

Saturday 5th - Waltham Cross Town Centre Classic Car Show - Contact Chloe on 01992 85555 Ext 5792

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you



Gatwick

Gatwick

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Tel. 07775 564427

Hi all, Hope you're all enjoying your triumphs in this great weather! Unfortunately the same can not be said for our meeting on the Tuesday the 13th which saw a good turnout of members, well done all, but sadly no Triumphs in the car park due to the dreadful weather!!

The main topic of conversation was the up coming Gatwick Border Run on the 23rd of this month! We've still to decide where to meet the Surrey area & where we'll stop for a bit to eat possibly the two together? I'll up date you on WhatsApp when things are clearer or give me a call nearer the time if you're not on the WhatsApp group. I'll be giving out a planned route & stop off points on the day.

On the 20th of May I turned up at Chris's for our customary convoy to the Bletchingly meet to find Dolly still tucked up in bed & no sign of Chris! Finally Chris showed up & we could uncover Dolly & head off.

We arrived to find the car park filling up, it's been quite quiet recently, so it was good to see the cars & their owners were back! It was also good to see Collin there in his mk4

I'd brought my stamp kit for Richard to make up a new Comission plate for his mk3. He decided to get straight to work!



George had kindly organised a convoy for W. Sussex area & asked if anyone else's wanted to join, for

the Goodwood Retro Rides

So I & Chris said yes we're up for that! But sadly Chris had other commitments at the last minute so missed a great convoy of triumphs & other classics winding there way to Goodwood! (Great route George). Chris managed to come along later, but in the crowds we never managed to meet up.



We were directed to park along the packed Race track

& were almost under the flight path of Goodwood's small airport!

I came across Will's TR6 parked up in the White area of white Classics.

I was very fortunate to see this beautiful Spitfire being prepared, to take some lucky person up for a flight, boy was I jealous! At least I new I was going to be flying my own spitfire home later!

There was a racing triumph 2000 that had raced during the 80's & 90's, but had sadly fallen into neglect & was found in the 00's looking very sad! But thankfully it was rescued & restored as you can see!

I discovered this very nice GT6 on the viewing embankment, but no owner around. It was an amazing day.



Thanks George.



My Dad (Jack) & I popped along to the Crown in our individual cars, his Sprite & my spitfire. Only to find when we came out after our drinks, we'd been swamped with classic Vauxhalls, all amazing condition. But no idea who the owners were?



My Dad had suggested going to Brands Hatch Masters Historical Festival, but it was a bit last minute, so I chicken out. Another time maybe! Justine reminded me of a slightly more local show which was very local to her. The Slinfold classic car show organised by The Red Lyon Pub. We arrived a bit late, so found there was no where to park! Given my Dad's mobility problems they aloud him to park in front of the pubs garage doors, while I parked down the road!! But in time, I was able to move my spitfire in front of the pub! Justine



Herts & Beds Isle of Wight



had got there at a sensible time & managed to park in the display field.

It was a great event & the pub was serving Harveys!

On leaving the show later in the day, my Dad suggested popping in on another pub!

The Frog & Nightgown, a hidden away pub, serving great food & again, Harveys was on offer!

I went along to the Surrey area meeting at the Well House, where they had a good number of triumphs in the car park.



Karen & Adams cars
Cliff checking a wobble on this wheels! It turned out to be miss shaped tyres! So new tyres have been fitted. The lesson being use your triumphs more! They don't like sitting around!

Finally there was the first of the months Bletchingly meets, another good turnout & a lovely 1948 Lea Francis turned



up, originally from Northern Ireland.

My Dad came along too!
Trevor's estate was there.



And Tony B, had brought his Vitesse.

**Shows coming up:-
Gatwick Border Run, 23July,
should be a good day out!
Cranleigh Classic Car Show
13th August.**

**Barns Green Classic Car Show 26th August
And of course there's the Bletchingly meet every 1st
& 3rd Saturday mornings of each month.
This month's meeting is on the Tuesday the 11th.**

See you there, at the Crown.

Keep enjoying the sun with your triumphs!

Tony

Herts & Beds

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Tel. 01582 750943

Hi folks Martins trip to the Leighton Buzzard narrow gauge railway managed a healthy 10 cars, Martin was in the Tesla as his Herald fuel pump packed up but everyone had a good run to the end of line but the cafe didn't have any bread for any butties, the trip planned to Pistone Museum is cancelled due to lack of support, I will be taking a back seat for a while as had a blue light trip to the L & D hospital for silly blood pressure and blown plumbing and failed kidney, been home a week and progress is slowly better each day, so Guys look after the plumbing!!!

The joint Jaguar/Triumph pub BBQ is planned for August 21st at the Raven and Duxford is still in progress for September 10th

So little from me, we welcomed some new members in May but I was missing, still in hospital, that's the first full meeting I have missed in my 18 years as AO.

I feel its time to hand over the reigns, its been great fun over the years but I am up for a change this season - any volunteers ????

Pete

Isle of Wight

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Hi everyone. Hope you are all enjoying the lovely sunny weather, a great excuse to drive our cars if ever we needed one.

We all went topless for our June run out and why not in this glorious sunshine. We had a scenic drive out to Culver Haven Inn where we had a good natter and catch up, a lovely time was had by all.

We even had an MG join us, no one laughed, honest, when it struggled to start when we met up before our drive out; that said, a classic is a classic at the end of the day and we're just happy to see them all out on the road, the more the merrier.

This month we hope to get another run planned and possibly a summer barbecue for August, keep an eye out on our Facebook page or your email for news of things we're planning.

The summer months get busy with Silverstone, Le Mans Classic and other local shows, so please share your stories with us on our Facebook page if you get along to any events.

Hope to see you all again soon.

Happy Motoring.

Elaine & Tracy



Leicester & Rutland Manchester - Newbury

Leicester & Rutland

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Hi All, I have just returned from our second meeting at our new venue, The Soar Bridge Inn, 29 Bridge St, Barrow upon Soar, Loughborough, Leicestershire. LE12 8PN. (7.00pm)

Wow only our second meeting at the new venue for June's meeting and what a turn out (again), even more members and cars than the first meeting, 30 members and 18 club cars in the car park, at this rate we might need a bigger pub & car park (only joking). So nice to see so many new faces with new ideas and so many people getting excited about The MG & Triumph 100 and Le Mans Classic. Of course, by the time you read this we will have been and returned home, so hopefully we will have many tales to tell for next month.

Due to the fact some of us will still be traveling back from Le Mans over the first Tuesday of July we have taken a vote and decided for one month only our next meeting (July) will be on the second Tuesday of the month the 11th of July.

In other news we as an area will be doing our **Border Run for TSSC Founders Day on Sunday 23 July**. If anyone in Leicester or Rutland wishes to join us then please don't hesitate to contact me for details.

Finally, preparations are well under way for our very own **Sunshine rally on the weekend of Friday 4th to Sunday 6th August**, a nice relaxing weekend with a nice run out around Rutland on the Saturday and small treasure hunt on the Sunday before our show and shine and prize giving. So look out for the booking info in your Courier.

Stay safe, regards,

Dave

Manchester

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Tel. 07710 001893

The Manchester Area still seems to be asleep! We are not attracting any members to turn out on the First Wednesday of the Month?

Just the regular few attendees meet up and chat about Triumphs and what could be done to encourage others to join us.

PLEASE TRY to attend the meetings, If you are not there we cannot know what events or activities you require or prefer.

I will not be available for a July meeting as we will still be travelling back from Le Mans.

Therefore **August will be the next meeting at The Sheldon Arms, Ashton-Under-Lyne.**

Hopefully see you there.

Jeff

Newbury

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Tel. 01635 868640

We had another great turnout at The Craven Arms for our first meeting in May. Mary was able to run another fantastic raffle with plenty of great prizes. Robin was particularly pleased with his duo of plastic storage pots, which will be used as storage for his metal detecting finds. Thank you Mary!

Metal detecting was of course referenced in the recent edition of the Courier, with an article about the BBC series 'Detectorists', which starred a TR7, driven by Toby Jones' character Lance.

Anyhow, that's enough about TR7s. The rest of this report will focus on Heralds!

Dave completed the longest trip in his new Herald, attending the South of England Meet at Leatherhead in May. He and Mary kept to the A roads, enabling them to keep the speed down to 50 MPH and thankfully all went well.

On the way, they were followed by a 1200 Herald Coupé. The driver turned out to be Craig Gingell who they knew from the Hants and Berks Area some thirty years ago.

Craig's Coupé was certainly more roadworthy than the one Robin spotted at the Motor Museum in Coventry (pictured below). Robin visited Coventry for the annual Moto Fest which was excellent, with plenty of Triumphs on show. Entry to the Motor Museum was free, so the chance to view the beautiful Triumph Italia could not be missed.



Sadly, it was in storage, although Robin was told he could write in and ask for a private viewing.... WOW!!

Dave and Mary had an enjoyable day at the SEM, meeting up with old friends. The journey home was uneventful with a fuel consumption of around 35 MPH, which was just as well, as the fuel tank only holds 6.5 gallons. Well driven Dave and Mary.

As we look forward to a number of shows (including the local one in Newbury), we should not forget the wise words of Lance from the Detectorists: "Nostalgia conventions aren't what they used to be". Hehe!

Have a good month and happy driving!

Robin

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you

Norfolk

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www.norfolk.tssc.org.uk

Another busy month for Norfolk, first off was a great run organised by Andy and Gill:



Sunday 14th May 2023 - TSSC Norfolk Area Spring Run to Fairhaven Water Gardens.

Meeting at Tesco Harford at a respectable time of 10-30 to 10-45am on the outskirts of Norwich, 11 cars arrived in the car park including a 2 Litre Vitesse from Germany with Gaby and Knut who were here holidaying locally and wanted to sample a UK group event and new members in a lovely early TR.

Following the chatting and a Costa coffee for some the cars set off around 11am with a Tulip Diagram Route, Gaby and Knut following Paul and Christina as they where not fully confident of following the English instructions. Leaving Tesco's they headed off under the A47 into the Norfolk countryside in overcast conditions, through Caister St Edmunds, Stoke Holy Cross and Poringland before turning right and heading out along the Bungay Road to Brooke then looping around back via the country lanes towards the A146 and A47 for a quick blast on the Dual Carriageway thus crossing the River Yare. I had made plans to use the Chain Ferry across the River Yare at Reedham but if it breaks down its a long detour so ruled it out this time.

Unfortunately we lost Steve in the White Spitfire in the early stages with a dodgy alternator chewing up the belt and he had to be recovered.

Heading towards Great and Little Plumstead I was able to gather some road shots as they all went past, a few had grouped up which wasn't the intention as I like members to test themselves and follow the maps not each other!

After Little Plumstead more narrow lanes followed then the Triumphs all headed towards Salhouse Station and did a loop around some narrow lanes before going under a Railway bridge which notoriously floods after prolonged rain, I have seen Facebook pages of cars been pulled out by tractors, and as we had heavy rain in the week before I was a little worried, however de-

spite there been around 6 inches of water all got through OK.

They then headed through the pretty villages of Salhouse and Woodbastwick with an optional stop at Salhouse Broad before finally looping around into South Walsham and Fairhaven Water Gardens having covered just over 33 miles. We were all able to Park together for some group shots of the Triumphs.

By this time the promised sun had arrived and after a natter around the cars we all enjoyed Coffee and Snacks sat outside the Fairhaven Cafe before a few of us took a relaxed walk around the picturesque Water Gardens with some Exotic Plants and Fauna and through the Woodlands with rare species of Trees before wandering down to the Private South Walsham Inner Broad where an Electric Boat Trip could be had if required.

I think all enjoyed the format of a smaller run with time to eat and enjoy a tourist site and most importantly no one got lost.

Andy Healey

Sandringham

A couple of weeks later saw us exhibiting at the Sandringham Pageant of Motoring on Sunday 28th May, thankfully this year the drizzle that we had last year held off and the sun came out making all the difference

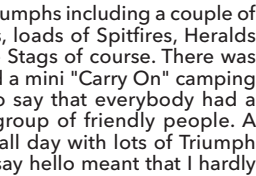


to the show.

We ended up in the top field with the big boys and with the biggest stand at the show, a whopping 50x50m (I think we were given space that was left).

To celebrate the 100 years of Triumph we invited the Stag Owners Club along adding 7 cars to our 15 on display. We had a great selection of Triumphs including a couple of big sixes, 1300 FWD, TRs, loads of Spitfires, Heralds and Vitesse as well as the Stags of course. There was even enough room to add a mini "Carry On" camping display. I think it's safe to say that everybody had a good time with a great group of friendly people. A steady stream of visitors all day with lots of Triumph owners popping over to say hello meant that I hardly drew breath.

Then on Thursday 1st June we had our monthly meeting, this time at the Gamekeeper in Old Buckenham. We were given the 17th century Great Hall which made a great venue, possible one





Norfolk North East

Norfolk Continues

for our Christmas meal? There were 10 sitting down for a meal beforehand followed by a further nine for the meeting. If you haven't been to one of our meetings recently, why not come along to the next one - we're a very friendly crowd.

Forthcoming events:

Our July monthly meeting will be at the **Larling Angel, just off the A11 on Thursday 6th July**. Again a number of us will be having a meal beforehand. Booking for food will be direct with the pub. More details to follow via the usual channels.

At the time of writing our Border Run is getting finalised, we have the start at Cromer, followed by a mid-morning comfort break at members Jenny and Dennis' Mill House in Needham. We've hired a village hall in Upwell for a lunchtime get together, there'll be an ice cream break near Hunstanton, finally ending up back at Cromer for fish and chips. Final details and route directions will be sent out via email and on our website - norfolk.tssc.org.uk

August will see us putting on a display at Helmingham on Sunday 6th and our popular Tea and Cake afternoon on Sunday 20th.

Looking forward to seeing those Triumphs out over the summer.

Paul & Christina

North East

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Deryck. 07939 068976

June is here and at last we are getting some better weather,

Our first major show of the calendar was on the 14th May, all the way up to Kielder, we had an early start with 8 cars setting off from the motorway services and meeting up with another 3 en route, the weather was kind and it stayed dry all day but got a bit colder later in the day, we all had a good day except for the 3 breakdowns, all from the same car, all different issues, first it was a set of points that had closed up and caused a misfire, then a loose fuse that was stopping the brake lights, indicators from working, but the big one that meant the car had to be trailered home, was a broken fuel pump, the pump lever snapped clean off and dropped into the sump so no more fuel, the Broken Piston award this year must go to John, i can't remember anyone else having multiple breakdowns on the same day. Michael was also having issues on that day with the Herald pulling to one

side while braking, at first he thought it may be a damaged rack after hitting a pothole, on closer inspection the culprit was found to be loose calliper bolts, not the best thing to have,

Apparently Ushaw college put on another good show this year with a lot more vehicles attending than last year, unfortunately they still need to work on traffic management as large queues formed on entry, I can't comment on this as I was away in France at the time..

Our trip to LAON

8 of us traveling in 4 cars to Laon France, Meeting up for lunch at North Shields before boarding the overnight ferry to Amsterdam, after a night at sea we docked in Amsterdam At 10.30am we got off the ship fairly quick but it took ages for customs / passport control to clear us, we eventually clearing the port at mid-day, so off we set to travel the 240 miles to our destination in France, unfortunately we hadn't realised it was also a bank holiday weekend on the continent, and took us over 4 hrs to do the first 100 miles, after a quick stop for refreshments (manifold pies) and a quick adjust of Brian's front wheel bearing, we were off again, then we hit all the traffic around Brussels, after clearing Brussels the traffic cleared and we were able to make better progress , but all the delays had set us way back on time, we eventually arrived in Laon at 8.00pm, those stopping in Laon went off to their hotel, and the rest went on to our cottage in the woods about 6 miles further, getting there about 8.30pm after stopping for supplies, then another issue, the key we had would not open the door, so I had to contact AirBNB to see if we could resolve the issue, but Joe decided to knock on doors near to the Cottage and a local came and had a look and sprayed the lock with WD40 and hey presto we were in, that's all we needed after the delays we had that day.



The event at Laon on the Saturday and Sunday was well worth doing with 100s of cars attending, on the Monday we took a trip to the old F1 circuit at Reims, for Photos



the sun shone all week and we never saw a cloud until arriving back in Amsterdam the following Thursday On our return run we went via the Somme to look for my Great Uncle's name on the Thiepval monument.

From there we went to Ypres and Passendale in Belgium, We met up with the other 2 cars on route up to the ferry port and made a short detour to visit Zandvoort F1 circuit Zandvoort



Northern Ireland



In total the GT6 completed just short of 1100 miles and average 35.75 mpg Deryck done slightly less miles and got about the same MPG out of the Spitfire, Brian reckoned

he got about 27mpg out of the Stag but only a estimate as his speedo cable snapped after about 10 miles, Gregg calculated he also returned about the same MPG, so all cars made it there and back with only minor issues, all who attended had a great time so roll on next road trip.

See you next month, got the car to cleaned and polished now,

Geoff

Northern Ireland

e-mail: heatheranddouglass@gmail.com

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Thankfully what I asked for last month has come to pass. The weather has been really very good, in fact, as I type this report at the start of the month it has been great and long may it continue. After last month's rant about the numbers at the April Totally Triumph Show at Lisburn, as my brother Eddie in Scotland called it, I have had to promise to be a bit more mellow this month. Having looked that up and seeing it described as "People are often said to mellow with age, meaning their aggressiveness, their sarcasm, and their short temper have given way to a more easy-going, genial manner" I have a lot to do to achieve his request.

In view of the fact that Colin (L) wasn't available to give us a free run of his garage and electric lift on Sat 13th May a quick survey was carried out by myself, and we had a run in the greater Ballymena area. Having already been made aware of a number of cry-offs I was very heartened at the turnout at Dunsilly Park and Ride at Antrim where we had a total of six vehicles. It was much better than I thought it would be as this was also the day for the Balmoral Show, Sat at the North West 200 and, as I found out on the way to Dunsilly, the day for a Classic Car Show at Ballee, Ballymena.

I was there with Heather in the TR6, as usual, along with Simon in the Mini and I even got the roof down. Alan and Maureen (H) were there in the Stag, that looks even better each time that I see it, as well as Philip (A) in his trusty Rover. It was good to see Stephen (K) once again in the



Spitfire as he hasn't been keeping well in recent months - welcome back Stephen. Like the house party I have kept the good wine to the end. We were joined after a while away by Ian and Brenda (M) in their very tidy TR6. You may remember that on one of the last times they were with us, in Aug 22, they had a fuel leak in the boot area and had to be towed to the home of Brian (S) which, if I remember correctly was a blessing as they were actually old railway friends from a while ago in the preservation scene in Sussex. I noted that the car, one of the last to be built in 1975, has now been registered in Northern Ireland from the old "N" plate.



On our way and as usual we headed towards Ballymena to take the Thornhill Road for a few miles, and it was then I made the first mistake of the day. At the junction with the Chapelstown Road I drove straight on instead of turning left but did so at the Tavnaghmore Road to find myself at the dual carriageway rather than leaving it in the other direction. A quick "U" turn brought us back to the Drum Road to make our way to the Shankbridge and Grove areas with all the homes of the local well to do in the area. This then brought us to the outskirts of Kells besides the local primary school. Crossing over the main roads took us in the direction of Moorfields before we took the winding Scottstown Road over and across the main A36 to the Craigdoo and Kennelbridge Roads as we made our way to our destination at the Creative Garden Centre at Galgorm, Ballymena. I had intended using the Bog Road but as we were running a bit late, we took the Woodside Road to join the main Raceview Road to travel towards Ballymena over the M2 and then skirting Ballymena via the Fry, Grove and Woodtown roads until we came to Galgorm and the garden centre for a well-earned rest and break as well as a wee bit of shopping, of course.



It was here that Stephen (K) left us as he wasn't up to being inside the centre due to his health situation and so we all wished him the best. Hopefully he and Elizabeth, after their holiday, will be on the run and BBQ in the North Down area on 17th June with Alan and Pam (F). A nice wee afternoon bite to eat was had by all and then the shopping commenced, and it was here that I saw that Heather had a rival for shopping in Brenda, who was stocking up for their holiday home in France. It was here that Ian (M) found out that he had a buyer for his motorcycle, so we had another crew leaving as they made their way home to the Jordanstown area. Hopefully it was well worth it,





Northern Ireland Notts

Northern Ireland Continues

and Ian got the sale and his price as well.

The rest of us, running late again, had to miss out my planned run through the Corbally, Ballyconnelly and Craignageeragh area so we took the main road towards Portlengone through Ahoghill to then turn left on to the Aughnahoy Road before reaching the outskirts of Portlengone. Now taking the Clooney and Carmagrim roads before coming to the crossroads at the Owen Roe O'Neill pub before taking the Taylorstown road to travel through the Grange area to Moneyglass. As we intended to go to the Randalstown area via the Ballymatoskerty route Philip (A), and his trusted Rover, left us to travel to his home base at Dungannon via the nearby Toome and Magherafelt areas, although he may have used the side of Lough Neagh route just for the scenery that way. Continuing along our planned route we next took the Church Road but due to another map reading error I missed the Moneyrod Road route to the Moneynick at Liddy's Corner and so we were stuck to drive through Randalstown late on during a Saturday afternoon. There was another parting of the ways here at Station Road as Simon, Heather and I headed to Ballymena whilst Alan and Maureen (H) carried on to the M22 motorway to their home at Carrickfergus. Not a bad run overall, despite the minor mistakes, that was made up for by the company, shopping and good food. I trust that by the time you read this we will have had a good turnout for the North Down Run and BBQ in the good hands of Alan and Pam (F) on 17th June and then our Fermanagh weekend the week after. Hopefully we will have had good weather and the tops down where appropriate.

Future plans include meeting up at **Carrickfergus Castle at 8pm on Wed 5th July for our Ice Cream Run to the Rinkha** and then to the home of the Spurler family for tea, coffee and tray bakes and, hopefully, some further progress on the Spitfire.

This is, of course, in lieu of our monthly meeting.

Sat 15th July sees us on the Sperrins Run with the

finer details to be provided at a later date. I came across an article the other day and I thought that it was appropriate for us all, although possibly a little late in the year now. At the beginning of the classic car season, you should Carry out the "POWDERY" check - Petrol (or any fuel), Oil, Water, Damage, Electrics, Rubber and Yourself. Some of these checks are even more essential when the thermometer begins to rise. Not a bad idea,

but a little late now I hear you all say. Our June meeting took place on 7th and was reasonably well attended although we had to use the "beer" garden, without the beer, as the main building was closed for refurbishment. Had reasonable discussion on the paint and other matters in relation to the Vitesse model as we were joined by Brian (A) from Lisburn for the first time. He is the proud owner of a Mk1 2 litre 6-cylinder saloon model that he bought from a chap in Moyobridge during the early part of Covid19. Has done quite a lot of work to the model and is now at the painting stage and was looking for advice on colour choices. The vehicle was originally on the road in Scotland but eventually made its way to London. It will be good to see it back on the road again in Northern Ireland, hopefully in the very near future.

Alan (F) updated us on his North Down and BBQ run on 17th June and there was a brief discussion on our Fermanagh weekend including the numbers expected to attend. Well, that's about it for another month with a full programme ahead for us all.

Please come along to either our monthly meeting at Nortel, not July of course, or one of our runs as your support is appreciated by the organiser(s) and it encourages them to lead another one on a later date.

Douglas.

Notts

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

Tel. 07976 163006

For the notts meet up it was such a lovely pleasant evening ride out to the full moon in Morton near Fiskerton.

A few of us ate and the meal was outstanding. It was lovely to see so many out in there Triumphs and nice to see Robert with his pooch. Although Robert you need to teach your doggie that a human leg isn't the same as a lady doggie. Great smiles and laughter we enjoyed the outside sun.

We plan to continue meeting up in various pubs so keep an eye out for information on where the next pub meet will be. If you can't make it we do still go to Stags football ground every Wednesday to see the Little John group. We have been busy as ever with events we had a little meet up with Derwent guys at Woodhall spa Lincoln for the bank holiday and what a lovely weekend it was. Chilling, drinking and more drinking at the beer and cider festival. Lots of walking bit more drink and food. Some of our guys Paul being one went to the



Peterborough Scotland Central



Brookhill hall classic show on the bank holiday sunday. Which we heard was most enjoyable.

We had a taz around in our spartan to matlock and looking at Traceys pictures who posts on facebook there were a lot of nice classics enjoying the sunny days. In next months write up we will have been to the MG & TRIUMPH 100 weekend at Silverstone, also the famous Peak Run weekend and Berry Hill car show and also Le Mans Classic 2023 France.

So very busy at present.

Nothing more enjoyable than riding around either in classic cars or motor homes to events. Look out again on facebook and tssc notts website page for future events. If you are not on Email or what's app and want to be drop us a line to be added.

Everyone most welcome.

Looking forward to seeing you all again soon.

Bestest wishes

Nigel & Di

Peterborough

www.tssc-peterborough.webs.com

Tel. 01780 666045

Our next meeting will be on **Monday the 10th of July 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.

Upcoming events:

- July – 2nd Sunday – The Festival of the Dead
Burgley House, Stamford 10 – 4.00pm
ClassicLine Insurance £12.50 +Booking Fee
- July – 2nd Sunday – Holt Classic Show
- July – 6th Thursday – Whissendine Wheels Classic
Car & Bike Show – LE15 7EU
- July – 7th–9th – British Grand Prix 2023
- July – 9th Sunday – Baston Car Show at Grimsthorpe
- July – Monday the 10th – Peterborough Area
TSSC Club night
- July – 16th Sunday – Kimbolton Country Fayre -
usually over 800 classic and prestige cars
Sporting Bears
- July – Thursday 20th – Greetham Gathering 2023
- July – 17th–19th – Northants Camping Weekend
- July – 23rd TSSC Celebrating 100 Years of Triumph
Motoring Borders Run

Charlie

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you

Scotland Central

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Tel. 07557 659311

www.tssc-scotland.org

FB. www.facebook.com/groups/TSSCScotland



Apologies everyone but I misplaced Last months report Photos and so here they are to start this report - Bern Ed.

TriumphFest Scotland was on the whole a great success with over 100 Triumph cars on show, the Hill-climb event was also very interesting with a complete range of car from a Ford GT40 to a Austin 7, there was an Austin 7 special with a supercharged engine, specialist chassis which had 55mm ground clearance and weigh in at 320 Kg, there were lots of Triumph cars running up the hill and the owners were very happy to chat and discuss their cars, It was great to finally catch up with some of the other Triumph club area organisers following all the restrictions over recent years,



session with the organisers, July will be Glamis Castle event which is probably my personal favorite event of the year and a great show if anyone has not been before, we will be camping over



Scotland Central Somerset - Southern

Scotland Continues

the weekend so pop along and say hello
Look forward to seeing you over the next few shows
and events

Dave

Somerset

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Hi all, looking forward to this evening's run to the Blue Anchor for club night, update on this next month. Show season and breakfast clubs are coming through thick and fast, so if you intend to go along, why not pop something on FB and see if anyone else is going along? Thanks to Devon area for the Triumph Day at Lynton and Lynmouth Cliff Railway 21 May, Steve H takes up the story:

We had an early start on the Sunday morning heading for Exmoor via Taunton in my MK3 Spitfire. Instead of the usual and busy route through Minehead and Porlock we chose to drive across the top of the moors. The weather was perfect, and the Spitfire behaved itself on the twisty roads, climbs and descents.

We arrived at the Valley of the Rocks early around 10:00 and waited for the group from Devon to arrive. Upon the arrival of the parking warden, we all made a sharp exit to Lynton.

Once we all arrived at the top of the cliff railway, we were neatly parked along the access road. There was a mix of most Triumph models with the notable exception of any Heralds! We were joined by Janette and Scott who had also made the journey from Somerset in their Spitfire.

We had a relaxing day enjoying the attractions of Lynton and Lynmouth.

The return journey passed thankfully without incident, the longest run out the car has had since Le Mans in 2016.

I've had a few runs this month, in the TR to Haslemere in Surrey for a rally, breakfast meet in Yeovil and for my birthday lunch we took the Vitesse to Monkton, afterwards I drove up to Portishead in the Vitesse to meet Davina. She bought a Spitfire at the end of 2022 but has had some issues with it and I tried to offer some help and advice. Her full story was featured in the June 2023

Courier Spitfire Register pages.

I will not be at the July club night as I am away so watch out for updates on the meeting on FB/email.

See you soon. Cheers

Steve

Southern

Tel. 01252 722432

Hi all, Mike has managed to get his carrier pigeon working again so i'll let him kick off.

Hi Folks

Yes I am still alive, I nearly forgot how to write so I thought it was time I did. Barb and I have attended quite a few shows, I will briefly run through them, although not in detail.

The season opened on 10th April with the Spring Vehicle Meet. The 16th April saw the meet at Central Car Park in Farnham in aid of Phyllis Tuckwell Hospice. Here we met up with rather a lot of known fellow enthusiasts. The 29th saw us at Farnborough Town Centre, as always a lot of interest in the cars.

A belated thank you to Neil for once again putting on such a good route on Drive It Day.

May 1st brought Popham, a good show as usual. On the 13th, David and I visited Awbridge for their annual village fete, most enjoyable. 20th, Barb and I made an early start, journeying to Castle Coombe for the steam fair. We had a nice run there and back on a nice sunny day. The 28th saw the two of us go to Laughton Cuckoo Fayre, a good day out.

June 2nd we went to Epsom Race course for the Derby meeting, the first time for classic cars. Only 11 cars attending with free vouchers courtesy of Kelsey Media, we ate and drank rather well. June 4th saw us meet up with David at ours to go to the Farnham Festival of Transport which finished about 1pm, so we decided to make a day of it and finished up at the Crutch Cooler, meeting up with Dick and David B.

All for now,

Mike

PS Sorry to bore you all but I blame Mark S as he asked me to write something.

The roaming meet at the George and Falcon was a low key event with just seven of us there.



The regular meet at the Seven stars was a great night with a lot of club cars there and a few people I did not recognize and did not get to speak to.

Lee made an appearance with daughter Grace but no Spitfire yet, though Grace is hankering for Lee's old red one (good girl)



North Staffs - Suffolk



Nice to see Neil and Shona again and their Spitfire .

I'm making progress with the convertible Vitesse, but it seems to be two steps forward , one step back and then I find out I need more parts . (Oh the joy of a rebuild).

We will find out if Mike has invited the MG's to the August meeting , if so we will need as many club cars at the Stars as possible .

Up and coming events

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.

16th Alton town Classic car Show (download or complete entry forms online)

That's it for now folks, Take care



best ever, helped by a lovely sunny day, they must have raised the biggest amount of funds ever, for local charities as the public kept coming all day, and the show field was full.

I was away for the following weekend when Capesthorne Hall was on, but as the weather was still good I would have expected a good turn out.

June brings MG & Triumph weekend which should be one of the best ever, unfortunately I had a holiday booked from last year so will miss it, the first time in 13 years, I hope those of you who are going have a fantastic weekend let me know how it all went.

The end of the month brings the return of the Lymm Transport Festival.

If you were lucky enough to get an entry ticket, I'm sure it will be a welcome return of this car and canal festival after covid curtailed it until this year.

I hope to have a partial border run in July for the 100 years of Triumph, and then join a number of the local car clubs in the afternoon who are having a get together on the **23rd at Moorville Hall.**

I have a number of emails that bounce, so if you are not receiving any emails please get in touch via the club site and send an updated email address.

Next meeting 25th July

Events for July

1-2 July Tatton American Stars & Stripes

2 July Festival of the Dead classic cars dead brands

8 July Ridware Hall fate

15 July Oswestry transport festival

16 July Capesthorne Hall

23 July Bodryddan Hall

23 July TSSC border run & Moorville Hall Show

30 July Audlem Transport festival

Take care and enjoy the sunshine,

Dave

Mark

North Staffs

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Hi Everyone. Summer has finally arrived with some sunny days Ideal classic car weather, the second show in May after the Blythe rally was Cholmondeley Castle which was very busy and almost ran out of space for a great range of cars, some of which were more (modern classics?)

The following week was the local Rotary club's fundraising Auto Extravaganza. I'm not sure how many TSSC members went as no one said they were going so the club wasn't represented.

This show has grown and grown and this year was the

Suffolk

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With Russell having to work on the night of the meet it has fallen to me to write notes again.

Good turnout of Triumphs this month, helped by the fact that I had had the day off so didn't end up going straight from work. The reason for the day off was to assist Chris in replacing the clutch in his recently acquired Dolomite Sprint, as using a ramp makes life a lot easier. Well that is what we told ourselves. I would change a gearbox in a 2000 or even a lesser Dolomite anyday over a Sprint. It is a tight fit! In fact 2 of us had taken the box out of a 2000 before Chris arrived in about 75 minutes. Took 4 of us another 7+ hours to remove and replace the Sprint box.

And of course it is not just the clutch that needs changing, we had suspected the cross-shaft pin had snapped, which it had, so we had to sacrifice the fork



Suffolk East Sussex

Suffolk Continues

and extract the stump.

Once we had the box out, it was obvious someone had been there before, and had decided not to repair the snapped pin, just do the broken pin up even harder to try to eliminate the free movement. The lack of a securing wire was irrelevant it was done up so tight it felt like it was friction welded in!

Mathew has resprayed the Stag, and then deciding the paint was no good, primed and painted it again. We are expecting him to be painted Inca Yellow next month judging by the pictures. He is trying to coerce Chris into selling him a TR6 with some painting as a part payment, so this is his first pitch.

Elsewhere in the car park was Brians Gitfire, Mikes GT4, Lees red Herald Convertible, Peters Vitesse (our backup plan for getting Chris home if we had failed to sort the clutch), and 2 more convertibles. Pete had left his TR at home this month.

Quite a few of us are heading to CLM this month, next meet is the day we all get back I think, so no doubt there will be swapping of stories, hopefully not of breakdowns on the return journey next month. Should be a good one with it being the celebrations of the 100th Anniversary of the first race.

We had a quick chat about a run on the **23rd July as part of the Club Border Run celebration**. Consensus was to meet near Diss (possibly Bressingham as there is a cafe) and progress east along the border repelling undesirables from the north, before mounting an invasion when we reach the coast. Blue and White scarves not essential, just don't wear a yellow / green one. We will finalise details next month and I will see if I can send them out to all members I have email addresses for. Cheers

Colin

East Sussex

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Yippee, the sun is shining and Triumphs have come out to play big time. June has been a busy month with quite a few events.

The South of England Meet at Leatherhead is the largest show for the TSSC East Sussex Area. To a dull start of the day, 11 Triumphs met up at Pease Pottage to travel on to Leatherhead in convoy with Martin leading and Clive playing "tail end" Charlie. There were 3 Viteses (Richard, Andy & Lynn, Geoff & Wendy), 4 Spitfires (Pete, Ian, Andy and Vic & Jean, 1 GT6 (Kevin), 2 Stags (Richard & Hilary and Martin) and 1 Dolomite (Clive). John & Janice travelled up independently in their Bond Equipe with the West Sussex group. Clive and I had autojumble to sell so we



parked over on the side of the field and Andy & Lynn set up their Gazebo next to us to provide cover from rain or shade if the sun came out. Around midday the sun finally broke through the crowds and we were glad of the shade. Clive had brought sausages and rolls and proceeded to cook for everyone. As usual Lynn had made cakes. When award time came John got the prize for best Bond. Wendy & I had to leave early to get back for a coronation street party so we left the others to get on with it.

On Sunday 21st May it was the Lavender Line classic car show in Isfield. Once again, a good turn out from TSSC East Sussex. There were 9 cars with the usual suspects happy to spend the day looking at other people's cars and sifting through stands with autojumble. Richard had an autojumble stall at the show and said he had quite a good day. The weather was also kind to us later in the day.

Our third show of the month was The Cuckoo Fayre at Laughton, near Ringmer. This is a three day long Fayre and we went as a group on Sunday 28th May. The previous year had been a dull weather affair and quiet but with good weather this year the place was "heaving". We were grateful for the shade and cakes provided by Andy and Lynn. Jean also made a ginger cake. Dozens of classic cars, steam rollers/ tractors and masses of stalls selling all sorts of merchandise. Andy & Lynn took their Candy Apple Red Vitesse into the show ring (see photo).

We are still planning to do a joint Border Run with West Sussex on 23rd July. We are proposing a start point in a lay-by near the South of England Showground near Ardingly. The Gatwick TSSC group are thinking of joining us at the start point for coffee then going on their own run. End point will probably be at Newhaven West Beach, which can accommodate parking for all the cars.

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 July:-

Monthly meeting on Wednesday 5th July, at the Halfway House Pub in Clay Hill.

There is a Breakfast run on Sunday 9th July to the Bluebell Railway at Sheffield Park.

Past & Curious are meeting at Yew Tree Inn, Chalvington on Sunday 16th July

Border Run with West Sussex TSSC on Sunday 23rd July starting near Ardingly.



West Sussex



Photos this month are from the SEM at Leatherhead, the Isfield show and the Cuckoo Fayre.

If anybody wants further info about events see me at the next meeting or drop me an email (email details can be found in the Courier) or make contact on my mobile no. 07833 944847.

Geoff

West Sussex

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Nigel. 01403 253034

George. 07508 853397

Hello I hope you're all well, we had great weather and attendance at our May monthly meet with 5 Viteses, Alan's Herald and Brian's GT6. Thank you to everyone who attended, it was a great evening as always.



Morgan started the month off by taking his Vitesse the Blethingley arms classic car breakfast meet, he kindly picked me up on route to the Blethingley arms and I enjoyed being a passenger in his Vitesse convertible. The weather was not the best but we were keen to get out in the car to get some miles on it and iron out any potential issues as we had recently finished doing lots of maintenance, repairs and upgrades as mentioned in last month's article. Although the car drove well it did use a large amount of coolant and continued to use some coolant on its next few outings. We had a look and pressure tested the coolant system and it was slowly losing pressure but we couldn't find any leaks so we suspected the head gasket was starting to fail, with maybe the head just lifting slightly under load. With Le Mans classic approaching we decided not to waste any time and took the cylinder head off to get it skimmed with a new head gasket with hope of fixing the coolant loss issue. Whiles the car is out of action Morgan also decided to replace the prop-shaft universal joints as he suspected they were starting to get noisy, Morgan removed the prop-shaft and I fitted the new universal joints which ended up being a challenge as the old joints appeared to be the originals and were extremely seized and tight to get out but with some struggling I got it done. Morgan has now refitted the prop-shaft and the cylinder head should be back on in a few days when we get time to finish it off.

The South of England meet went very well, we started the day meeting at The Owl in Kingsfold and drove over to the show in Leatherhead together.



We had a good convoy of 9 cars made up of 4 Viteses, 2 Spitfires, 1 Herald, 1 GT6 and 1 Bond Equipe. The show was brilliant as always and I know we all enjoyed it, John even got his Spitfire tuned and Jess got her Herald's trunnions oiled. Thank you to everyone involved in organising a great show.



A group of us enjoyed going to retro rides together, we met up in the morning in Billingshurst and enjoyed the drive over to Goodwood together. We had a convoy of 8 cars made up of 4 Viteses, 1 Spitfire, classic Mini, MG Metro and a retro Dodge Dakota truck. It was a lovely drive down to Goodwood and the show was brilliant, there was a lovely variety of cars there including many other Triumphs which was great to see.



Good news for me as my Dyno session went well with my replacement 2.5L engine in my Vitesse. Big thanks to R.a.c.e ltd for giving the car a look over and making sure it's all good on the Dyno. As I plan on getting semi slick tyres in the near future I decided it will be a good upgrade for safety reasons to fit upgraded front stub axles and hubs as the extra grip from semi slick tyres may overload the standard axles and hubs. I bought an upgraded stub axle kit which all looked great but unfortunately the offset on the new aluminium hub was slightly wrong causing the brake disc to not sit centred properly in the brake caliper, even with no shims for the wheel bearings the brake disc was too far out against the caliper.

I was determined to make the kit work so luckily R.a.c.e ltd were able to machine some spacers to sit between the hub and brake disc to centre the brake disc to the brake caliper.

Good news for Joe and his spitfire as Joe's Dad Glen has fitted a new engine to the spitfire and got it back up and running well with good oil pressure. The engine had to be replaced due to the original engine being ruined by a bent camshaft causing bad oil pressure which led to excessive bearing wear and a scored crankshaft and camshaft bearings. Well done to Glen for getting it fixed so quickly so the car can be driven to the quickly approaching Le Mans classic. 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. You can also join in online as we have a Facebook group "[TSSC West Sussex](#)", [instagram @tsscwestsussex](#) and a whatsapp group chat I can add you too. Many thanks,

George.



North Wales South Wales

North Wales

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Hi, everyone. Our meeting on Thursday 4th May was, once again, very good. Upcoming events were talked about, and any arrangements made for meeting up points were discussed. Another lovely evening with good conversation and laughter.

Sunday 7th was the Candles Charity Road Run, organised by West Cheshire MGOC, starting at Bellis Bros. Farm Shop in Holt, so what a good start to May. After a run through local countryside the event finished at the British Ironworks at Oswestry. The organisers really do pull out all the stops to make this a great day, and the sunny weather joined in!

A lovely run with time to catch up and chat at the end. The money raised this year goes to Hope House and Nicola's Fund, both of which are local charities that provide help and support for terminally ill children.

The next weekend of 13th-14th May was the Marbury Village Festival, always eagerly looked forward to. The weather was, once again, excellent, and the standard of the show makes it one of the most memorable dates in our group's calendar. There was even a fly-past by a Hurricane and a Spitfire. It was tinged with a degree of sadness as Dave Munro, our representative who worked with the organisers, died a few weeks ago. He would have been with us in spirit, that's for sure, and he will be greatly missed. His daughter has promised to take up the reins, so to speak, and drive his car. Well done to her.

20th May was the Weaver Wander, and this started off in bright sunshine with 158 cars descending on the Vagrants Sports Club in Nantwich. The organisers were not able to hold the start parade through the town square this year, but nevertheless it was a good run, and enjoyed by all.

Thursday 25th was our Lunch Run, and this month it was arranged by Gill and Neil, meeting at Dobbies Garden Centre in Chirk at 11.00 for teas, coffees, and the handing out of route plans. It was such a christening to their organisational skills, as just about every possible thing went wrong resulting in them having to do the run earlier that very morning, just to make sure the roads that they had planned to go on were actually open:- the original route had been plagued by moving roadworks which had

made them impassable. In the end the run was excellent, and the weather was smashing. We ended up at the Queens Head, Rednal, for a really good lunch with lovely views. Lots of chat and laughter, as usual. It is so nice to be in the company of such lovely people:- what would we do without them?

That is all for now, so don't forget that our meetings are held at the Trevor Arms in Marford on the first Thursday of the month at 7.30 p.m. All are welcome. Also remember that you can access our website at www.borderclassiccars.co.uk

Take a look.

Forthcoming events:- July

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

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

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

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

9th July:- Clwyd Practical Classics Caerwys Show.

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

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

27th July:- Lunch Run.

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

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

August

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

5th August:- Oswestry Show.

12th August:- Wauns Carnival.

17th August:- Flint & Denbighshire Show.

24th August:- Lunch Run.

27th August:- Prestatyn Run.

28th August:- Prestatyn Show.

Regards,

Helena & Roger.

South Wales

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Here in South Wales, we've made the most of the good weather, attending as many shows as possible, and organising runs for any free days.

We also held our monthly meeting on May 30th, where we had a small game of dress up, in relation

South Warwickshire



to our area clothing, and welcomed new member Julian! Given the amount of notable events this past month I've decided to report in a more statistical way.

Here are the numbers -

May 14, Cardiff Stadium Show - 12 Cars,
19 Members

May 20, Panteg House Show - 5 Cars, 1 Bike,
7 Members

We also had, 1 Scribe, 1 Pair of sunglasses stolen by the staff, and 1 free pint (as compensation for the sunnies)

May 21, Run to Burton on the water - 4 Cars,
7 Members

We also managed to take 1 wrong turn, have 2 breakdowns, 2 400m sprints ran, and 1 long awaited AO badge finally received!

May 28, Abergavenny Steam Rally - 10 Cars,
10 Members

Along with 2 failures to reach the meeting point (1 missing the show altogether), we had 2 visits from the Scribe, 1 set of keys hidden, 2 pints for breakfast, 1 set of keys lost, and 2 matching shirts



May 29, Sully Show - 13 Cars, 'too many to count' Members

Alongside, 1 late arrival, 2 coffee mishaps and near misses, 1 demonstration of perfect application of sauce to a hot dog by Bern, and 1

1st place podium placements

June 3, Burnham on sea Show - 6 Cars,
8 Members

With 0 problems en route, 3 visits to 'Spoons, and 1 Toasted Caramel ice cream

June 4, Vintage nostalgia weekend - 5 Cars,
8 Members

Along with, 1 extra lap around a roundabout, 0 kettles packed, 7 Bacon/Sausage/Egg



rolls, 1 new kettle bought, 1 push start witnessed from afar, 1 push start participated in, 1 engine cutting out on the M4 and 1 car given mouth to mouth by Al!

Megan

South Warwickshire

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Apologies to Mark as it was not his fault that I managed to Lose His June report into the email Black-hole that is on my Computer! So Here is the June Report in its entirety. - Bern Ed.

Hi All - quite a busy month it's been! First off, in the middle of April, Philip Smith and I had a bit of a run round the Southam/Napton area in our Vitesses - this might serve as a prototype run for us all to follow later! We met up at The Wharf Inn on the A423 between Southam and Banbury (Philip's idea so I won't claim credit!) and had a swift coke, then zoomed off Eastwards to Wormleighton, then Priors Hardwick, Priors Marsden and then North-west again to Southam. The weather was good, the scenery was great, and it was nice to have a chat about the cars and our new area meeting!

Slightly after (or slightly before?) that, Owen Pettiford (who came to our first ever meeting!) came round to my place to see if I could sort out the carbs on his Spitfire 1500. So I got out my tools and tried to explain, the best I could, what I was doing. First, checked that the carb pistons were sliding up and down properly and that the throttle shafts weren't too worn, checked for other air leaks, confirmed that the valve clearances had been recently adjusted (which he'd done - they certainly sounded right), then balanced the air flow between the two carbs - at idle, on part throttle, and on part choke. Then I moved on to the mixture - raising each carb piston a fraction with a flat bladed screwdriver and seeing if the revs rose or fell - one carb seemed a bit rich and the other seemed a bit lean, so we evened them out until the both reacted the same, listening to the exhaust for just an occasional pop of a misfire but not too often, and using my nose to smell if it was too rich. Then a quick test drive by Owen confirmed that it ran better than it did, and we checked that it still idled with the bonnet down - success! I said that if anything, he could try leaning off both carbs by one flat of the mixture screw underneath each carb (which at the May meeting he confirmed he'd done). Anyway, I think we've sorted it! (He did email me afterwards to say that the electronic ignition module had failed, but he's converted it back to points and condenser and now it's running well!)

Sth Warks Continues

Then, the big event, for me at least - the TSSC Isle of Wight Camping weekend which was on April 28th-May 1st. This is always a brilliant event, and I've been going back again and again since 2000 when I first took my Spitfire over (back when it was still Inca Yellow and 1500cc, not metallic purple and 2500cc!). This year we (myself, my 9-year-old boy and the wife) went in the Vitesse and arrived without drama (apart from the squeaking clutch release bearing, vibrating propshaft, and the speedo which failed 2 miles from home leaving us to rely upon the satnav for speed..) at the new venue, Waverley Caravan Park in East Cowes. I really like the new place - rows of caravans on a slight incline down to the seafront, with a large field on which all ~50 Triumphs lined up each morning for a convoy. The clubhouse is a proper pub/restaurant, with good beers and good food, and of course there are the usual campsite facilities. The site is even owned/run by Julian, a Spitfire owner! We managed to nab a caravan at short notice due to a cancellation, and found the caravan to be large and clean/tidy (with a very good heating system!). This year everyone visited Calbourne Water Mill on the Saturday, and the Bus Museum on the Sunday. Myself and the family stayed an extra night and travelled back on the



Tuesday, catching a slightly earlier than planned ferry so that we'd be home in time for our new monthly South Warwickshire TSSC meet at Harbury Village Club. By the time we got back home, the dynamometer (alternator in a dynamo housing) was complaining at idle and making a swooshing noise... but we made it!

So to this month's meeting - I was bowled over by the amount of support for what is a totally new area - we had about 10 of us this month, well up from 3 the previous month, with 7 Triumphs in the car park! A really welcome surprise to have so many people/cars after only one and a bit months' of existence - this bodes extremely well! On the Herald front, we had Edward Taylor in his very nice 13/60



convertible, Dave Bramston in his gorgeous 948 convertible twin carb (very early with lots of unique features). Then there was Roger Smith in one of his two Stags(!), and Gez Bishop in his lovely clean Stag (which sounded SO nice when running). Philip Smith came along in his mk2 Vitesse saloon, to match my Vitesse, and Owen Pettiford brought his tidy Spitfire 1500 (with freshly tuned carbs!). Honourable mentions also go to Karsten Friedrich and Marcus Dunkerley (mk1 2000 owner)! Great to see you all, and thanks for coming along!



The following weekend (5-7 May, just gone) was the TSSC South of England Meet at Leatherhead, Surrey. I meant to set up camp from the Friday, but by Thursday I was suffering from a heavy cold and only perked up by Sunday (happily the weather did also!), but I did manage to drag myself out of bed and drag the GT6 out of storage early(ish) Sunday morning, and then drive myself and my boy down to Leatherhead. Again, the car behaved reasonably well (better than the Vitesse did in fact), and we arrived by noon after a 1.5 hour drive down the M40 and M25, passing lots of modern cars as we went. The field was a bit soggy from the previous two days' soaking, but not too bad, so we parked up in the line of other GT6s and had a smooch round the autojumble stands. I found a nice Teng torque wrench, a spare GT6 OD propshaft with new UJs (allegedly balanced), a pair of fairly smart GT6 brake calipers for rebuild, a rebuilt GT6 brake master cylinder and clutch slave cylinder, some alloy steering rack mounts as well as a pair of new standard rack mount rubbers (indecision, indecision...), and a couple of very nice panel beating hammers. Why so many GT6 parts that my GT6 doesn't need I hear maybe one or two of you ask? Well... I'll explain later... Anyway, my boy won some wheel cleaning gubbins in the raffle, we took lots of pictures, walked down the autojumble again, had a burger and lots of tea, chatted to at least a dozen Triumph friends, and generally delayed leaving for as long as possible, waiting for a reply to an email I'd sent...

I was waiting for a reply from a GT6 owner actually. I'd had a tip-off from a friend about a GT6 that was up for sale, and I was hoping to go and see it on the way back home. No reply by the time we had to

South Warwickshire



leave, so as the owner had mentioned that they'd be in on Sunday I thought I'd swing by on the off-chance, and it turned out that when we were about 5 minutes away I did get a call so I pulled in to answer it, to find that they were in and we could go and look at the car. I won't say too much now, but I'm planning to buy it - it looks like it shouldn't need too much (if any) welding to get it back on the road... having being on axle stands for 40, yes 40 years!! Fingers crossed, the plan is to get it road legal again and use it as daily transport, in a similar way to how I used my Spitfire in the 2000s. My current GT6 may be up for sale shortly therefore... along with my mk4 Golf V6, I think.. So anyway, we got back home again safely in the GT6, having done about 300 miles on about £50 of super unleaded! I haven't worked it out, but it seems pretty good to me!

So the next event that we're all doing is the Triumph Picnic at Walton Hall, Sunday 21 May. As mentioned at this month's meeting, some of us are going to gather in the Harbury Club carpark at 10am, and then proceed to the event which is near Wellesbourne CV35 9HG, meeting a few more there. This is a good event which I've attended for the past 3 years or so, so I'm looking forward to that. I'm also planning to attend the Banbury Cricket Club event again as soon as I can (last time I tried, I got as far as where the Vitesse is stored and then it tipped it down with hail!) - I think this is usually the second Wednesday of each month, so 10 May, 14 June etc. As I write, I've just heard that the Southam cricket club event is off again this month (May) due to the pitch being waterlogged, but is usually the second Thursday of each month so should be on again Thursday 8 June, 13 Jul etc.

That's about all from me this month - Cheers,

Mark

Sth Warks JULY Report

Hi All, Another bit of news for you - you'll see (hopefully) that last month's news is above this month's! I'm blaming nobody... but it wasn't my fault that it went missing last month - ok!...

Anyway, another great meeting was had with 5 cars last month - Philip (Smith) in his Vitesse, Roger (Smith) in one of his Stags, me (a Smith) in my Vitesse again, Roger's son (also Philip - Smith!) in HIS Vitesse, and Owen (not a Smith!) in his Spitfire.

We are open to members who are not named Smith!! Wayne (also not a Smith!) also came along, without his Herald convertible, but assured us that it would be on the road soon! (We don't mind if you

have a car on the road or not by the way!)

I seem to be developing a reputation as a carb whisperer since doing Owen's Spitfire's, so Philip no.1 has booked his Vitesse in to be sorted next! He came over to my house early on Tuesday, before the meeting, to check which kind of brake fluid he has in his Vitesse. Ordinary stuff as it turns out - I poured a bit of clean DOT4 into a jam jar and pipetted a bit of the fluid out of his master cylinder reservoir into the jar, then looked to see if it mixed (as ordinary stuff would) or not (as silicone DOT5 wouldn't). With that cleared up, we checked for leaks and topped up the fluid.

Anyway, on the Thursday following the club meeting, we had a bit of a convoy to the Southam Cricket ground show, which was VERY well attended and had great weather. We met first at the old Great Western pub (partially derelict now, sadly) at Depper's Bridge, and then continued to the Cricket ground. Philip said that I drove too fast to keep up with - I said that I was deliberately going very slowly! Whoops. We met up with Wayne at the show, who had, true to his word, gotten his Herald back on the road and had brought it with him - fantastic! Apparently it's been built up from boxes of bits over a few years, but is now finally back on the road! Has twin carbs from a Spitfire on it too... so no-doubt I'll end up tuning those too..

Then on the Saturday, it was Harbury carnival - not really a car event but very local to me and Roger, who was performing duties in the carnival procession as one of the Morris men (not Morris the car, Morris as in Morris dancing!) - most excellent! Just behind him was a nice vermilion Stag, which I thought was Jez's but in fact was another almost identical one owned by a n o t h e r prospective visitor who we



hope to see at one of our meetings soon. That Stag, Roger's yellow one, and my Vitesse joined the small classic car show on the events field that day.

The next day (Sunday) there were three events on - Cars in the Spa in Leamington was on, and I received a couple of photos from that from Dave Bramston and Edward Taylor. Wayne was at the Hook Norton car and bike meet, which sounds good (and we might



South Warwickshire Wessex

Sth Warks Continues

have to arrange an outing there one day...).

I went to the main TSSC (and MG) show at Silverstone in my blue GT6, taking my boy Charlie along with me. When I got there I met Andy Cook and John Palmer (very nice man from East Berks area who once lent me his Vitesse to drive to the Isle of Wight!). It was, tbh, a bit roasting-hot, but we managed to walk around and see some nice cars and some interesting ones (e.g. the only factory Vitesse coupe ever made, which the TSSC owns, and the prototype mk3 Bond Equipe that Guy Singleton had brought along). I picked up a few tools/supplies, and a couple of bits of auto-jumble, and then headed back home because Charlie was struggling in the heat a bit.

That's all I'm going to write for this month, given the double-helping of news this time!

Next month's meeting will, as usual, be on the **first Tuesday of the month (4 July) from 7:30pm at Harbury Village Club and Institute, Crown Street, Harbury, near Leamington Spa.** The car park is accessed from Hall Lane (which is a one-way street) - so set your satnav for CV33 9HL and continue round the tiny one-way section until you see the club car park on your right.

Hope to see you there - cheers!



our meeting.

All classics together, no interclub rivalry, more variety and new faces to talk to. As I

was away, I cannot relay what was discussed, I expect it was dominated by the cars; the photos were taken by Trevor. Because of Le Mans it was decided to bring the monthly meeting for June forward one week to Thursday 22nd June; decided too late to mention in last month's issue. On Le Mans, I will make sure someone sends me a report to put in next month.

Lulworth Castle was well attended. As it was advertised as a motoring event, not a classic, it was dominated by Super Cars which I must admit, do not do a lot for me, which is just as well as even if I could afford to buy one, the running costs doesn't bear thinking about. Again it makes a change to see



the other side of motoring and the Classic were well



represented and all for a good cause, the Blind society. See if you can spot the Triumphs taken from the highest point of the castle.

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!

Christchurch Quay, Sundays 10am - 5pm; 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; 12th July and 6th September.

A comprehensive agenda, too many to list here, has

Wessex

e-mail: trevorcarlyle@btinternet.com

or e-mail: berry223@btinternet.com

www.triumphnewforestrun.co.uk

Tel. 01425 475376

A good turn out for the Thursday evening club meeting, with a good array of Triumphs, along with the Wolseley club, which seems to coincide every now and again with



Worcestershire North Yorkshire



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. On the point of our Wessex emails, if anyone wishes to be included, by all means contact Trevor or myself.

Martin

Worcestershire

e-mail: vicky@richardddredge.com

Tel. 07745 299457

Well, June here already and the weather has been relatively kind. The month's are flying past and the event a few of us have been waiting for, seems to be upon us, and, by the time you read this, will be over. Le Mans Classic is only 3 weeks away at the time of writing, but thankfully, I've got everything prepared for my drive down to Newport to meet my driver this year. Just hope it will all fit in Mike's car! Looking forward to the drive through France, stopping for coffee, cake and lunch and then the fun of Tetre Rouge. Enjoying the company, food, alcohol of course and maybe at sometime even going to watch the cars driving around the track. Then there's the 'bargains' in the Le Mans village - yes that was said with tongue in cheek but it is a special celebration this year so I might come home with something, not sure what yet as I've just paid off the mortgage I took out last year for my purchases!

The meeting was reasonably well attended with 6 club cars, 16/17 members and we managed to order some food, but in the usual Red Hart style, after ordering, they found they didn't have some orders. Luckily, they had alternatives. After eating, we all continued outside with a lot of general chat, some even about cars. A lot of discussion, obviously, centred around Le Mans and the arrangements, which Vicky will be finalising over the next couple of weeks. This also caused another problem, as we would not be back in time for the usual monthly meeting on the 1st Monday, and to add insult to injury, Vicky and myself are both away for the 2nd Monday so the members decided to carry on regardless on the **3rd July at The Red Hart**.

On a personal note, I've even managed to get a lot of work done on my Spitfire, YES, the service is now finished, the seats have been refoamed and the wheels have been repainted and lacquered. I've even got the cassette radio working again and removed the cigarette lighter and fitted a 12v DC out-

let (for Satnav or phone charger - all mod cons now you know!) and got the passenger courtesy light working!!!

Now, I just want to get an MOT, but at my usual garage, the guy who does the MOTs, his wife has given birth, so I've got to wait now for a couple of weeks so that I can feel secure, it's roadworthy.

So until next month, I shall draw a close and wish you all safe and happy motoring wherever you may be going and I shall see you all at the August meeting, hopefully with a roadworthy Spitfire.

Remember July's meeting will still take place at The Red Hart on 3rd July from 7.30 pm.

Stef

North Yorkshire

e-mail: warrenkr6@yahoo.com

Tel. 07534 820155

Hello to all our members in and around the North York's, we have had good turnouts at our monthly meetings at both venues, we planned on having our annual fish and chip run last month but Grace reported that it had been rammed by a car through the door way so planning on having it this month at a different venue.

The Thornton le Dale show was a really good event with cars and many other means of transport on display, we had eleven cars on the TSSC stand so was pleased with all that turned out, Simon had his very nice GT6 on display a very nice example in mint condition, Julian had three cars on display all looking very smart. This event is limited to bookings so if you missed out this year book early for next year and state that you want to be on the club stand.

This month June we will be joining in with York Historic car club at Squires cafe so will let you know how that went next time, also the Drax power station tour has not got as many bookings as I thought so **14th July** if you have not got back to me please do so.





North Yorkshire West Yorkshire

North Yorkshire Continues

I will be going down to Silverstone for the big 100 years of Triumph and MG so hope to see many club members at the event, again will give feedback in the next news letter.

Keith

Hopefully you have your cars running smoothly by now, Grace has fitted her core plugs and reports back that all modern engines still have them fitted, I have had a new set of tyres fitted on the Midge only three thousand miles but thirteen years old so please check the age of your tyres.

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you

West Yorkshire

e-mail: kemphq@tiscali.co.uk

Tel. 07970 045574

Hi All. Not a lot to report this month.

I've been looking at the membership and the location for our meeting, and have found that its position is fairly central to the membership locations This led me to wondering why we don't see so many of you at the monthly meets. If you have any comments on this please email me.

I've also been updating the Club web site for our area and hope to be able to keep you all more informed.

Well the weather is so changeable so I have had only a few runs out in the Vitesse but looking forward to getting it out of the garage more regularly

George

Various Areas New AO/s Wanted

Please Contact

Paul & Christina Girling -

Area Liaison Officers

for more Details

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Entry via the main IWM carpark and signage

Contact Pete Lewis. 01582 750943

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