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# THE COURIER

NO. 518 AUGUST 2023

THE COURIER NUMBER 518 AUGUST 2023 TRIUMPH SPORTS SIX CLUB



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



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THE August 2023

# COURIER

Price £3.50 Free to Club Members.

**THIS ISSUE - 518**

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**LET'S CELEBRATE 2023  
YEAR OF TRIUMPH!**  
COVER PICTURE  
SUPPLIED BY JEREMY SILVER



## Courier Copy/Area news

Editor. Bernard Robinson

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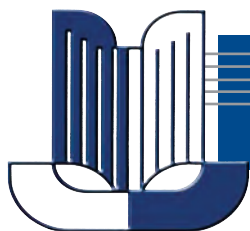
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**TRIUMPH**  
SPORTS SIX  
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## COUNCIL OF MANAGEMENT 2023 meetings:

**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](mailto:chairman@tssc.org.uk)**

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

# Are you properly covered?

**I thought I would use this months CoMment to clear up some queries I have heard from members over the last few months concerning the new club backed agreed value insurance scheme with Peter James Insurance.**

We are now well into the season and lots of the TSSC membership have had to renew their insurance policies, earlier in the year the TSSC announced that we had a new exclusive agreed value insurance scheme with Peter James insurance. After a few hiccups at the start, things seem to have calmed down and Peter James are doing a great job looking after us. Using the telephone number in the Courier, Peter James will know you are already a member of the TSSC and this will put you onto the Exclusive Club Scheme.

The TSSC are very aware that insurance is as individual as you are and all we ask is that you give Peter James a chance to quote for your insurance policy, they are the **TSSC preferred insurance company** for our Club.

Should they not be competitive for your needs you will need to use another insurance company that works for you, the TSSC will back your insurance policy with any of the old "Insurance Panel" members who are all still accepting the TSSC agreed valuation form's.

We have not fallen out with any of the old panel, we have worked hard with Peter James to give you the members more beneficial policies for your Classic Triumph.

The Agreed value certificate is a sure fire way to protect your prized classic in the case of needing to make a claim, either Bernard at TSSC head office or many of your local area organisers can do a valuation for £20 this will last for two years and make sure you are properly covered in the event of a claim.

I really hope you are all having a great summer with your Triumph and the TSSC, it has been a busy year so far with plenty still left to do so....

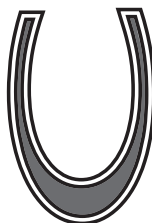


## ...Do More with Your Triumph!



**CHRIS GUNBY**

**TSSC CHAIRMAN - GENERAL SECRETARY**



# EVENTS CALENDAR

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

**TRIUMPH**  
SPORTS SIX  
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## TSSC NATIONAL, REGIONAL & EUROPEAN EVENTS

See also further adverts in Courier

### August 2023

FRI/SAT/SUN 4/5/6 AUGUST 2023  
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JAN 07799 804

### September 2023

~~SUN 10 SEPTEMBER 2023  
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CANCELLED!~~

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SHEPTON MALLET  
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in the promo box when ordering

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SILVERSTONE FESTIVAL  
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### November 2023

FRI/SAT/SUN 25/26/27 AUGUST 2023  
NEC CLASSIC MOTOR SHOW  
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Discount Ticket code: N23CC174

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Daytime Tel. No. .... Evening Tel. No. ....  
Email: ..... Post Code .....

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

**Vehicle Details - MUST BE COMPLETED**

Model & Mk.	Reg Number	Body Type	Engine Size CC	Power / kW	Year of Manufacture	Recorded Mileage at Submission	Date of Purchase (Year)	Purchase Price
Body	Paintwork	Chassis & Trim	Chassis Underbody	Interior	Engine Bay	Transmission & Suspension	Electrical Equipment	LAST Known Valuation Figure of Vehicle Here

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Do NOT fill in Leave for TSSC APPOINTED VALUER ONLY

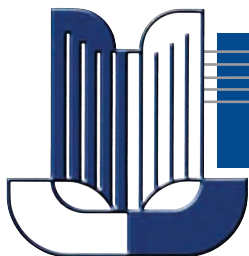
CONCOURS: The vehicle and its components must be in a condition of original specification, free from alterations, faults and wear. This condition will only apply to vehicles previously entered or being eligible for entry into concours competitions and evidence of entry may be required.

A1+ - 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**

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

### Triumph to make a Comeback?

Is Triumph about to make a shock comeback? Iconic British sport car name returns with stunning TR25 electric concept Triumph TR25 concept unveiled by British design house Makkina as a reborn fifties TR2 with electric power Concept roadster created with permission from BMW, which owns the rights to Triumph Motor Company Single-seat configuration pays homage to the record-breaking 1953 'Jabbeke' TR2 - underneath is a BMW i3 S

It's been almost 40 years since the last Triumph car was built but the iconic British sporting name could make a shock return with the unveiling of a reborn roadster featuring an all-electric heartbeat.

And not only is it adorned with the illustrious British marque's badge that's been done with the express permission of BMW,



The single-seat roadster is powered by a rear-mounted 184bhp electric motor sending drive to the rear wheels only. It is claimed to be able to hit 62mph from a standstill in just 5.2 seconds

which own the rights to the name today.

The Full announcement and all the Design layouts and Backgrounds to the story can be viewed at:

<https://www.thisismoney.co.uk/money/electric-cars/article-12298467/Triumph-TR25-electric-concept-unveiled-iconic-British-brand-returning.html>.

*I Have to thank Martin Marrison for bringing the story to my attention and the Picture is Courtesy of Makkina - Bernard Ed.*



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**Vitesse** 1600, Mk 1&2  
DAVE RUMENS [vitesse@tssc.org.uk](mailto:vitesse@tssc.org.uk)

## Triumph & MG 100

**Hello folks. Back in June we had the Triumph and MG 100 at Silverstone.**

I may be a bit biased but out of all the Triumph models present there did seem to me that a high proportion were Vitesse. At these events I often find the owners of other marques and even other Triumph models don't fully understand that the Vitesse is a different model from

the Herald. Let me first say that I enjoy driving both models (I have both) as they are different in many positive ways. So, no bias if I say at these types of events when you start up the Vitesse the noise of the straight six engine can cause some comments. "Heralds don't make TR6 noises, have you hotted it up" It's not a Herald!

I am sure most Vitesse owners have been in the same situation, and it all adds to getting people interested in the model. In fact the Vitesse was the first Triumph to receive the six cylinder engine, a point worth mentioning.

I digress, so back to Silverstone. I travelled up with the Newbury area, due to a lorry on fire on the A34 the traffic was very heavy and slow moving. If you remember last month's article concerning this situation and how to reduce the likelihood of boiling over I am glad to say my Vitesse didn't overheat in the hot weather. Due to the delays, we had en route there were no queues going into the site. Fortunately, one of our area had got to the campsite first and saved some spaces for us. Food on site is an important factor particularly on the Friday as it means you don't have to bring so much stuff and keep it cool. However, £9.10 for a burger. Fries, a burger and a coke cost



£18.00. A pint of beer was £7.00. Well, maybe I should have bought food for the Friday. Due to several reasons including age this probably will be my last year camping at these events. I have enjoyed it but time marches on. On the positive side I was pleased with the interaction between the different club members which I have found at all of the recent inter-club events.

Though a thunderstorm with heavy rain had been forecast for the Saturday it stayed hot and dry. During the day to provide entertainment classic racing was took place on both Saturday and Sunday, [Picture 1](#).

On the Saturday evening there was a disco



and band, [Picture 2](#).

Looking at the cars though there weren't any

defined lines for the different models, one thing was for sure I am glad to say there seemed to be a lot of Vitesse's present. So, let's now have a look at some of the cars at the event. [Picture 3](#) shows the only Vitesse coupe



produced by the factory which was a special-order car. Money speaks. My first thought was the colour is Phantom Grey, but looking at it again I don't think that's correct. My first Triumph back in 1965 was a Phantom Grey 948 Herald Saloon. Not as special as this coupe,



but it was still a nice car. [Picture 4](#) shows a tidy Triumph White Vitesse 6 Convertible, looking



at the registration plate it would appear to be a 1964 car. In [Picture 5](#) we can see a 1964 Vitesse 6 Saloon with the white side stripe. The side stripe was only available on the Vitesse 6 and was dropped as an option by the factory in 1966. There



are two Convertibles in [Picture 6](#), a 2 Litre (Mk 1) on the left and a 2 Litre Mk 2 on the right. [Picture](#)



[7](#) shows a 2 Litre (Mk 1) Saloon and [Picture 8](#) shows



a 2 Litre Mk 2. I remember this Mk2 Saloon winning Best Vitesse at the SEM a few years ago.

[Pictures 9 and 10 \(over page\)](#) show a fast Vitesse which would probably give a Porsche 911 a run for its money. I believe this car is owned by a very long-term club member. Also, the wooden steering

**Pic.9.**



**Pic.10**



**Pic.11.**



wheel fitted to this car is an original Stanpart optional extra. I still have mine that I first purchased in 1967!

Picture 11 is a past concours winner.

Finally, a Vitesse line up in Picture 12.

It takes up a great deal of effort to set-up and

run these events. Therefore, thanks must go to the organisers and all those behind the scenes who made this event happen.

That's my ramblings for this month so...

***Safe Driving & Keep Running On All Six***

*Dave*

**Pic.12.**





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# SPECIALS

# ALL MODELS

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## Built from Plans

A couple of weeks ago I attended the MG and Triumph event at Silverstone, and a very enjoyable event it was too.

My compliments, and respect, to those involved in its organisation.

One of the enjoyable aspects of a national meet such as this is the opportunity to meet with fellow enthusiasts from beyond one's local area.

One such encounter for me was with **Keith Warren, TSSC Area Organiser for North Yorkshire.**

Keith and were soon talking kit cars, he has a Midge. I'm afraid I went into beratement mode, though fairly mild. I told Keith off for not giving de-



tails about his car before, so that I could feature it in the Courier. He took it well, and a mere few days after returning home an email or three from Keith appeared in my inbox:

*"Hi Trevor*

*It was good to meet up with you at the weekend and I include details of the Midge I built.*

*I first saw a Midge at a classic car show at Doncaster racecourse in the late Eighties, so ordered a set of plans. In 1990 I came across a Mk 4 Spitfire, the body work was so bad I did not feel any shame in disposing of the body. Luckily the chassis was in very good condition, so I set about removing the unwanted parts, extending the chassis to the same wheelbase as the Herald and extending the*





performance, so in 2018 I converted it to full electronic injection and engine management system. I made an inlet manifold out of mild steel tube, then using Rover 25 throttle body and injectors, with parts from triggerwheels.com I fitted a Can-Am ECU. After setting it up on the rolling road it has proved a very smooth and reliable engine.

Many modifications have taken place over the years, and it has proved a very enjoyable car."

Thanks Keith, an interesting summary of your build. Keith has given us a few hundred words,

frame sideways.

With all mechanical parts restored, I started on the body, keeping to the standard plans, as supplied by John Cowperthwaite. I built the tub, then built a frame on the outside of it to enable fitting proper door seals; the main modification was to extend the door. The body was covered in steel sheet including making doors from sheet steel. Bonnet, tank and such are all handmade, including the wings. I started off with trailer mud guards, cutting and extending them to suit the running boards.

Interior trim was carried out by a friend. I cut the Spitfire seats in half and reduced their width by 38mm, then he made the covers to suit. Hood frame was made and the hood was made to suit. After many hours of work I finally sprayed the Midge in Old English White; 15 inch wire wheels finished it off.

After seven years, in 1997, just before new regulations came in, I had the car inspected and registered as a JC Midge.

It has had regular use since, but running on the twin SUs never had good

but this is a classic case of pictures being worth so many more words... just look at his Midge. Believe me, and I'm not blowing smoke here, this is one of the best looking Midge builds I have ever seen... and I've seen more than a few. I'm not going to go through its good points, there are too many... you can see for yourself.

To make a coherent article I did a bit of web surfing to see if anything else is happening in the world of Midge kit cars. And I came across another case of disinformation – you remember I showed you a mis-identified car last month.

The green car, **CRK969H** (why the photographer has obscured reg number in some pictures I do not know) is advertised for sale on Ebay; this is the seller's, rather strange, description:

*"Triumph Midge 1970 based on Triumph Herald chassis. Starts, needs attention. Bodywork very good. Have log-book. MOT and tax exempt. The car will need some work*





are ahead of me, is that CRK969H is clearly not a Midge, it is a **Burlington Arrow**.

From the DVLA and DVSA websites we can see that the car is described as a Triumph Herald and that its last tax ran out in 2003. Any car that's been off the road for 20 years is going to need a fair bit of work to get it roadworthy again, and kit cars can be more problematic, as you don't know the quality of the conversion.

As I keep saying, since 2018 some cars qualify for exemption for a formal MOT but they must still meet all the engineering standards required

*to get running.*

*Carb will need servicing. Distributor cap and leads, oil and filter change."*

Ok, a short description, but some unpacking needed. First thing, and I guess a lot of you

to pass an MOT. And, if you want to drive on public roads no car is exempt from road tax, but some can get road tax free of charge.

The seller's description really is strange. Apparently it "starts", though how it managed that without a distributor cap I can't imagine. The car has an asking price of £2,250, which seems a lot to me. I just hope that any buyer fully understands the mechanical challenge involved in getting this car to MOT standard and that they have checked with DVLA and DVSA what administrative work or testing will be required.

Now that I've got on to Burlington Arrows I'm going to stay. The white Arrow, **GJJ530J**, is up for auction on carandclassic.com. Here is part of the on-line catalogue description:

*"Appealing to those with a notion towards pre-war motorcars without the headache of the 80 year old mechanical gremlins, the Burlington Arrows are excellent options to consider. Most of these evocations are built off of a Triumph Herald, which boasts independently sprung front (sic) suspension and precise rack and pinion steering. It's rumoured that only 500 Burlington Arrows were ever constructed by those who purchased the plans drawn by the motor company. This particular example appears to be in excellent condition, and built to a high standard. It is presented with very little mileage since the conver-*



sion to an Arrow, with seemingly only 37 miles covered since the build.

Constructed in 1983. Triumph donor car registered seemingly in 1971. MOT and road tax exempt. Large paperwork file accompanies the vehicle with invoices and receipts. Old MOT certificates from be-



fore the vehicle was converted. Old style of V5C is present with the vehicle (blue logbook)."

This description is as useful as... a very useless thing. The author can't actually think someone built this car with a speedometer showing 00000 miles, drove it for 37 miles, and then never drove it again, surely?

Looking up the reg on DVLA we can see that it is registered as a Burlington Arrow and that its last road tax ran out in 1993.

There are many more bullet points in the auctioneer's description, all of very little use to prospective buyers. Here's just three of them:

- Reported to be in good mechanical health
- Well maintained engine bay
- Brakes reported to work as they should

They're just not saying what any prospective buyer needs to know: is the car roadworthy? We all know just how much re-commissioning a car that has been laid up for 30 years would need. If this has been done, with a view to

then selling the car there is something the seller would surely do...

#### GET A MOT CERTIFICATE.

Let's look at the photos. First thing that strikes me is that the car doesn't give the impression it has been languishing in a barn for 30 years, though someone could have just spent time cleaning it to sell. I'm also amazed at the sheer quantity of accessories and bits and pieces attached to the car. Look at the dashboard... have you ever seen so



many instruments?

I don't want to come across as critical, but one word comes to my mind... cluttered!

**To conclude, there's a bit of Latin that is le mot juste (that's French!) here, caveat emptor.**

Trevor

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

**I must first start with an abject apology.**

I hope you enjoyed seeing the photos last month of **Alan Harris'** Mk2 Spitfire he used for his son's wedding. I'm sure he would have enjoyed reading it more if I had given his correct name, **Alan**, and not misidenti-



fied him as Andy.

I was also very lucky to receive a lovely gift recently of the following from **Graham and Adrian Leek**. (And I double-checked that I had those names correct!)

## Living with Spitty 35 years and counting.

By Graham & Adrian Leek

Our signal red convertible MK3 Spitfire roared into our life in the summer of '88. Displaying tons of character, code for bodes, dodges and rust; something we have happily managed to retain throughout its various adventures. We thought we would share some of those with the readers of the Courier. Life with a senior car is as everyone knows a labour of love. Yet the rewards always out way the troubles, indeed let's be honest, for some the tinkering is part of the



**1988**



**1998**

fun. It is the ability to tinker and find solutions that came to the fore on one of Spitty's early adventures.

In 92 Spitty joined friends from the Norfolk club on 'The Save the Children Run to Euro Disney'. Our little convoy of two Spitfires, a GT6 and a Triumph Special

was regularly bought to a halt, as we had to swap batteries between cars to keep the other Spitfire and its errant alternator running. Although, our problems were to make a Frenchman's day! At one of our many stops whilst tinkering with all bonnets open this chap looked out of his window exclaimed "Mon Dieu" as he couldn't believe his eyes. An owner of a Spitfire himself and never having seen another in France he was suddenly able to exam a quartet of Triumphs and get answers to a host of issues he had, as well as getting his hands on a Rimmer Brothers parts catalogue.



**1992**

The Spitfire very nearly made it to the finish line but with only a few feet to go finally ran out of puff. Thankfully with the help of Goofy and Pluto it was pushed over the line to cheers and applause.

As dad was an area organiser for the Norfolk club and he was a regular at their events. One of the highlights of his tenure was helping to setup the Mile of Triumphs along Great Yarmouth seafront.

He spent many enjoyable afternoons driving around the country or the byways and highways of Norfolk with the club.

It was during one of these trips that things nearly ended in disaster. Whilst driving, thankfully, not far from home Spitty started to make an unholy noise!

On investigation it was discovered the crankshaft bearing had started to fail. Yet to everyone's amazement dad managed to limp home accompanied by a symphony of clangs, bangs and clonks coming from under the bonnet.

Yet more engine woes were to come when on another drive, this time to Duxford, it did end in disaster. Spitty's engine blew up in spectacular fashion. This time the crankshaft had sheared destroying the entire

engine. After returning home on a low loader and a rebuild our Spitty now has the heart of a Spitfire with Herald additions.

Not shy of being the centre of attention Spitty became a brief star of the show at Stafford when it decided to shatter its windscreen whilst basking in the sunshine. Luckily rather than being stuck on a hard shoulder seeing if Autoglass had a MK3 Spitfire windscreen in stock, we were surrounded by the best that Triumph could deliver. Our club's insurers were on site and sorted our claim, we were able to get a new windscreen from a stallholder and an expert gave a master class in windscreen replacement to a crowd of fascinated on-lookers. Other than shattering its clutch on another trip to Stafford which also ended in it rather embarrassingly being returned home on the back of one of the AA's largest low loaders, looking like a cherry atop a custard trifle, Spitty runs like a dream.

Sadly dad died at the end of 2000, which is how my brother and I became our characterful Spitty's new owners, or should that be carers? Mum remembers the Ken Leak



**2009**

award presented at the Norfolk club, and made from Spitty's broken crankshaft, to anyone driving a Triumph in the most used and abused condition yet in keeping with dad's spirit of driving for enjoyment and fun. With regular tinkering and tender care Spitty's adventures continue. Trips to Stafford, Duxford and holidays as well as making appearances at the last few Mile of Triumphs have ensured it is kept in fine fet-



tle. It was at Duxford when we parked next to a near concours condition MK3 did we realise how characterful Spitty is!

**2018**

as modern cars dwarf it. Indeed one of the short-falls of owning such a compact and bijou car was bought home to us when we went to Powis Castle. In the castle shop we spied a couple of gorgeous stools hand made from 2000+ yr old bog oak. But even the smallest was far too large for Spitty. No matter how much your heart may desire something sometimes having a tiny car can force you to rethink your plans. Although the National Trust did kindly use their internal mail service to slowly bounce the stools across their properties until they got to East Anglia. No doubt seeing our lovely little Spitfire melted their hearts and they understood our predicament.

It is this joy that Spitty is greeted by when driving it anywhere that we find the most amazing. We always conscious that it is quite vulnerable, having simple locks and no alarms or roof! Yet all the times we have left it, it has never been tampered with. Children seem amazed by it and we have been approached many times by people who remember having a new one in the '60s and wishing they had never sold it. Recently Spitty's interior has been restored with new seats and fitted carpets and is ready to face the future.

Unfortunately, we can only get to run it a few of times a year mostly in the west of Norfolk but it



**2018**

It is also whilst parking that you realise how tiny Spitty is. Many a time have we lost it in car parks

is always as exciting, fun and enjoyable to drive today as it was when it first entered our life's in '88. Indeed with a planned run to Normandy in the future it might again make a Frenchman's day.

And finally, a fastback roof I spotted on Guy's Facebook last week. I'd taken note of the images but not looked much further into it. Having done so now, and compared it against the various hardtop photos I've collected over



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the years it appears to be a Williams and Pritchard Sebring, potentially quite a rare one, as I only had a few photos and a couple of adverts for the Sebring version prior to spotting this one. Unless anyone can tell me differently? I tried to find it again to let the seller know but wasn't successful.

Suzie

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Rear shock absorbers .....	£20.00
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# **TSSC** *Weekenders* by Paul and Christina Girling

## **Derwent Valley's Peak Run**

**Another long standing TSSC camping weekend, the Peak Run is now in its 33rd Year.**

This was the first year for new AO Bryan who has only just taken over from stalwart AO Colin. However all the usual gang were on hand to help make it as good a weekend as it has always been, although the usual 'shenanigans' in the bar were replaced with fun and games on the campsite.

We arrived and set up camp on the Thursday afternoon and were joined by our lad James who lives in Manchester and was joining us for the weekend. Thursday evening saw a small gathering of the early arrivals, catching up over a drink or two.

On Friday we were left to our own devices, with a few taking the opportunity for a wander around Ashbourne followed by a speedy bus ride back to camp. We also had a tube of Smarties to be filled with as many items as we could fit in (after eating the Smarties of course).



Saturday consisted of a wander down to the local village for a Treasure Hunt. A day without any driving was most welcome after our four hour drive to the campsite on the Thursday - as a bonus it went past the pub, with most people stopping off for refreshments. The evening was spent having fun and games at the marquee, with an Ashbourne charity shop Space Hopper purchase giving some an opportunity to relive their youth.



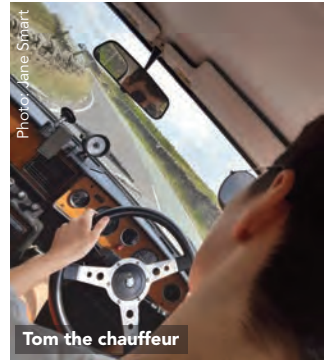
Photo: James Bowskill



Fun and games in the marquee



Getting ready for the off



Tom the chauffeur

Sunday dawned with more sunshine, great weather for the 70 mile tour around the Peaks. After a bacon cob, and with our tulip route instructions in hand, we were ready for the off. For those that haven't driven around the Peaks, this is a great way to do it. It's an amazing place and having local members picking the route means you get to travel on roads you wouldn't normally experience. We weren't disappointed, it was a great drive. The ice cream stop was pretty good too.

The drive ended back at the campsite for the show 'n shine. Competitions were judged and prizes handed out. For the first time ever we managed to win the treasure hunt! Having never got even close before we can only assume it was James' influence. There was just the raffle to be held and all too soon it was time to pack up and start the long drive home.

The next one - the Sunshine Rally in August.



Nothing like a long shutter speed to make you look like you're going fast

Photo: James Bowskill



Photo: Tom Smart



Awards time



Time for home



# Specialist Insurance for The Triumph Sports Six Club

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



## Policy benefits can include:\*

- ✓ Exclusive rates for TSSC members
- ✓ Member to member cover – drive another club member's Triumph with fully comprehensive cover
- ✓ Free salvage retention
- ✓ UK and EU Breakdown included
- ✓ Agreed Value
- ✓ Tools and spare parts cover (up to £3000)
- ✓ Self-repair option
- ✓ Multi-vehicle options

**New!**

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members.

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TRIUMPH  
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CLUB



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DOCIDM247



# Let's talk about Insurance

You'll probably recall that, back at the Restoration Show in March, we announced the launch of a new TSSC Insurance scheme.

We're now a couple of months in and are pleased to report that this has been very well received and we're already hearing positive feedback from members who have made savings by switching their own insurance to the new scheme. Our insurer partner, Peter James tells us that the number of members who have contacted them for a quote has been very pleasing and, of those that have called, the number going on to take out the policy is particularly positive.

TSSC Insurance also offers several new insurance benefits and one of the most popular is having fully comprehensive cover to drive a car belonging to another member. To fully understand the ins and outs of this cover we answer a few member queries below:

## ***What is member to member insurance cover?***

Quite simply, member to member cover enables Club members insured with Peter James Insurance through the new TSSC scheme to drive another member's Triumph.

This is fully comprehensive cover and takes away the need to fill out extra paperwork for adding named drivers.

## ***Do both cars need to be insured under the Club scheme for me to be covered?***

No. Each Policyholder will be covered whilst they are driving a Triumph not belonging to them provided that the owner of the vehicle is not a company or a firm and is a current member of the TSSC. If you have a policy under the Club scheme, then you are covered. Obviously if you're swapping cars then both drivers will need to be covered.

## ***Does the borrowed car have to be a Triumph or Standard?***

Technically no, the cover is extended to ride another club member's classic car regardless of manufacturer. The policy stipulates that the borrowed car must be aged 20 years or older and is valued at less than £500,000.

## ***Are there any geographical limitations?***

Cover will be provided whilst the vehicle is being driven in Great Britain, Northern Ireland, the Isle of Man or the Channel Islands.

## ***I'm an existing Peter James customer, do I also receive these benefits?***

The Club scheme was launched on 24th April 2023. If Peter James have recorded your membership, and you renew your policy after this date you will automatically be moved over onto the TSSC scheme and you will receive the new benefits. Please check your renewal documents to make sure these benefits are included.

A full list of the benefits included within the Club insurance scheme is shown in the insurance advert within this magazine. We'll take a closer look at the benefits in future articles but do feel free to get in touch with Peter James Insurance directly if you have any queries.

***If your insurance is due this month then why not give the TSSC scheme a try - just contact the team at Peter James Insurance on the dedicated Club number - 0121 274 5348***

Speak to one of our dedicated team today

📞 | 0121 274 5348 [peterjamesinsurance.co.uk/tssc](https://peterjamesinsurance.co.uk/tssc)



TRIUMPH  
SPORTS SIX CLUB



PETER JAMES  
INSURANCE



Mk1/2/3 <http://cook1e.blogspot.co.uk/>  
ANDY COOK [gt6@tssc.org.uk](mailto:gt6@tssc.org.uk)

# MG & Triumph 100

I enjoyed the MG and Triumph 100 centenary event at Silverstone.

Despite some minor organisational glitches causing big jams at entry on the Friday evening, over complex and slow camping check in and the parking marshals turning away some Triumphs to the public parking area on the Saturday overall it was a great event.

As well as the cars on display I really enjoyed the watching the racing on the track, wandering around the paddocks and pit lane garages and the arena events like the **Russ Swift** show and commentary on Triumphs and MGs.

## GT6s at Silverstone

There were plenty of GT6s to look around at the show, here is a selection.



**My MK3**



**Jeremy Silver's MK2**



**MK1 with MK3 wheels**



**Mimosa Yellow MK3**



**Saffron Yellow MK3**



**Magenta MK3**



**Mike Titchen's MK2.**



**Paul Gulliver's MK3**



**Carmine Red MK3**



**Dick Twitchen's MK1**



**Conifer Green MK2**



**White MK3**



**Laurel Green MK1**



**Mark Smith's MK3**



**Mimosa Yellow MK3.**



**Red MK3**

## **Racing GT6 at Silverstone**

The racing at MG Triumph 100 Silverstone was very much dominated by MGs, however, there were some Triumphs racing including a few TRs and even a very rare and valuable Triumph Italia. But the Triumph racer that really caught my eye was a very nicely prepared race GT6 MK1 entered Registered GNA740D, I checked out the DVLA data base and amazingly this out and out racer is



**Jasper Bacon's MK1**



**Red MK3**



## **Racing MK1 GT6 in the pit garages.**

road legal and taxed for road use!

I found this programme online listing the car entered in a previous race, No 120 raced by **Gethin Chislet**.



**Red MK3**

## GNA 740D

✓ Taxed

Tax due:  
1 December 2023

MOT

No results returned

▶ [Report this error!](#)

▶ [Report MOT failure](#)

! If you've just bought this vehicle the tax or MOT doesn't come with it. You need to tax it before driving it.

### Vehicle Details

Vehicle make	TRIUMPH
Date of first registration	May 1978
Year of manufacture	1988
Cylinder capacity	1998 cc
CO <sub>2</sub> emissions	Not available
Fuel type	PETROL
Euro status	Not available
Real Driving Emissions (RDE)	Not available
Export marker	No
Vehicle status	Taxed
Vehicle colour	BLUE
Vehicle type approval	Not available
Wheelplan	2 AXLE ROAD BODY
Revenue weight	Not available
Date of last V5C (logbook) issued	8 March 2019

### DVLA services

- [Tax your vehicle](#)
- [Get a vehicle licence \(V5C\)](#)
- [Renew your vehicle tax and licence \(V5C\)](#)
- [Change your vehicle tax class](#)
- [Get a V5C for a vehicle transferred to you or a partner](#)
- [Update your vehicle's details](#)
- [Report a lost or stolen vehicle](#)
- [Check your vehicle's status and V5C status](#)
- [Check if your vehicle is on a V5C](#)

### DVSA services

- [Check the MOT history of a vehicle](#)
- [Get MOT documents](#)
- [Report a vehicle with no MOT](#)

## Taxed for road use!

ENTRY LIST

RACE 1

EUROPE PRE '82 & GT8

40 MINS

Reggie GT8 is for pre 1988 sports cars with engines spread across seven classes. (Running to Appendix A Rules (V5A papers not mandatory) on Dunlop Historic tyres.

No.	Driver 1	Driver 2	Car	Colour	Year	CC	Class
5	John Fox		MC8	Blue	1988	1340	1
8	David Evans (Lafford)		MC8	White	1984	1340	2
14	Mark Smith		MC8	Blue	1988	1340	4
24	Ralph Farnham	and wife	MC8	Blue	1984	1340	5
34	Sam Taylor		TVR Griffiths MK10	White	1983	1621	3
35	Tom Greenhill		MC8	Canary Yellow	1982	1340	1
46	Marion Downer		TVR Griffiths MK10	Blue	1982	1640	3
52	Robert West		MC8	Green	1982	1340	3
62	Colin Smith		MC8	Red & Green	1982	1340	2
69	Al Ewart (Hill)		MC8	Black	1982	1340	1
72	James Marshall	Jeff Marshall	MC8	Blue	1982	1340	1
77	John Pearson		MC8	Blue	1982	1340	8
78	David Russell (Wills)		MC8	Blue	1982	1340	1
89	Simon Scales		MC8	Red	1982	1340	1
100	James de Bussche		MC8	Red & Green	1982	1340	1
101	Gordon Cooper		Spitfire GT8 MK1	Blue	1988	1998	4
102	John Smith		MC8	Blue	1982	1340	1
110	Ed Smith		MC8	Blue	1982	1340	1

## Previous race programme entry.



## In action at Silverstone.



## Another Racer

The week after Silverstone there was American Speedfest an American car racing festival at Brands Hatch. I didn't attend but was shared a picture of a GT6 based racer that was competing by a TVR racer Andy Race who was competing in the same race. I say GT6 based, although it



## In the paddock at Brands Hatch American Speedfest, pictures courtesy of Andy Race

was listed as a GT8 and is powered by a Chevy 5.2L V8, it could also be Spitfire based I guess



picture by Kizzle Picz

but it has the GT6 shape so I'm counting it as a GT6!

I did a bit of research and found out that the car is part of a Swiss Triumph racing team, driver and owner is **Urs Steffen**.

Here are some of the specifications:-

**Engine:-**

**Carburation:-**

**Gearbox:-**

**Differential:-**

**Rear Suspension:-**

**Front Suspension:-**

**Brakes front and rear:-**

**Weight:-**

**Chevy 5200ccm, ca. 317 PS**

**Holley**

**Ford T5 (Mustang), 5 Speed**

**BMW with lock**

**Special Driveshafts, AVO dampers, coil springs**

**AVO dampers, 570Lbs springs, Mk3 anti-roll bar**

**Willwood calliper disc brakes**

**Approx. 800 kg**

I bet it sounded amazing!

## From the Archives

This months from the archives is another racing GT6, campaigned by an old mate of mine and TSSC member **Mat Hollingsworth** back in 1989 and 1990.



I took these pictures of Matt racing the car MTD 511G at Mallory Park in 1989.

Unfortunately in 1990 Matt had a collision into the tyre wall at Lydden Hill (Below) and that was



his last race.

I did write a whole article with some interesting history of the car in the January 2016 Courier.

The damaged car was purchased from Matt, and a couple of owners later it was restored and competed in hill climbing in the late 90s by a guy called **Tom Smith**.

Andy



# TRIUMPH TR @ 70

An international weekend of celebration

BOOK NOW: Day tickets, weekend passes and camping.



## 11 - 13 AUGUST 2023

BATH & WEST SHOWGROUND, SHEPTON MALLET



Autojumble and trade



Camping and entertainment



MCC Sporting Trial & demo rides

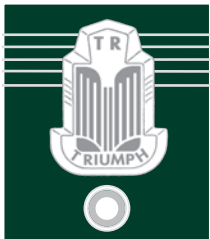


- Friday night meet and greet
- Organised tour of Haynes Motor Museum (Sat only)
- Live music and entertainment
- Live arena hosted by Wayne Scott
- Beer tent and catering
- MCC Sporting Trial with passenger rides (Sat only)
- Auto-jumble and trade show
- Bring and Buy parts sale
- CarKhana
- Special 70th anniversary displays
- Concours D'elegance and Pride of Ownership

Use code:  
**TSSC70** in the  
promo box  
when  
ordering

For tickets & info visit:

[www.tr-register.co.uk/tr70](http://www.tr-register.co.uk/tr70)



TR 4/4A/5/250/6

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

## Fitting an Electric Fuel pump

Earlier this year TSSC member Dave Mack asked me to repair the trailing edge of the rear wing on his very nice Spitfire 1500.

While working on his car I noticed an electric fuel pump that I hadn't seen before. Dave was really pleased with the performance of the pump, so I asked him to put some words together for the magazine so that anyone looking to fit an electric fuel pump (I am thinking of fitting one to my TR) can take a view. So, in Dave's own words and giving me an easy month.....

*"I've noticed quite a few posts about problematic fuel pumps recently, so I thought I'd share my experience in the hope that it might save others some time and effort."*

*My fuel pump started leaking and I decided to go electric rather than replace it with a mechanical one, partly because of concerns over the quality of some repro parts and partly because I felt that the fuel was taking on a fair bit of heat from the engine as it made its way through the mechanical pump. After much research I ended up with a pump, mounted on a bracket made from some sheet metal mounted on the bulkhead, so as to be as close as possible to the position of the mechanical one. This pump is suitable for 'sucking' the fuel from the tank (some others, which are intended to be fitted near to the tank, can only 'push' the fuel). It also produces a low pressure (around 2psi), so is suitable for our carbs without the need for a pressure regulator. Be careful if you are ordering this pump, there is a higher-pressure version with a very similar model number, don't get the wrong one by mistake! I had to cut the metal fuel pipe that runs behind the engine down a little to avoid the flexible hose kinking (flush it through afterwards to avoid any swarf getting into the float chamber) as the pump output connection is a different size to the metal pipe, you'll need a 1/4" to 5/16" reducer*



### First Pump that Failed

to join their hoses.

An inertia cut off switch was fitted to cut the supply to the pump in the event of an accident, and I opted for one from a mini (part number WQT100030), which works well and has an 'original' look to it. A connector kit to wire into this switch is available on eBay. The feed for the pump was via a 5A fuse from a supply that is live only when the ignition is on. The inertia switch has 'Common' (C),

'Normally open' (NO) and 'Normally Closed' (NC) contacts. I took the live feed to the Common Connection, and the 'Normally Closed' connection then connects to the pump. As an optional addition, I took a cable from the 'Normally Open' contact to supply a small buzzer be-

hind the dashboard. This means that should the inertia switch ever be triggered by a pot hole (it hasn't happened yet!), then the buzzer



**Inertia Cut Out switch**

will sound giving me a few seconds warning to pull over safely before the carb float chambers run out of fuel.

The blanking plate used to cover the hole for the old pump was advertised as being for a Minor/Marina/MG midget, but fits perfectly. Some gasket card was used to get a decent oil seal against the engine.

The end result is almost all positive. The pump works perfectly with no overflow from the carbs. I definitely get the impression that the car is running a little better, especially at idle when the engine is hot. It's probably a bit subjective, but I'm putting that down to the fuel being cooler when it reaches the carbs. The only possible down side is the ticking noise that the pump makes. I've mounted it with some insulating material between it and the bracket to reduce the amount that the noise transmits back to the body-

work, and this does help a lot. It can be heard in the car, although personally it doesn't bother me, and once you reach about 30mph it disappears in the general cacophony that is Triumph driving! If this was a concern then I suspect that mounting the pump further away from the bulkhead would reduce the sound significantly.

One further point to note is that my pump is mounted vertically, and it seems to work fine in this orientation. The instructions that came with it didn't specify an orientation, but I am grateful to others on the group for pointing out that on the dealers' website it states that the pump is intended for horizontal orientation (with the pressure union uppermost, as marked on the pump casing), so you may want to consider mounting it that way instead.

Hope this info is of help to others,

**Dave Mack**

However, just before I sent this in for publication, Dave contacted me again with images of his Spitfire on a breakdown truck, so read on (Bern)...

### **Fuel Pump Update.**

So having been very happy with my new electric fuel pump, a few days ago it failed on a dual carriageway resulting in needing a ride home on the yellow truck of shame. Taking things apart the following day confirmed my roadside diagnosis of pump failure. I've yet to establish exactly why it failed so soon. There is a filter before it so no debris should have got into it. Maybe it was being fitted vertically rather than horizontally (although I still can't see why that would make any difference, and the dealer assured me that vertical was fine). Anyhow, it had convinced me of the benefit of an electric pump over a mechanical one, so after some Googling I decided to go the full way



**SU Pump Fitted**

and ordered an SU pump to replace it.

I went straight to the manufacturer, **Burlen Ltd**, <https://sucarb.co.uk> for their advice and to confirm that the pump would be suitable for the Spitfire. There are several versions of fuel pump available, including an electric one (which uses a contact breaker system to activate the pump, and requires periodic maintenance), or an electronic maintenance free version, which was my choice to give a 'fit and forget' solution.

Obviously, we need a low pressure, negative earth type.

Burlen were very helpful on the phone, and my order was dispatched the same day and arrived the following working day as promised.

Having fitted the SU pump, I have to admit to being impressed. The build quality feels significantly better than the previous fitted pump, with a largely metal body and fittings, whereas the other was all plastic. The biggest difference that I have noticed so far is how quiet it is in operation. I have reused the bracket that I fabricated for the first pump, but mounted the SU horizontally, and with no noise absorbing material between it and the bracket. Even so I can barely hear it running, whereas the first one used to give a pronounced 'gulp' every few seconds. This comes at a price, unfortunately. The SU pump and required bits and pieces came to around two and a half times the price of the previous pump. It does inspire more confidence though, and if I were doing it again, I would have gone straight for the SU.

There are a couple of bits in addition to the pump needed for the conversion, and to allow the inlet port on the SU pump to accept the flexible fuel hose on the Spitfire.

The shopping list is;

**Electronic pump, type AUA66EN**

**Pump mounting bracket ABF916**

**1/4" BSP nut AUC1094**

**1/4" flow stem ABF252**

Hope this is of interest,  
Cheers,

Dave

**IF YOUR PUMP'S ELECTRIC, YOU'LL FIND  
THIS ECLECTIC !**

## TRIUMPH & MG 100 WEEKEND

There will no doubt be many references & accounts of the Silverstone weekend, so here is a VERY brief account of the great weekend at SILVERSTONE from the point of view of TSSC South Wales.

Sixteen of us (TSSC S.Wales) set off for Silverstone on Friday 9th of June for a weekend of sun,



**Camp South Wales**



**Cook at Work**

fun and more importantly, to support our club which in turn helps to support the Classic Car movement that helps to keep our cars on the roads.

AOMeg managed to limp her Herald 13/60 15 miles to our rendezvous point after finding a large puddle of coolant under her car when she filled up with petrol. The heater control valve was found to be at fault and with the valve by-passed, AOMeg's car was filled up with water from the nearby McDonalds and we were on our way. Heavy motorway traffic split us up enroute, but our carefully laid plans had us all back together



**Rock Gravel relaxes**

for a food and drink stop near Oxford.

When we arrived at Silverstone, a very helpful TSSC official in his hi vis vest and stupid hat arranged for us to pitch all our tents together with our two Gazebo's in a central position, FANTASTIC!

After a good Friday evening of partying, Saturday was spent catching up with old friends, visiting the stalls and watching the various car related activities. Saturday evening was again spent drinking and having a BBQ.

Sunday morning was spent looking around the show again and checking on anything that we

might have missed before packing away our tents and Gazebo's before heading back to S. Wales. A great weekend and our thanks to those who organised the event.

### **HIGHNAM SHOW JULY 8th 2023**

Although not a technical article (although my TR did suffer a malady enroute and AOMeg's Herald broke down at the Monmouth traffic lights), I think that the fact that TSSC S. Wales AO Meg's Herald 13/60 won Car of the Show at the extremely prestigious HIGHNAM show on July 8th 2023 deserves a mention in these pages.

The vote was between the Classic Car owners who were exhibiting their cars and it is a testament to the fairness of those who brought their Rolls Royce's. Ferrari's, Bentley's, E Type's etc etc, that they put pen to paper to vote for AO Meg's.

**Well done AO MEG!**

TSSC S. Wales, never fails!

*Bern*



**AO MEG receives her trophy**



**AO MEG Wins Car of the Show**



948/1200/1250

Finn Adam Egeland-Jensen MBE

herald@tssc.org.uk

## Gathering Data, & 'Key' information

**Whilst I have not yet had any emails from anyone after my first monthly register report.** I can reassure you all that I also trawl many other sources constantly and have a feel for what the classic car community are talking about, in particular the problems, especially those new to our cars, are suffering or trying to solve. My family and friends sometimes tell me that I try to track too many information strands. Having checked today it would appear that I have 170 open What's App Channels, 100 of which are groups for different activities.

Thankfully I have far fewer Facebook Groups, 64, but to try and keep track of what is happening in the world of Triumph, 11 of these are Triumph Groups, with 5 covering the Triumph Herald. I try to review these regularly and, now in the chair here as register secretary, I will try and focus my attention at these to find key subjects that I think will be of interest.

One of these is obtaining original style Wilmot Breedon keys, but more significantly, lock matching, also known as Pat-terning.

Having dismantled my 948cc Coupe between 2009 and 2010, last year I thought I better start checking the state of handles and locks for the ongoing rebuild. I had frequently

checked the ignition switch for condition, but of course 50 years of use does result in wear. As I'm sure you all can see on your keys, the ramps and particularly the peaks of the cut for each key identity do round off with use. Perhaps now is the time to see if you can get an original Wilmot Breedon key that matches the original key number. Happily there are a number of sources, including many on ebay, but some key numbers are just not available, so you might have to make a decision about changing your primary key. I was lucky and the main key for my 948 was still available new, as well as a good condition matched boot/glove box key.

An additional problem is that you may have a car where new ignition or door locks have been fitted over time and now no longer have matched keys. Finally for some owners of later cars you might wish to add an external lock on the passenger door lock as was the setup with 948cc cars and early 1200s. So, what can you do? The answer is re-key the locks! There are a number of locksmiths and key suppliers online with good images for comparison; Triple C Motors in the USA have a good site and Arun Locksmiths in the UK have good information and are also able to provide new lock barrels keyed to FS keys. Note for the earlier cars the door and ignition FP lock had a round head, when FS keys arrived the key head was a form of squashed hexagon.

Early locks were fitted up to Commission number GA50538 (1961) and were LH 703697, RH 703698. Another factor to consider is that the earliest versions had FP series keys but then changed to FS series keys at some stage, I am still trying to figure out exactly when. There are still some of the early lock assemblies on ebay, and with some of the smaller firms, but most have FS series locks; the difference being different key slots and thus a different gate in the lock.

It was a while since I had done some lock patterning, probably the last time was back in the early 90s when repairing a Vitesse Saloon for someone. On my Vitesse Convertible I fitted a passenger lock, but decided to keep separate keys. I needed a few reminders, and indeed Leon Guyot had posted some information on one of the web forums, which served as a good reminder, but I had only worked on the post 1964 door locks, (where the lock button is mounted in the external door handle), so needed to look at the early car locks, (where the button is in the internal lock assembly), and work out how to extract the lock actuator barrel.



**1.**  
**Early door lock – extracting clevis pin  
to withdraw lock actuator.**

As Phot 1 shows you need to find a way of carefully clamping the lock assembly and keeping the external rotation actuator arms clear from drifting the retaining roll pin out from the lock actuator barrel. You do need a drift of the right size, in the picture the pin is nearly out. It is best to have a drift just larger than the pin to start driving it out, once the pin end is at the face of the nose of the barrel you need a drift equal or rather just under pin size.

In fact as you will see later, the main tool you require for disassembly of handles and locks is



**2.**  
**Roll pin, drift and hammer**

small diameter drifts and a nice engineering hammer, my hammer was a 5th birthday present from my Father! It is best to take your own photograph for noting the orientation of the lock actuators for reassembly. Once the roll pin is out carefully withdraw the lock actuator barrel; **NB the Lock button, button Spring and Washer will come free**, make sure you note the orientation for reassembly. Clean this area well but consider a very light coating of grease on reassembly to aid smooth movement.

The next stage is relatively simple to take apart



**3.**  
**Lock Actuator Barrel showing  
Spring position**

but more complicated when it comes to re-assembly. With a fine screwdriver or pointed implement, (I am lucky to have some dental tools, but a bradawl will suffice), ease one tag of the lock barrel retaining spring from the actuator assembly and then carefully extract the spring.



**4.**  
**Lock Actuator Barrel with  
Spring removed**

**NB this Spring allows for rotation in both directions so wraps around the groove in the actuator and then the tags locate onto each side of the slot.**

Once this spring is free the lock barrel can be withdrawn from the actuator barrel, to do this you need the key in place so that the lock pins are retracted to allow retraction. Once you have a lock barrel out of the handle assembly the next key stage, (pun intended), is to change the lock pins, which are actually blades.



**Bare Door Lock barrel**

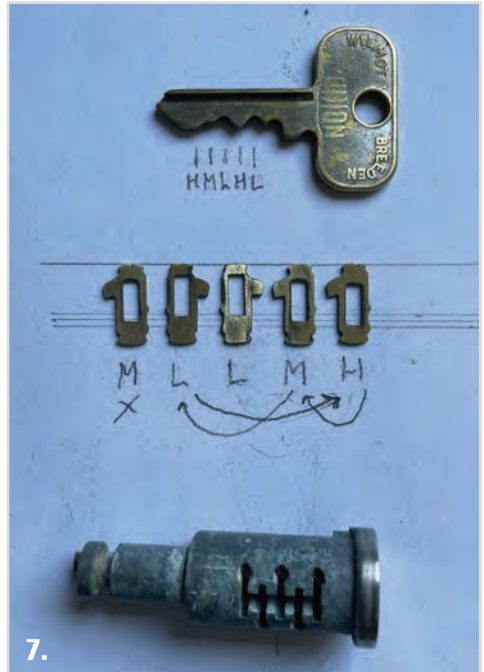
For the detail of pin removal I have shifted to images of the Boot handle lock barrel. The pins can be extracted by pulling with a pair of nee-



**Boot Lock barrel with blades removed – one loose spring**

dle-nosed pliers but often it is easier to push the blades out from underneath with a small flat tool, one of the drifts will suffice; however, if doing this make sure you do not have the springs dropping out of their small drilling on the side of the pin position (See Phot 6). If the lock barrel is oily or grimy clean it well with a good degreaser and water before the next stage. Work in a good clean area over a tray with something like kitchen paper laid out.

There are only 3 different depths of cut in a key, therefore only 3 different blades, generally re-



**Planning blade change**

ferred to as Low (L), Medium (M) and High (H). The step change difference in heights is 0.05". Once disassembled clean each component thoroughly. With the right measurement off the key you can assess what you need. Critically you may not have enough of the right blades to match a key so you may need to sacrifice an additional lock, luckily FP and FS

locks have the same blades.

In Phot 7 you can see the positions on the key to note what the 'cut' is in L,M and H requirements. The blade spacing is 0.1" and the first blade is at 0.3" from where the key meets the lock face. Reassemble with the required blades and test fit the key, if incorrect reassess, once correct reassemble. With the key in place in the lock carefully reinsert the lock barrel into the lock button, making sure the external actuators stay in the correct orientation, then offer up the roll pin and carefully tap back into place. Then check that the lock and unlock movements work correctly. Having shown 2 different lock barrels

next time I'll cover the differences for boot locks, boot locks, the glove box and ignition locks.

To wrap up this month, as I reported last month, I have reviewed the Courier register articles from 2010 up to the present and so here is the next 4 years of indexing of Monthly reports as an immediate ready reference, again aiming to see if it triggers thoughts on what has not been covered that now merits a feature. As I compile this work I will keep the reviews together in a reference file and pass it to Bernard to place somewhere on the TSSC website.

So here is 2014-through to the end of 2017:

## 2014

Jan	p12	'One extreme to another'	Colin Lindsay's personal vehicle update
Feb	p14	'Dashing through the Snow'	Dashboards and aftermarket interior trim
Mar	p22	'A patch in time'	Bootfloor and Footwell repairs
Apr	p8	'Keeping your cool'	Radiators, caps and thermostats
May	p18	'In yer Ear'	Radio and Speaker mounting
Jun	p10	'Alternatively Wired-Up'	Fitting a Delco Remy Alternator
Jul	p26	'The Final Cut'	948 Coupes, UUN 211 and 9673 WY
Aug	p28	'Clutching at Clutches'	Coil or Diaphragm and Thrust Washers
Sep	p18	'The same only different!'	Lambs Herald Pick-Up, XWC 735, Saloon WSY 874 and LFF 392
Oct	p8	'Stiff Joints!'	Universal Joints
Nov	p12	'Lay me Low'	Laying Up for Winter
Dec	p12	'Coming around again'	Model Heralds by Derez and Silas - including Jack Brabham Climax Herald and Adam Egeland-Jensen's replica Brabham Herald (Yes mine!)

## 2015

Jan	p24	'The Good, the Bad, & Unfinished'	Some conversions
Feb	p12	'Not dead, only sleeping'	Cars awaiting restoration, 916 MTT, 453 TTG
Mar	p8	'Easily Led!'	Changing from filament lamps to LED.
Apr	p24	'Why have cotton when you can have Herald'	Follow on to Jan article covering the Mercedes 220 that had provides an alternative headlight!
May	p8	'Another step forward'	Colin Lindsay Bonnet fitting
Jun	p26	'Steeling away'	Herald range steel wheels sizes
Jul	p28	'It ain't half hot'	Delaney Gallay v Smiths Heaters
Aug	p12	'I must go down to the sea again'	Amphicar!
Sep	p14	'Courier Calling'	Some Courier Vans
Oct	p38	'Just a little bit further'	Fuel Tank details – Reserve mechanism
Nov	p26	'On the Road'	Herald Learner Cars
Dec	p12	'Floating'	More on the Amphicar, including one rescued from a sinking

## 2016

Jan	p8	'All that Glitters'	Chromework, inc new Headlamp rims from Bob Rowland (blobsvan on ebay)
Feb	p28	'It's the Real Thing'	Cuflinks, Keyrings etc
Mar	p22	'Brake, Brake, Brake'	Brake hoses and pipes
Apr	p44	'Going, Going, Gone!'	Anti-theft devices
May	p12	'Strung up by the Values'	Comparison by vehicle condition
Jun	p28	'Piston broke! So am I'	Rob Jenner's 1200 Saloon
Jul	p32	'Cross my palm with oil'	Grease guns for oiling trunnions
Aug	p20	'The car is the Star'	Famous owners of Heralds
Sep	p20	'Channel your energy'	Spark Plug choices and condition check
Oct	p20	'First Coupe is the deepest'	Early Coupes – see also Jul 2014

Nov	p8	'Yes SAH!'	SAH (Sidney Arthur Hurrell) and Triumphtune (Terry Hurrell)
Dec	p20	'Lawrence Who?'	Chris Lawrence tuning – period but not Herald
Jan	p30	'A new revolution in motoring'	2017 Aftermarket Tachometers
Feb	p8	'Nature abhors a vacuum'	Other additional gauges
Mar	p8	'It's a funny old world'	Book review of 'Everday Modifications' & some weird advertising leading to a film review!!!!
Apr	p8	'There and Back Again'	Stoneleigh show review and items on sale
May	p26	'April Foolery'	Explaining last months April fool's gags
Jun	p10	'Boxing Clever'	Dave's Card creations 'Origami Hearld' and other oddities
Jul	p16	'A Few Points'	Robert Hodgson's '5 Point tour', 1500 miles in a weekend
Aug	p12	'What a (Solid) State!'	Electronic Dynamos and solid state Voltage regulator
Sep	p42	'An Unexpected Journey?'	Ben Blaney's journey to New Zealand to find a particular Herald Coupe – 596 DXX
Oct	p12	'Boxing Clever'	Gearbox refurbishment 'shenanigans'
Nov	p12	'Back Seat Driving'	Adding rear seats to vans, inc Courier options
Dec	p14	'Top Gear'	Gear selector refurbishment

*Finn Adam*



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### Show Cancelled Due to Organisers ill health

# A Long brake

Not directly Herald 13/60 content as this article was inspired by my Spitfire, but as we of course share many things with our fellow Triumph models I didn't think you'd mind.

Since April I have been using my Spitfire MK4 as my daily driver as my MR2 was getting a little love, I say daily driver but as my commute to work means walking 30 metres to my workshop, it's not like it's having to work too hard. I did however put it into use after the winter lay-up without doing anything to it other than check the levels of oil, coolant, brake and clutch fluid,



despite my good intentions to give the car a thorough check over first. Apart from a stuck clutch, which soon freed up, it seemed fine after its months of inactivity, so off I went.

I did recall at the end of last year having a long brake pedal on first use after starting, but once pumped it would be fine for the remainder of the journey, so I did nothing more than make a mental note of it. The car has only been on the road for about 18 months and everything was new, so I wasn't overly concerned. This issue continued through to this year, but was following the same pattern until the North Devon run



to the Lynton & Lynmouth Cliff Railway on 21st May (Pics 1-3). The journey there was fine, but on the way home the long pedal was happening on a regular basis, to the point I wasn't sure what I was going to get when I braked. It did improve again once I got away from the twisty roads between Lynton & Barnstaple and was on the straighter roads home to Ashwater, it was a very cautious drive nevertheless. No more procrastinating, a full check over was now essential as unpredictable brakes are a definite hazard.

It didn't feel like a long/soft pedal when there was air in the system as when the brakes worked they were very good, unwanted air normally gives a consistently spongy feel in my experience, so this was unlikely. My two theories as I was considering options on the drive home were rear brakes in need of adjustment or the brake cylinders not sliding on the back plate. The other theory was the rubber seals on the calipers pulling the piston back too far, which then required a pump to get them back to where they should be. The latter is something I have experienced a couple of times when fitting rebuilt type 14 & type 16 calipers for customers. To overcome this you have to force the pistons past where they would normally be seated with new pads. The easiest way to do this is remove the pads and replace them with something like a spanner/screwdriver or anything just thin enough to allow the pistons out as far as they will go without popping out completely. Then pump the brake, push the pistons back and repeat a few times so the piston is being worked beyond where it normally would sit. This helps bed the seal in and stops it trying to pull the piston back.

So out came the trolley jack, axle stands and a few essential tools. I started at the back, off with the wheels and drums. The driver's side was a bit free spinning and I could remove the drum without backing off the brakes on this side, so that was definitely something that needed sorting and could have been contributing to the issue. The other side was more like you'd expect, but both were cleaned out, cylinders checked that they were sliding on the backplate, reassembled and adjusted. Rear bearings and UJ's were given a couple of pumps with the grease gun whilst I was there.

Onto the fronts, pads out, worked the pistons as described above, brake dust was blown out and some new copper slip on the pads and they went back in and a quick top up of the trunnions with some GL4 spec EP90 oil. All seemed fine here, so

I felt I hadn't really found the smoking gun, so what else could be the cause? Whilst I was pondering what to look at next I thought I'd have a check of the front wheel bearing and boom....there it was, way too much play on both sides. We all know that we need a little play, this is part of the design, if you have adjusted your bearings so there's no play it's likely they will fail prematurely. So the bearings came out, were repacked with grease and readjusted so a small amount of play was just detectable. This I'm pretty sure was the cause as I have now covered in excess of 500 miles since without a problem. The less mechanically minded might be thinking why would a loose wheel bearing cause a brake issue? That's a fair question. So if you image that the excessive play in your bearing is allowing the disc more movement than it should, as you put stress on the bearing when you corner the disc will act as a lever against pads and push the pads & caliper piston back in, the next time you brake you need extra fluid and therefore pedal travel to get the piston to where it should be.

In my case I think the excessive play was down to the troublesome felt seals that come with all the new bearing kits. These new felt seals are way too thick when compared to the OE type, many people re-use the old felt washers, but in my case this wasn't an option. If you just fit them following the WSM, then you'll likely end up with a brake disc fouling the caliper as the extra thickness moves the disc outward. There are two ways to overcome this if the original seal can't be used. You can either trim down the seal to about half its thickness and then assemble or fit it in its full state but over tighten the bearing and leave it for a few days (without driving) in the hope it will compress. I tried the first method, but I guess it compressed with use which ultimately allowed too much play. If only there was a manufacturer that could make a bearing kit to the correct spec, I guess that's too much to ask?

The moral of this story I guess is the importance of regular maintenance and also that it's good practice to check over the car after a winter lay-up.

If you remember back to my November 2021 article, I included details on an alternative stub axle/wheel bearing kit that is available from Canley Classics. This kit eradicates the play

that is part of the original design, has no felt washers and the bearings are tightened to a specific torque setting. If you want to know more about this, I will save you the trouble of searching through your old Courier Mags and repeat it below.

### Stub Axle/Bearing Upgrade



First job is to fit the new Stub Axle. No different from fitting an OE type one, pop it through the up-right and tighten the nyloc nut to 'FT' or check the WSM for the correct torque if you want (Pic 4). Immediately you will notice that the new style stub axle is thicker and symmetrical, meaning that both inner and outer bearings are the same size, unlike the original tiny outer bearings. Next to the hubs, which are made of alloy and very



shiny....we all love shiny bits don't we? First thing for me to do here was remove the spindly little OE spec wheel studs and fit the much sturdier Free-lander ones (Pic 5). Then refit the discs to the hub (Pic 6).

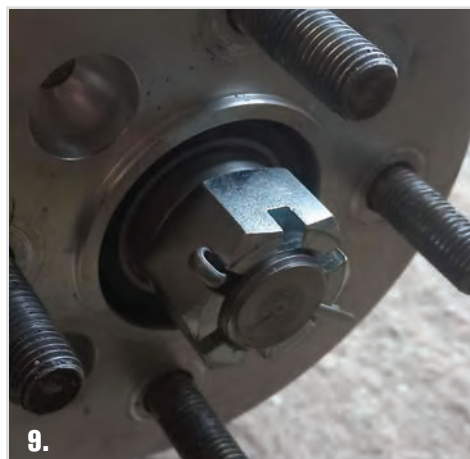
Onto the bear-



ings..... Pack them with grease, but don't go mad, then fit them to both sides of the hub (Pic 7). Another advantage to this kit is that the bearings have rubber seals, which means you can do away with those troublesome felt seals and there's not even a need for a dust/grease cap. The rest of the kit includes two spacers



(one thick and one thin), a castle nut & split pin (Pic 8).



First put the thin spacer on the stub axle, followed by the hub assembly, then the thick spacer. Pop on the castle nut and torque to 8 ft-lbs, then fit the split pin and job done (Pic 9). You will need a 33mm socket for the castle nut, not a size I had in my toolbox so I had to do an emergency eBay purchase.



10.

Then on with the freshly refurbished calipers (Pic 10) and that meant the chassis could finally be classed as rolling.

### Workshop News

My own MR2 is now all painted, polished and re-assembled (Pic 11), it needs a few bits of detailing to be done, but is now back in use.

Simon Skinner's Vitesse is progressing well. The car was fully built up with decent panel gaps, along with a few last minute alterations to accommodate the dual fuel tanks. The inside has been prepped, primed, seam sealed and painted



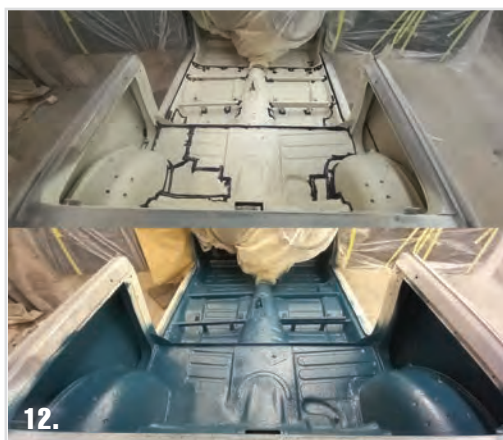
13.



14.



11.



12.



15.

completely primed (Pic 14 & 15).

The car is now ready for blocking and any finer bits of filler work to deal with any low spots in the main panels.

***That's it for another month.***

**Darren**

with the tinted Upol Raptor (Pic 12). All the obvious filler work completed (Pic 13) before being

# The Jeckll and Hyde of Lucas Petrol Injection.

Hi Folks , I know this has been done to death over the years but here's my account of 40 odd years of running them .

Firstly and Importantly don't assume it's the PI system at fault when problems occur. Basic engine checks are needed.

**First Compression check . Tappet clearances , Ignition Components and Timing . MK2 Cars - Check Inertia switch** on the near side bulkhead under the bonnet this can be taken apart and the terminals cleaned , often corroded inside causing low voltage at the pump.

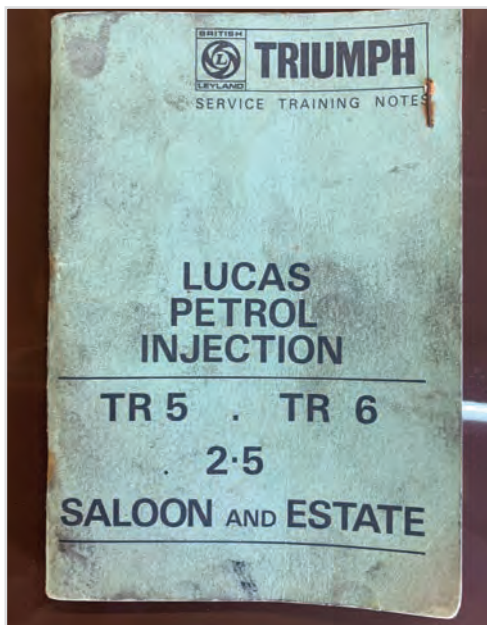
**Fuel Pump** - Perhaps the Achilles Heel of the whole system. It needs to be in excellent condition to perform correctly, it's marginal at best and in warm weather it brings even more misery if it isn't good. Do not strip the pump unless you know what you're doing otherwise you will damage it. Problems are worn brushes and commutator and leaking main shaft seal check telltale pipe for any fuel drips indicating a failing seal. One of the best mods is to run a heavy duty wire fused from the battery to a relay triggered by the original wiring. This gives a consistent voltage at the pump.

**Fuel Pressure**, this ideally needs to be 105-110 max PSI . Around 100 and the engine is flat and fluffy, below 90 and the engine is difficult to start. Another possibility to keep the pump cool is to use a cooling coil plumbed in from the return of the PRV - See Picture . Do not run with a low fuel tank in warm weather above half full if possible.

**Pressure Relief Valve**. This regulates the pressure to 106 - 110 PSI . Adjust by turning nylon screw in the return with a Phillips screwdriver 1/4 turn equates to 5PSI .

**Metering Unit**. Generally reliable faults are sticking excess fuel lever, Fuel Diaphragm split (fuel coming out of the side cover is a giveaway). Vacuum Diaphragm Spherical bearing broken.

**Metering Unit Timing** - To check , turn crank to



No 1 firing at TDC remove No 6 injection pipe and union, check position of rotor .

Hole at the top - correct. Full hole - OK.

Hole at the bottom- unit needs retiming.

**Distributor Pedestal** - Faults

**Petrol and Oil Leaks** - Replace seals .

**Injector Pipes** - these go brittle with age - replace with a suitable kit . These are also a big fire risk , so check carefully.

**Injectors** - generally reliable, check by removing one by one if the injector rattles when shaken the O ring is perished - replace.

**3 Types of Injectors**

Early screw in (with Circlip).

Late push in (with Circlip)

Late Peened over end - Non serviceable - avoid.

To bleed injectors remove one by one with pipe, run engine and invert until a solid 60 degree cone of fuel is seen - repeat for the others .

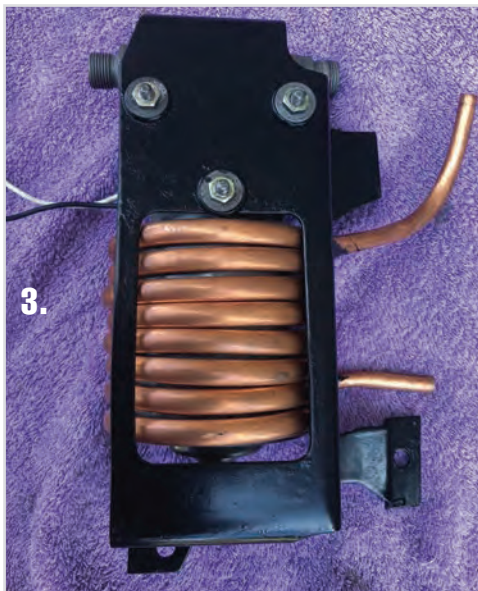
**Take Note Fire Risk**, always have a Fire Extinguisher handy when working on the injection system.

**Pictures -**

**No 1 - Lucas Service Book**



**No 2 - Lucas Fuel Pump**



**No 3 - Cooling Coil**

**No 4 - General Arrangement**

Fuel Tap  
Relay System

**Fuel Pressure Gauge**



**No 5 - Metering Unit**

**No 6 - PRV**

**No 7 - Injectors - screw in on the right**

**No 8 - Test Gauges**

Fuel Pressure - 105 -110 PSI max

Vacuum at idle

Standard Saloon Cams 10 -12 INS HG

CP. 150 BHP Cams 7-8 HG



6.

Beware of some after market cams they can be very difficult to set up . e.g. Piper red only produces 4-5 INS HG



7.



8.

Stick with standard Triumph cams and you can buy a correctly calibrated metering unit off the shelf .

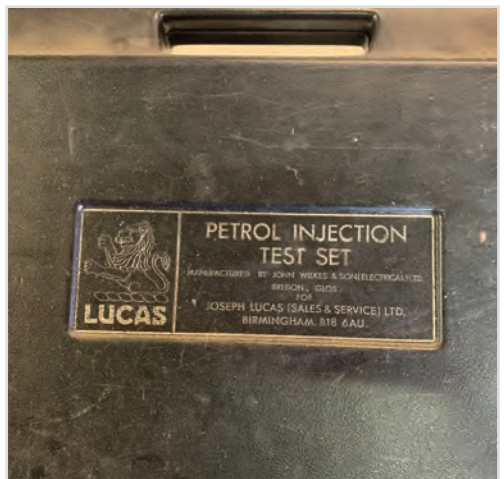
**Next Time - Injection Throttle Bodies .**

Any questions or for more advice contact me via email.

Cheers

*Happy Motoring*

*Dave H*





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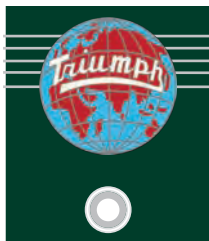
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# INTERNATIONAL LIAISON

JOHN LAY & JESS SMALE  
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## 45 year Ownership!

This month, we're delighted to be able to bring you a lovely report from Lance Smith in California.

Lance is a member of the Triumph Travelers Sports Car Club and a long term TSSC Member with an even longer love of Triumphs - and of one in particular, the Triumph Herald that has been with him for about 80% of its life - and he wrote to tell us the story of their 45 years together.

### 1966 Triumph Sports 1200 (Herald) convertible

*"I had seen a few Heralds around town in my high school years in Southern California. I didn't really know what to think of them.*

*I did appreciate Triumph and MG convertible sports cars, but the Herald was different. The four seat body style was kinda odd, but sorta cool.*

*With my parent's consent, I bought the car for 100\$ in the late 1970s from a family up the street from us. The car had been parked outside at the curb and hoodlums had slashed the top and seats. The compression was low because some of the valves were burned. I was away at college, but I worked on it on weekends at home and in the summer.*

*The local auto machine shop did the machine work on the*



### First day of ownership 1978

*head and I did the dis/reassembly tasks in my parent's garage. Parts were easily available from stores in town, or at the wrecking yards nearby.*

*I sewed tan corduroy seat covers on my mom's sewing machine following paper patterns I made off the car. I bought and installed a new vinyl convertible top from J.C. Penneys (not Whit-*



### New coat of paint 1982



**Palo Alto, All British 2007, with daughter Emily**

ney) department store. I installed new carpet by cutting and fitting pieces from a roll of flat carpet material sourced from an auto upholstery shop in town. I only replaced that carpet with a new molded kit last year.

The paint was badly faded with big white primer spots showing through on the tops of the front fenders, as if someone had been sitting there and had worn through the color coat. I repainted the car in my parent's driveway with DuPont Lucite acrylic lacquer. I was a complete novice and had to get it done over a long weekend with rented equipment,



**Autotest, TRFest 2007, Laughlin, NV**



then get back to work at my summer job.

I was afraid of runs, and used too much pressure, the paint almost drying before it got on the car. It is the clear coat which has been flaking off for decades now.

The "Porsche Indian Red" color went on purple over the gray primer, which caused a scare. The Porsche Indian Red color was a good match to the Triumph original Signal Red paint, but for the last several decades has faded to what people say is orange. That is the same paint that it wears now.

I had taken the doors off to paint the insides, but was never able to get them lined up properly when reassembled.

I don't remember what precipitated it, but the differential needed replacing. I sourced one from a wrecking yard near college and my dad and I swapped them out in the driveway of the apartment complex. The replacement diff was bad with missing gear teeth that I hadn't noticed. The wrecking yard was good enough to allow the return and exchange for another one.

There was a time when I and some other guys did donuts in



**The All British Motor Vehicle Show and Swap Meet 2023, Dixon CA**

the wet sand of Mission Bay. The rusty scale on the underside of the car is from that episode. I wasn't thinking far enough ahead.

One of the wrecking yards had a selection of Heralds and Vitesses. I noticed that I could have front disc brakes by swapping the components from the vertical link outboard. I wasn't smart enough to think about master cylinder or rear brake swap at the same time. The old drum brakes were always leaking and the car was slow to stop. Disc brakes were a big improvement.

On a Herald, even big parts are light enough to be handled by just one person.

Commonality with the Spitfire range meant that mechanical parts availability was generally good in the olden days.

All of these adventures occurred in the three years that I drove the car while away at college. I like the Herald because of its looks, and the looks other people give me. People are always giving me a thumbs up. Little kids appreciate it too.

The Herald is so light and maneuverable. The swing axle behaviors surprised and scared me more than once. Hard emergency braking is enough to make it act up. The tilt up bonnet makes engine access easy.

I was never afraid to drive the car anywhere I wanted to go. I had my tool kit and assorted

used spares, just in case. The gas tank has a "reserve" position switch that can provide a few more miles after you have run out of gas. One must remember to turn the switch back to "main" after filling up.

I've had other Triumphs, a beater TR-3, an old original condition TR-10 estate, and a shiny red Stag, but the Herald is my favorite. It was my daily driver for most of the years in Southern California before I moved up here and the kids came along.

The engines and gearboxes wear fast on California roads. I paid for a British car shop to rebuild the engine for me once. That was a mistake. It didn't last long. When I pulled the head, one of the pistons was sloppy loose in the bore. There were three oversize pistons to fit the new overbore and one used original size piston that didn't fit. I found out later that the British car shop farmed the rebuild job out, and they had some disagreement, and my engine was the result.

I have swapped perhaps as many as five used engines and three or four gearboxes sourced from Triumph buddies or wrecking yards.

In the mid 1990s, I installed the fantastic Newton Commercial interior kit that is still in the car. In 2006 I decided to swap in the driveline from



**Picture By. Sujit Roy**

a 1979 Spitfire 1500. I disassembled the components and put them back together with new parts where necessary. The bigger engine improved drivability around town. The four synchro OD gearbox and taller differential gearing keep the engine revs down on the highway.

The first big trip after the rebuild was to Laughlin AZ Triumphfest 2007. I've driven the car about 40K miles in the 16 years (2,500 miles/year) since the new driveline. I think the car has about a quarter million miles on it based on my service records.

***It's a keeper. I don't plan to sell it."***

**Lance Smith**

Thank you Lance, for sharing such a lovely story of a Triumph that is clearly truly loved and prop-

erly used - the absolute epitome of "**Do More With Your Triumph**" and an inspiration to us all. We were intrigued by the "Triumph TR10 Estate" that Lance referred to, so had to do some digging. Turns out that a number of Standard 10 Estates were exported to America, badged as Triumph TR10 Estate and generally in two tone. Do drop us a line if you can tell us anything about any survivors of these Triumph versions, or even the original Standards

We always love to hear about you and your Triumph - whether it's a new love or an enduring companion - and to tell the TSSC world. Please write to us at [international-liaison@tssc.org.uk](mailto:international-liaison@tssc.org.uk) and leave the rest to us.

*Jess & John*



# STAG

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

## Ultimate Stag Restoration

### – Part 2 Engine, Gear Box and everything else...

I do hope you have been able to get out in your Stags during July?

Last month we looked at Andy Simmons Stag being restored by E.J. Wards. Here is the second part of the report:



By the 9 February 2008 the engine was built and ready for fitting: the heads on the original engine had corroded so badly that they couldn't be taken off the engine block, so another block and heads were used. The front and rear suspension components had been refurbished with



polyurethane bushes used throughout so the car could now stand on wheels again - a big milestone reached! (Picture 29, Picture 30)

The next visit to E.J. Ward on 29 March 2008 saw the engine and gearbox fitted along with

much of the brake system and some of the engine bay fittings plus the windscreen, the rear



lights and some trim. The picture of the engine shows the tubular exhaust manifolds fitted: the



original cast iron ones were cracked so this seemed too good an opportunity to miss. The rear lights are original rather than the reproduction items and were bought via eBay for £300 the pair in January 2006: I've only seen one other



pair advertised since and they went for a similar price. It's beginning to look like a car again. (Picture 31, Picture 32, Picture 33, Picture 34)

I left visiting for a while as it had been hoped to have the car finished in time for a summer col-



lection and I preferred to wait until the restoration was finished before seeing it again. For various reasons this didn't happen so another visit was made on 27 August 2008, with much of the internal trim now fitted. In the intervening time two more problems had become apparent: one of the bonnet hinges had broken away at some time in the past and had been welded back but slightly out of alignment compared to the now straight bodyshell. Mick also thought that the car might have had a rear end collision at some time as the tonneau panel was slightly out of true and could not be made to fit: perhaps this accounts



for two new rear wings having been fitted? Both were replaced with reclaimed panels. (Picture 35, Picture 36, Picture 37, Picture 38)

When Mick phoned to ask me to let him have the number plates, I knew that we were getting close to finishing the restoration and the car would soon be home and available for driving. I dropped them off and waited expectantly for the phone call to let me know the result of the MOT, not that I had any doubts as the car was virtually brand new. That milestone was passed on 27 November 2008 and the car was taxed from 1

December so that it could be given a road test to iron out any little problems before I collected it, on 13 December 2008. Naturally it was raining



heavily so I had to have the hood up to drive home but the rain had the beneficial side effect



of slowing traffic on the M1, so I wasn't holding up other people anxious to get somewhere



quickly. All that remains now is to drive the car and enjoy it, Mick wants to see it back again



after 1000 miles to just check it over and deal with any little problems that have arisen.

One of the final decisions was whether to stick with the original steering wheel or fit something a bit different: I decided to go for a Moto-Lita



item similar in design to the original but with a wooden rim. Part of the refurbished, in burr elm, woodwork was sent to Moto-Lita so that they could match the colour of the steering wheel to it: very successful, I think. Part of the delay had been because of waiting for the first pair of stainless-steel bumpers to arrive from Vietnam, where they are made. I'm glad we did wait as I think they look superb - if you didn't know you'd probably think they were chrome. Apparently, they needed a small amount of fettling but fitted pretty well as supplied: I understand that the small changes have been made with the bumpers now available at a competitive price compared to having an existing pair re-chromed. (Picture 39, Picture 40, Picture 41, Picture 42, Picture 43, Picture 44)

**An excellent account of the restoration from a few years ago. Again, I wish to acknowledge my thanks to Glynis for allowing me to utilise Andy's website as a resource for all.**

So, enjoy the August weather (I hope it's good – editorial timing means it's June as I submit this Register text)

**Keep those V8's purring!**

Ben



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 Rosewood Farm, Watchet Lane, Little Kingshill, Bucks, HP16 0DR



# BOND EQUIPE

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

## Unusual Finds & Equipe News

A few bits and pieces this month. Still trying to get started on the Prototype, but I promise I am getting steadily closer.

We are about to go away for a week on the canal boat, then I am hoping to get going – I know, promises, promises!

Now to a car that slightly confused me initially. **John Ungar** let me have a photo of a nice D reg 2+2 at the Castle Howard Classic Car show – not a car on my records.

A 1966 2+2 - That's a bit odd as they stopped producing the 2+2 in 1964. Looking more closely at the photo you could see the 4s parcel shelf, and later I was in contact with the owner **Pete Walton** and got more of the story.

He confirmed that it is a 4s with a 2+2 Bonnet fitted to it – now it all makes sense. I also quite like the small round indicators fitted to the bonnet.

What you might not know is that towards the end of 4s production, Bond were considering how to refresh the look of the car, and it was proposed to fit the car with a 2+2 bonnet, so finally it has come to fruition! I have seen a 2+2 with a 4s bonnet before but not this combination, and I must say I quite like it. So well done Pete, hope sometime to catch up with you in person.

Some of you may have seen that



a Dutch collector had died leaving a barn full of cars, which included a Mk 1 2 Litre Coupe and the following query was





from Holland, Arnoud'

One advantage of my records was that from the nearly complete Engine Number, I was able to find the car, and discover that it was a UK car, previously registered as FRN 641F a Preston number. Oddly, it's still on the DVLA's online system so presumably not formally exported. Unfortunately I do not have the Serial Number so cannot date the production of the car, but it is the third lowest Engine number I have so quite an early car.

There is quite a big gap in the engine numbers between the 2nd and this one.

I was great to see that **Paul Bower** has been getting around in his 2+2 which was

raised 'Good afternoon, let me first introduce myself. I'm **Arnoud op de Weegh** and together with my father (Ard op de Weegh) i'm currently writing a book about the Palmen collection (Holland) which has been auctioned this month. The aim is to create a book where the story behind this fabulous collection will be told and the story behind the collector (Mr. Palmen). One of the cars which is included in this collection is a 1967 Bond Equipe with serial number HC7470E. Is there perhaps some more historical detail available on this car? or do you perhaps know where I can find that kind of information? Any help will be highly appreciated. Best regards



photographed by **Ethan Deakin** at Le Mans, the photo being on Facebook (above).

On the subject of 2+2's it was also good to see Ethan Deakin has, I think, bought 2+2 948 ECJ, a car that has featured a few times in these pages.

Finally a final reminder about 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**. Please let me know if you can make it to the weekend.



Guy

## Cornwall Camping Weekend

by Cornwall AO Carol Coventry

**Our big event for us in June, was our annual gathering at Harlyn Park ,St Merryn,for our Cornish three day extravaganza.**

What a splendid time we all had. We had twenty five us camping along with six other couples that were B&B ing.

I arrived on the Thursday afternoon to set up my camp. We had three families that were already been down for the week and enjoying our Cornish sunshine. On Friday morning Keith and I took ourselves down to Harlyn Beach , with glorious sunshine, it was very beautiful. Others went off to Padstow and Nectars Glen.

More members had turned up to camp and after setting up, it was down to the club house for an very enjoyable evening of catching up.

Saturday brought a very early start for those tenting, bright sunshine plummeting into the tents at 7am ! So time to get up and get the day started with a good breakfast Graham and Karen had arrived good for time, to call a driver's and navigators meeting for our car run.





at very short notice, it's much appreciated.



We left the site at 10.45 for a mammoth trip around Sea and Moors 100 miles planned for our 100 years of our beloved Triumphs.

A stopped was planned at St Tudy Church for a rest break and oh boy did we need it. Poor Graham had been struggling with no clutch, so like you do a quick fix by the road side, fluids replaced, a cool down for the other cars and there passengers. So on our way again passing the most marvelous Bodmin Moor, taking us down a lot of unmade roads, grass growing up in the middle a typical Cornish Road



Back again to the coast, taking us on the most beautiful drive passing Wenford Bridge, St Breward, Davidstow, Hallworthy, Canworthy Water, Week St Mary, Marhamchurch, Bude, through Widemouth Bay, Boscastle and Tintagel

Our final destination ended at Tingal Brewery. A lovely meal had along with a tour of the brewery, which was very interesting. Our trip back was along the coast to St Merryn for a well earned rest and to get ready for our evening BBQ. Many thanks Graham and Karen for organising this run





At this point I would like to thank Mark Steinson for kindly picking up the BBQ from my place and for dropping it back, also to Antony Quick for the loan of the trailer, without the communal BBQ our gathering would not be the same. A very pleasant evening was had, all tables looking great and the food just fabulous





The evening was a little breezy, but with the sun still shinning it made for a lovely time, joined by more members just for the evening, so good to see you all. I thank you one and all for your company, great to catch up with you all.

On the Sunday morning, some of us began packing up, again in the sunshine. We all gathered at the site before a very short drive across a golf course to Trevose Golf and Country Club for our Sunday Lunch.

I think we were all quite brave in driving though the middle of the course!

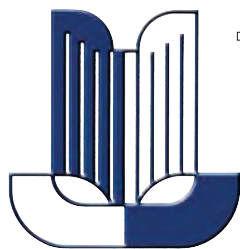
But all was fine, wish I got out to take a photo! An excellent roast meal was had with lovely puddings. After the meal it was time to say our goodbyes to the Southern and Thames areas, until next year folks which will be on

**28th - 30th June 2024**

Safe and happy Motoring

*Carol*





THE

COURIER

# Classifieds

*Spitfire*



**1978 1500.** Great Summer Car! Restored 7 years ago, been in dry storage. Overdrive. Tax & MOT exempt. Comes with hardtop, this needs attention. Contact for More photos. £7,155. **David Toogood (Scottish Borders, Hawick) 07817 284835.**



**1500 1979.** 74,000 miles. Overdrive. Comprehensive restoration. New MOT. Hood, carpets, tyres, seat. Very original. TSSC Valuation £11,000. Resprayed. £6,250 **Tony Kitchin (N. Devon) 01271 883129.**



**1979 1500 OD.** Unleaded head. Hardtop. SS extractor, exhaust. Oil cooler. New brakes, fuel lines water pipes. OE hood, seats. Dry stored. £3500 **Jeremy (North London N20) 07773 382128**



**1969 MkIII.** Good condition, one piece alloy lightweight gearbox - Spitfire gear ratios; original engine num-

ber; alternator conversion; re-cored radiator, new heater matrix; new front suspension. £9,500. **Daniel Southwood (North Norfolk) 07810 590198.**



**1500.** Fully restored matching numbers. Superb condition. Professional rebuild just complete. Just valued by TSSC at £14,500. Professional engine rebuild and bare metal respray. Huge file of pictorial evidence and invoices. Original except for Stainless Steel exhaust. £12,500 **Steve Oldfield (Bolton) 07976 316050.**



**1500 - UCH 466S.** 98,000 miles. Service history. Valued by TSSC at £7,500 (A2+). Offers around £6,500. **Stephen Morris (Knaresborough) 07855 326599.**



**1980 1500.** Fully renovated 1500 body, engine & interior. 41,000 miles. Electronic ignition & fan fitted. Classic DAB radio. Looks brand new. £9,750 ONO. **Howard Brook (West Yorkshire) 07825148651**

**MKIV 1972** Frontal damage, Repairable, drives normally. Colour is Healey Blue. Lenham Hardtop. Excellent condition. Always Garaged. £1,750. **Gerard Guerrini. (London) 0208 542 4876.**

*Herald*



**13/60 CONVERTIBLE** Selling due to ill health. Engine was replaced on 99K with a FH Spitfire 1300 engine, now on 28K and a DG Toledo gearbox (with OVERDRIVE). Sound chassis Tidy body. £7,654. **Jeff D Sanderson (North Tyneside) 07931 350877.**



**13/60 FOR PARTS PLUS GOOD NO.PLATE.** 1296cc convertible for sale 1969 for parts. No plate valued at £500. £750 ONO. **Sausage707 (Beverley, East Yorkshire) 07502 030534**



**1200 SALOON 1970.** Presently Off the Road many years. 12,800 miles. Offers over 3K. ALSO interesting 13/60 ESTATE, owned many years. Offers considered over 6K. **David Austin (Loughborough) 01509 415481 Or 07818 672575.**

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

**GT6**

**MK1 1967 CONVERTIBLE.** Red with black hard top and hood. MOT May24. Well maintained with history file. S/S exhaust. Electronic ignition Long ownership £14,995 **Bob Bray (Surrey) 07549 179463**



**1973 MK3** Non-rotor car, mechanics and body very good, everything works as it should. Electronic ignition, electric fan and electric fuel pump. MOT'd. £16,500. **Euan Douglas (Midlothian) 01968673953.**

*Vitesse*

**1600 CONVERTIBLE 1966.** 96,000 miles. Same owner for 30 years and garaged. Not running - Broken fuel line. For restoration. £850. **Richard Stanley (Maidstone, Kent) 07774 863100.**

**MKII RED CONVERTIBLE.** Rebuilt Carbs. Chrome wires. New Seats front. Gearbox rebuilt. Brakes good. Lovely sound. New Tank. Rad good. Body average. £7,800. **Keith Power (Southport) 07594 604523.**



**MKII SALOON G REG.** Two owners. Sunroof VGC. I have another Vitesse in my collection. Ring for more Details. £8,500 ONO **Brian Chapman (Dorking) 01306 888382**



**2LTR MK1** Very Early, Original. Same owner 18 yrs. £11,500. **Michael Lawrence (Malvern) 07534 384851.**

**CARS WANTED**

**WANTED HERALD OR VITESSE CONVERTIBLE.** I am looking for a 1200 Herald Convertible or a Vitesse (any MK) Convertible in good, drivable condition as I unfortunately no longer have the facilities for a project car. >£10,000. **Samuel White (Poole, Dorset) 07985 243555.**

**WANTED - ORIGINAL OR FULLY RESTORED VITESSE.** Original or fully Restored Vitesse, any model considered but would prefer a Mk2 Convertible Must be in Excellent or fully restored condition >£14000 **Mr. Gary Flinn (Derby) 07825 269136.**

**TR6**

**TR6 CR 1975N.** 72000 Rec. Miles. PAS, Electronic Ignition, O/Drive, Bosch fuelling, Extensively restored, Improved, Patinated, Superb example, Condition 2, Full details available. £23,750. **Andrew Munro (South Leicestershire) 07703 274865.**



**TR6.** Colour Damson with Tan interior. MOT dated May 2023 to May 2024. 37,200 miles. Owned since 1978. £20,750. **Pat. (Essex) 07943 775138.**



**TR6 1970 UK CP** 150bhp. Straight and corrosion free. Overdrive. Detailed engine bay. Good condition all round > £23,950. **Mark Turner (Bedfordshire) 07740 837015.**

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# 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

**SPITFIRE 1500 ENGINE.** Complete with SU carbs, exhaust manifold, Fuel pump, no distributor or flywheel. From a 1979 model, engine No.FM121395HE. £200. Roger Counter (Collect from Bromley Kent) 07545 837160.

**4.875 DIFFERENTIAL.** Very rare, type "A" Herald 4.875 differential, if you need one give me a call. Traveling south in a few weeks so might be able to drop off somewhere. £75 Geoffrey Dent (Durham) 07773 440201.

**HERALD/VITESSE HARD TOP(S).** Both in black, one gloss (£350) one vinyl (£300) with fitting bolts and refurbished rubbers Very good condition. Must be collected or your courier. £350/£300 Jeff Sanderson (Cullercoats NORTH Tyneside ) 07931 350877.

**HERALD COUPE ORIGINAL ROOF.** Rear screen good. £750 ONO. Sausage (Beverley, East Yorkshire) 07502 030534.

**6 CYL ALLOY ROCKER COVER BLACK.** Rimmer part no TKC378AP unused with chrome cap and fixings. collection only. £40 Laurence Harold (Kings Lynn) 07542 111415.

**TR6 FULL SET OF ORIGINAL CHROME BUMPERS.** Good Condition. £750. Plus Carriage. David Walker (York) Mobile 07971 734754 or 01904 705447.

**FREE TRIUMPH HERALD WHEELS &/OR SET OF COURIER MAGAZINES** Nov 2002-Dec 2014 Two / Three Triumph Herald wheels. Set of Courier Magazines from Nov 2002 to Dec 2014 in good condition. Collection Only. FREE. Adrian Wallace (Richmond Surrey TW9 4HD) 07933 799092.

**HERALD 13/60.** Working G/Box. Clutch - Prop fittings £50. Vertical Links, crisp threads £20 pair. Two Speedos £10 each. Speedo cable

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£10. Triumph 2000 MK2 Exhausts. One Burgess. Other never fitted. £30 each. Rikk Harrison (Nuneaton) 02476 348991.

**HERALD/VITESSE BOOT LID.** Good Condition. £55. Nigel Ind. (Wilts) 07860 532974.

# Parts Wanted

**WANTED CRANKSHAFT TO REFURBISH.** Crankshaft or shot engine for parts. Mark Gifford (Hertfordshire) 07910 122863.

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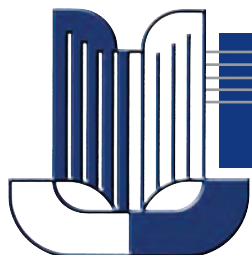
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## Triumph Sports Six Club

**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](mailto: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](mailto:herald1360@tssc.org.uk)

### SPITFIRE Mk I/II/III

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

### SPITFIRE Mk IV/1500

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

### VITESSE 1600/ Mk I/II

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

### GT6 MkI/II/III

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

### BOND

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

### SPECIALS

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

### BIG SALOONS

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

### TOLEDO/DOLOMITE 1300/1500

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

### TR 4/4A/5/250/6

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

### TR7/TR8

**Paul Lewis**, 14 Northbourne Drive, Nuneaton, Works. CV11 4GA.  
Tel: 07766 101615 e-mail: [tr7-8@tssc.org.uk](mailto:tr7-8@tssc.org.uk)

### TRIUMPH ACCLAIM

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

### STAG

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

### TSSC TRIUMPH ARCHIVE

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### AMPHICAR

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

### INTERNATIONAL LIAISON SECRETARIES

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

### YOUNG MEMBERS CO-ORDINATOR

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

### TRIUMPH/MG 100 2023

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

### AREA LIAISON OFFICERS

**Paul & Christina Girling**, 76 Richmond Road, Saham Toney, Thetford, Norfolk. IP25 7EU  
Tel: 07584 000442 e-mail: [tsscareas@gmail.com](mailto: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](mailto:pro@tssc.org.uk)



August 2023

# AREA NEWS

## AREA Directory • News • Events



### Leicester and Rutland Area

#### 37<sup>th</sup> Sunshine Rally 4<sup>th</sup>-6<sup>th</sup> August 2023. Booking Form

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

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

**Saturday.** Optional 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](mailto:davesmith.triumph@hotmail.co.uk)



# AREA DIRECTORY

## AREA MEETINGS Check with AO!

### SCOTTISH AREAS

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

### NORTHERN AREAS

<b>CHESHIRE</b>	<b>Henry Jones:</b> 01625 425845 Cock & Pheasant - BOLLINGTON CROSS. SK10 5EJ	1ST THURS. 8.30PM
<b>CUMBRIA</b>	<b>Roy Ross:</b> 01229 316501 <b>Nigel Entwistle</b> 01229 717544 Advertised in Cumbria News & Website	LAST SUN. 12 NOON
<b>LANCASHIRE</b>	<b>Kevin Makin:</b> 07980 604021. <b>Dennis Petty:</b> 07951 727747 Hoghton Arms, Blackburn Rd, WITHNELL. PR6 8BL.	LAST TUES. 8PM
<b>LIVERPOOL</b>	<b>Mark &amp; Tracey Lamb:</b> 07975 591421 Vikings Landing, Stonebridge LIVERPOOL. L11 2BD.	1ST TUES. 8PM.
<b>MANCHESTER</b>	<b>Jeff Booth:</b> 0771 0001893 The Sheldon Arms. ASHTON UNDER LYNE. OL6 7UB	1ST WEDS. 8.00PM
<b>NORTH EAST</b>	<b>Geoff Dent :</b> 07773 440201 <b>Deryck Beadling:</b> 07939 068976 MES Training - Blackmoor Court - DURHAM. DH1 5ES	1ST SUN. 10.30AM.
<b>WIRRAL</b>	<b>Richard Lloyd:</b> 01516253172 The Red Fox, Liverpool Rd, Thornton Hough. WIRRAL. CH64 7TL	LAST THURS. 7.30PM.
<b>NORTH YORKS</b>	<b>Keith Warren:</b> 07534 820155 The Greyhound, 82 Main Street RICCALL YO19 6TE The Motorist Sherburn - ELMET. LS25 6JE.	4TH TUES. 7.30PM 2ND THURS. 6.30PM.
<b>SOUTH YORKS</b>	<b>Richard Oakes:</b> 07702 492349 Crown Inn, Barnburgh - DONCASTER. DN5 7JQ.	1ST & 3RD TUES. 8PM
<b>WEST YORKS</b>	<b>George Kemp:</b> 07970 045574. New Inn - 170 South View Rd, East Bierley. BRADFORD BD4 6PP.	2ND TUES. 7.30PM.

### MIDLAND AREAS

<b>COVENTRY</b>	<b>New AO/s Wanted Contact Paul Girling. e-mail: tsscareas@gmail.com</b>	
<b>DERWENT VALLEY</b>	<b>Bryan Clayton:</b> 07858 959027 Top Club.- Stanley Common, Ilkeston, Derbyshire, DE7 6FY.	1ST TUES. 7.30PM.
<b>LEICESTER &amp; RUTLAND</b>	<b>David Smith:</b> 07770 650802 <b>Soar Bridge Inn</b> , 29 Bridge St, Barrow upon Soar, LOUGHBOROUGH, LEICS. LE12 8PN	1ST TUES 6.30PM
<b>LINCOLNSHIRE</b>	<b>David Samways:</b> 07709 565118 The Kings Head - 31 High Street, NAVENBY. Lincs. LN5 0EE.	2ND TUES. 8.00PM.
<b>NOTTS</b>	<b>Nigel Hill:</b> 07976 163006 Sandy Pate Sports Bar - MANSFIELD TOWN FC. NG18 5DA.	3RD WED. 7.30PM
<b>NORTHANTS</b>	<b>Nigel Hawes:</b> 07879 491778 Overstone Manor - Sywell - NORTHANTS. NN6 0BB.	2ND WEDS. 8.30PM.
<b>OXFORD</b>	<b>Thomas Cope:</b> 07972 039532 Contact AO for venue meet ups.	3RD TUES. 7.30PM.
<b>PETERBOROUGH</b>	<b>Charlie Noble:</b> 01780 666045 The Gordon Arms, PETERBOROUGH. PEW2 7DH	2ND MON. 7.30PM
<b>SHROPSHIRE</b>	<b>Bill Bate:</b> 01952 581391 <b>David Embery:</b> 0770 1049881 <b>Simon Morgan:</b> 07786 806189 <b>Kevin Cain:</b> 07515 834594 CONTACT AO's FOR MEETING VENUE	3RD SUN. 10.00AM
<b>SOUTH STAFFS</b>	<b>New AO/s Wanted Contact Paul Girling. e-mail: tsscareas@gmail.com</b>	

## MIDLAND AREAS Contd.

<b>NORTH STAFFS</b>	<b>David Woodward:</b> 07939 603061 <b>George &amp; Dragon</b> - MEAFORD Nr STONE ST15 0PX	LAST WED 8.00PM
<b>WEST MIDLANDS</b>	<b>Ken Heaton</b> 07766 837630 <b>Farmer Johns</b> , Streetly, Sutton Coldfield, West Midlands B74 2DX.	1ST TUES. 6.00PM.
<b>Sth. WARWICKSHIRE</b>	<b>Mark Smith:</b> 07989 104324 <b>Harbury Village Club &amp; Institute</b> , Harbury, nr LEAMINGTON SPA CV33 9HE	1ST TUES. 7.30PM.
<b>WORCESTER</b>	<b>Vicky Kitchen:</b> 07745 299457 <b>The Red Hart</b> , Cockshot Lane, KINGTON, WORCS. WR7 4DD	1ST MON. 7.30PM

## EASTERN AREAS

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

## SOUTH EASTERN AREAS

<b>EAST BERKS</b>	<b>Doug Brown:</b> 07974 709954 <b>Buratta's at The Royal Oak</b> Ruscombe Lane, TWYFORD, RJ10 9JN,	2ND TUES. 6PM.
<b>SOUTH BUCKS</b>	<b>Daniel James:</b> 07818 052276 <b>The Harte &amp; Magpies</b> - Coleshill, AMERSHAM BUCKS. HP7 0LU	3RD WED. 8PM.
<b>CANTERBURY</b>	<b>New AO/s Wanted Contact Paul Girling. e-mail: tsscareas@gmail.com</b>	
<b>GATWICK</b>	<b>Tony Locker-Lampson:</b> 07775 564427 <b>The Crown</b> , East Street, Turners Hill, NR CRAWLEY RH10 4PT	2ND TUES. 8PM.
<b>HANTS &amp; BERKS</b>	<b>Alan Fulbrook:</b> 07795 096394 <b>The Twesledown</b> , CHURCH CROOKHAM, FLEET, HAMPS, GU52 8DY.	1ST TUES. 8PM.
<b>HERTS &amp; BEDS</b>	<b>Peter Lewis:</b> 01582 750943 <b>The Raven PH</b> , HEXTON, NR HITCHIN. SG5 3JB.	4TH MON. 8PM
<b>ISLE OF WIGHT</b>	<b>Elaine Hawkins:</b> 07842 249591 <b>Tracy Cleaver:</b> 07754 751672 <b>Various</b> - See report in Area News	CALL FOR DETAILS
<b>WEST KENT</b>	<b>Colin Robertson:</b> 07810 102525 <b>The Pheasant</b> - Goathurst Common - IDE HILL - TN14 6BU	LAST TUES 7.30PM
<b>NEWBURY</b>	<b>Dave Rumens:</b> 01635 868640 See our Facebook page and your emails for details <b>The Craven Arms</b> Skinner's Green Ln, ENBORNE. RG20 0HG.	2ND WED. 7.30PM 4th Wed. 7.30pm
<b>SOUTHERN</b>	<b>Mike Goolding:</b> 01252 722432 <b>The Seven Stars</b> - STROUD GU32 3PG	1ST TUES. 7.30 PM.
<b>SURREY</b>	<b>Clifford Darby:</b> 07853 793341 <b>Wellhouse Inn</b> - Chipstead Lane - MUGSWELL. CR5 3SQ.	LAST WEDS. 8PM.
<b>BODIAM</b>	<b>Colin Robertson:</b> 07810 102525 <b>The Castle Inn</b> - Main Road - BODIAM - TN32 5UB	LAST WED AT 7.30PM.
<b>EAST SUSSEX</b>	<b>Geoffrey Scarborough:</b> 07833 944847 <b>The Halfway House</b> - Rose Hill, ISFIELD SUSSEX. TN22 5UG.	1ST WEDS. 8PM.
<b>WEST SUSSEX</b>	<b>Nigel Ayre:</b> 07799 660212 <b>George Ashborn:</b> 07508 853397 <b>Selsey Arms</b> - Coolham, - HORSHAM. RH13 8QJ	3RD WEDS 7PM.
<b>THAMES</b>	<b>Mickey Hazell:</b> 07773 623807 <b>Fairmile Inn</b> , Portsmouth Rd, - COBHAM. KT11 1BW <b>George Inn</b> - 29 Windsor Road, - WRAYSbury. TW19 5DE	1ST THURS. 8PM 3RD THURS. 8PM

## SOUTH WESTERN AREAS

<b>ANDOVER</b>	<b>Guy &amp; Suzie Singleton:</b> 01672 514241 <i>The Clatford Arms</i> , GOODWORTH CLATFORD, SP11 7RN	2ND WEDS. LUNCH 12.00PM
<b>AVON</b>	<b>David Dyer:</b> 07860 878058 <i>The Wishing Well</i> - Wapley Road, Bristol, BS37 6RY	1ST TUES. 7.30PM.
<b>CORNWALL</b>	<b>Carol Coventry:</b> 01726 824523 <i>The New Inn</i> - Newquay Road, GOONHAVERN. TR4 9QD.	2ND THURS. 8PM
<b>DEVON</b>	<b>Sue &amp; John Franklin:</b> 01548 821348 <b>Nigel Kenneison:</b> 07804 731599 <i>The Star Inn</i> - LIVERTON. TQ12 6EZ. <i>Ring A.O. Details</i>	3RD WED. 6.30PM 1ST SUN. LUN
<b>NORTH DEVON</b>	<b>Darren Groves:</b> 07806 351499 <b>Andy Luckhurst:</b> 07971 413045 <i>Crealock Arms</i> - BIDEFORD. EX39 5HN.	1ST THURS. 7.00PM
<b>DORSET SOUTH</b>	<b>Robin Nicholls:</b> 07920 549474 <i>The Three Compasses</i> - CHARMINSTER - DT2 9QT. March to Sept	LAST MON. 7.30PM
<b>GLOUCESTER</b>	<b>Jane Rowley:</b> 07802 171227 <i>Fromebridge Mill</i> - GLOUCESTER GL2 7PD.	3RD MON. 8PM
<b>SOMERSET</b>	<b>Steven Polden:</b> 07504 516623. <i>Contact AO for meeting venue</i>	2ND THURS 8PM
<b>WESSEX</b>	<b>Trevor Carlyle:</b> 01425 475376 <i>TBC Contact AO</i>	LAST THURS. 8PM.
<b>NORTH WILTSHIRE</b>	<b>Craig Gingell:</b> 07852 455242 <i>Foxham Inn</i> - FOXHAM - WILTSHIRE. SN15 4NQ.	2ND TUES. 7.30pm.

## WELSH AREAS

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

## NORTHERN IRELAND

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

COUNTRY	CONTACT NAME	CONTACT DETAILS
<b>AUSTRALIA (Queensland)</b>	<b>Richard Graveur</b>	randagraveur@gmail.com
<b>AUSTRALIA (Victoria)</b>	<b>Richard Stewart</b>	rlslaw@bigpond.net.au
<b>BELGIUM</b>	<b>Stefan Vandendijk</b>	stefan.vandendijk@telenet.be
<b>DENMARK</b>	<b>Morten &amp; Lillian Hildebrand</b>	hildebrandrandi@gmail.com
<b>FRANCE (Poitou Charentes)</b>	<b>Victor Thompson</b>	vcandvh@gmail.com
<b>FRANCE (Central)</b>	<b>Ray Lomax</b>	lomaxcreuse@gmail.com
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<b>MALTA</b>	<b>John Pullicino</b>	jpullicino58@gmail.com
<b>SOUTH AFRICA</b>	<b>Karl Illenberger.</b>	karl@kre.co.za
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<b>SWEDEN</b>	<b>Odd Hedberg</b>	odd@triumphclub.se
<b>SWITZERLAND</b>	<b>Robin La Barre</b>	robin.Labarre@Bluewin.ch
<b>SWITZERLAND</b>	<b>Philip Bellamy</b>	0041 79 347 1221
<b>UNITED STATES</b>	<b>Ben Blaney</b>	benblaney@gmail.com



# Area Liaison Officers Report Andover - Avon - Cambridge

## Triumph Sports Six Club Area Liaison Officers

e-mail: [tsscareas@gmail.com](mailto:tsscareas@gmail.com) Tel. 07584 000442



If you haven't been to your local area meet recently, August is always a good month to do it. The evenings are nice and light, the weather normally warm and there are often plenty of Triumphs in the car park. So if you've been thinking of going to your local meet, make sure you do it in August!



If you do make it to your meeting, make yourself known to the AO and ask them to introduce you to other members. Let us know how you get on. Were you made welcome? Did you enjoy it? Is there anything you can think of that would make it better or more welcoming? Please drop us a line (good or bad) and we can pass on your comments (in strict confidence of course).

A number of areas are in need of an AO - could this be you? Would you be up to running an area? If there isn't an area near you, could you could start one? Again, get in touch if you think you might be able to help. There is support and advice on hand if you need it.

*Paul & Christina*

### Andover

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

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

Tel. 01672 514241

A brief note this month as I'm writing this before the next lunch, as we won't be able to make it, being on the canals that week.

August seems to be a quiet month around the area, although busy for us as we have a family wedding, a vintage Standard car event and of course Guy's Bond Equipe weekend at the end of the month celebrating the Equipe's 60th Anniversary.

Next meetings:

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

2nd - 3rd September - Beaulieu International  
Autojumble

*Suzie & Guy*

### Avon

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

[www.wishingwellcodringtonbristol.co.uk/](http://www.wishingwellcodringtonbristol.co.uk/)

Tel. 07860 878058

Hi all, as I write this we are packing to go to the show this weekend at Powderham Castle, near Exeter. A number of local members enjoyed a visit to Le Mans Classic just a week ago. The season is in full swing with various members at various meetings in the local, and not so

local, area.

We have now reverted back to The Wishing Well for our first Tuesday of the month meets. It was great to see a few new faces recently, any visitors very welcome, and even better if they feel they can come regularly.

By the time this is in print many around the UK will have completed in The Border Run celebrating 100 years of Triumph. Avon has plans to take part, the border we will attempt is likely to be South Glos, Some of the other borders are a little on the long side!!

Look after yourselves and happy shows,

*Dave*

### Cambridge

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

Tel. 07795 436149

We meet on the 3rd of July at the Red Lion in Stretham for a change from the usual Plough in Fen Ditton primarily so that Rob could join us as he lives near there but couldn't get down to the Plough. He is recuperating from a stroke and we were all pleased to see that he's recovered a lot of the use of his legs and he's slowly winning the battle with finding the right word. He was even presented with a CT Coast-to-Coast t-shirt by one of the event organisers, Howard, as he was supposed to be on it but he wasn't well enough yet to attend.

It was great to be at a different place for a change. The central war memorial square outside the Red Lion on the High Street was filled with Triumphs - my photo from the end of the evening doesn't do it justice for earlier with another half dozen cars on there too. The back room was large with plenty of chairs and tables that we could pull together to all sit round the same space.

# Cambridge Cheshire



New guys Neil and Steve came in Steve's Spitfire which was dragging its bum a little. After the obli-



gatory question about the weight of its passengers, the collective hunch was that the half-shafts might be too long and from another variant of Spitfire and that is pushing the rear wheels out sideways, tilting their camber and lowering the rear ride height. Neil promised to get his Stag back from the people who've been re-building his engine so he can show off his pride on a joy.

Andrew joined us in his MkIV Spitfire too, which he had done a lot of work on over the last ten years or so. The 1500 Dolomite engine in it runs fine, he says, but the thrust bearings keep going because the camshaft is on its way out. He's got himself a 13/60 engine which the plan was to rebuild whilst he kept the current engine limping on, and I got the impression from him that we've perhaps inspired him to make more of a start on that project.

I was a little later than the first group to arrive which was partly down to overheating, still. The earlier time I'd suggested for this one-off meeting place in Stretham seemed to be manageable for many of us so perhaps we should start earlier in future. It appeared, from when I refilled it to go home, that my Vitesse powered Herald had spat all its water out, again, by boiling it. This is despite having changed out the cooling hoses, upgrading the rad, changing the thermostat and even changing the head gasket, believing that it was somehow pressurising the coolant system with exhaust gasses. That hadn't fixed it sadly. In discussions we wondered if it was perhaps a blocked rear of the engine block, or very heavily restricted flow, so that it boils off there, pushing the other water out as it goes. The consensus was that a considerable period of running on Cambridge's notoriously hard water had perhaps fouled some of the waterways with calcium encrustations, and that I should perhaps try running her on 5L of white vinegar for a couple of miles to see if that can clear her out!

Next month we plan to be back at the **Plough in Fen Ditton, Monday the 7th of August from 7:30pm**

*Tom*

## Cheshire

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

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

**Tel. 01625 425845**

Report for Cheshire Area to meeting held 6th July 2023

Present: - Henry Heap the Vitesse  
Roger Spitfire  
Paul Bond  
Richard Spitfire

Sunday June 25th was Lymm Historic Transport Day, the first since 2019 according to my records. The weather forecast was a sunny morning, with rain and thunder expected as the afternoon progressed. There were plenty of interesting cars to look at and discuss, and once again a neighbouring AO parked close by, this time in his Alvis. As time progressed, there were little hints of rain but after 3 it started to rain properly, and the organisers opened the exits as almost all of the paying public had disappeared. When it was clear that the rain was getting worse, I joined the queue to leave (via a long tour of a housing estate) and drove home through some serious rain and some seriously flooded roads, which ensured that Heap the Vitesse arrived home rather wet but quite a bit cleaner than before.

Richard managed to get his Spitfire ready in time for Silverstone, although his attempt to get to the fuel station with coolant escape issues required assistance from Bennet emergency coolant replenishment services. Richard enjoyed Silverstone, although his requirement for rusty metal was only partially satisfied (Stoneleigh may help). On the way back, there was apparently a damp clutch pedal (I know that feeling) which meant the Spitfire returned home on the back of a lorry. Richard and I have had a series of exchanges about a Herald speedo, and it seems that the misbehaving speedo from Richard's Herald is now in the place in my garage where the spare Vitesse speedo lives, while the spare Vitesse speedo has migrated into a box in the den labelled 'car gauges'.

Some other news. Maisie the Moss has now had her banjo fettled by a local garage, after an attempt by Maisie's owner. Mike C has traded his Herald 13/60 rag-top for an Alfa Spider. John has a poorly left leg which means driving a car with a clutch pedal is not possible (he suggested an auto box in the Spitfire), while Pete emailed from a hot tub with beer in hand to say he wasn't in the country.

We had a pleasant potter round the countryside on meeting night, with sensible temperatures and a lack of precipitation. It does seem that the weather elves are in a belligerent mood, switching from warmer than I like to (much) wetter than I like. Roger pointed out that the windscreens rubber on Heap the Vitesse was seriously past its best, something that has been on the todo list for a considerable time. It's Capesthorpe in the near future and the forecast for the day is currently light rain showers all day.

**August offers the Astle Park Traction Engine Rally on the 12th and 13th**, with a note saying 'booking needed'. I recall attending some years ago, and being astounded by the amount of cast iron on show. Tatton is on the following weekend.

**Our next meeting is on Thursday 3rd August at the Cock and Pheasant.** Third and Final run out of the year, so 7:30 for 8.

*Henry*

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



# Cornwall - Cumbria Devon

## Cornwall

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

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

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

Tel. 07979 464643

This months News is in the form of an Area showtime Report, please see Pages 60 to 63 of this Magazine. I shall look forward to seeing you out and about soon. Happy and Safe Motoring

*Carol*

## Cumbria

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

Roy. 01229 316501

Nigel. 01229 717544

TSSC Cumbria attended the 40th. anniversary West Cumbria Vintage Club rally in July as a club, with a fair turn out of Dolomites, Spitfire, Courier and Acclaim vehicles. Mid-afternoon we were all surprised to see one of the judges heading steadfastly in the direction of our club tent clutching a First Prize Rosette. We all wondered which car could have won this award, whilst each praying under our breath "oh, God, please let it be me". To everyone's utter amazement the judge plonked the rosette firmly on the windscreen of Roger Burge's Triumph Acclaim. When he picked himself up from the floor the judge explained that it was because his car was exactly 40 years old at the 40th. anniversary rally. Well done to Roger for getting this award for a totally original Triumph Acclaim, complete with authentic rust and artistically placed gaffer tape.

Cumbria members attend a variety of events over the summer months, both locally and in adjacent counties, including the border run to meet up with Dave Fray and the clan from Scotland, starting at Cockermouth and ending up at Powfoot, Dumfries and Galloway to enjoy the views of the Cumbrian fells from the other side of the Solway. Thanks to Phil Jobson from Carlisle for offering to help organise this and agreeing to provide the tulip diagram for this run.

We are ending the show season in **September with a "Five Bridges" tour of Northumbria and southern Scotland** to include the newly re-opened Union chain bridge over the river Tweed and bridges over the Firth of Forth and the River Tay.

*Nigel E*

**Events for August: 13th August - Grange show**, no club stand at this show but I know a few of us will be going. In order for Cumbria members to be parked together we will be meeting up before we get to the show and then enter in convoy together. **20th August - Classic car show - Dalemain. 28th August - Bank holiday**

**Monday - Bootle Show.** We will have our usual club stand in an idyllic setting.

Safe motoring

*Roy*

## Devon

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

e-mail: [nigelk57@gmail.com](mailto:nigelk57@gmail.com)

[www.tssc-devon.org.uk](http://www.tssc-devon.org.uk) **FB - TSSC DEVON**

Tel. 01548 821348

How can it be August already - I'm in denial!

Short Notice Event - Sunday 6 August

Rather late, we realised that we have nothing planned for the first weekend in August! Who fancies joining us at home in the South Hams for a picnic in the garden on Sunday 6th? Please let us know asap and of course this will be weather dependent.

What we have Done

Going back to our Summer Solstice Club Night in June - well - this had to be our best ever! We had 14 cars on show, some popped off from 5pm for a short drive back to the pub. The weather was amazing, and the views on the drive were similar. Back at the Star, James the Landlord had roped off a square for us, but it wasn't big enough for all who came along! Most of us had a great meal at the pub in the garden, and later on we were treated with not one but we think three troupes of Morris Dancers. They were amazing. New car out for the evening was Jon's gorgeous early Mk1 2000. I did a Club valuation on Phil's GT6 - is your valuation up to date? There were 3 all white Stags, mine, Steve's and Peter's; Spitfires of Mike H, John L, Dan and Rob L, Allan's 2500 S, Julian's Bond, Bob's Vitesse, John & Jannine's TR6, and the lineup was completed by Richard's lovely MGA.

Next was a big Club presence at the Totnes Rotary Show at Staverton. Loads of lovely cars there along with 40s singers, a jazz band, stalls and autjumble. A nice Triumph display of our cars, joined by some lovely examples from the Dolomite Club and SOC.

On Sunday 2 July, we were joined by friends from the Stag Owners Club and other classic car owners we know for a day with a difference. Single horsepower as opposed to what's under our bonnets. We had been invited by former jockey and now racehorse trainer,



# Devon - Essex



Jimmy Frost, to his home for a stable visit and a cream tea. We had a great turnout of 13 classics, which in-



cluded an MGA and Greg's Jaguar Special. A short drive to the yard, after meeting at the House of Marbles, took the group to the back of Buckfastleigh. We saw some lovely horses, some in training and some in for breaking to saddle, and some home bred youngsters too. Jim, his wife Nikki and staff were very hospitable, the weather stayed dry too. Some attempted croquet on the lawn with varying results. It was wonderful to see Mark's lovely Mum, approaching 90 years of age, enjoying the day and talking about ponies in the past. A very knowledgeable lady. In thanks to Jim, we collected a little money for the Injured Jockey's Fund. Powderham Show and General Running of the Area

## HELP PLEASE

After organising the Area since 2005, John and I are thinking that we need a bit of help, in particular with the organisation of our Club presence at Powderham Show in the future. Is there anyone out there who would be willing and able to take over running the Club stand at this big show? It is two days at the Show, meeting and greeting, and a little 'office work' beforehand in getting the entries sorted and sending out passes when received from the CBCCC. We would really appreciate any offers and of course will hold the hand of any volunteer. Suggest having a chat with us at an event or by email.

## DEVON DIARY

**Sunday 6 August BYO Picnic in South Hams**

– book NOW

**Wednesday 16 August Club Night at the Star Inn, Liverton TQ12 6EZ**

**Sunday 3 September Saltram Rotary Show at Lyneham House**

**Wednesday 20 September Club Night at the Star Inn, Liverton TQ12 6EZ**

**Sunday 26 November Inter Club Skittles / Lunch at the Waie Inn**

**Saturday 9 December Inter Club Christmas Lunch Dartmoor Lodge, Ashburton**

*Sue & John*

**Please Send Area News to:**

**courier@tssc.org.uk**

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

## Essex

**e-mail: miketitchen@aol.com**

**FB - facebook.com/groups/182391181818242/**

**Mike. 07860 708356**

A great weekend spent at the MG & Triumph 100 at Silverstone. We had 5 cars on show from Essex Area. Brian was unable to bring his GT6 as it had technical problems. Visiting us on Saturday was Karl & Louise in their TR3 & Ron & Petra from Holland.

We set off and met up with Mick & Linda at Toddington Services on the M1, after having something to eat I reversed the car out of a parking space, to my surprise the gear knob came off in my hand, what the hell is going on with my GT6 is she trying to tell me that its time for me to give her some TLC!

We arrived at the hotel that we had booked which wasn't too far from the circuit. On Friday those that were staying had an evening meal and then early to bed ready for the next two days of showing off our cars.

The weather was glorious, so hot in fact that we had to have sun shades up, there was a nice show of MG & Triumph's alike. Plenty to do see, stalls, various different food outlets and in the main arena, several good car displays throughout the weekend. The

MG's put on hand-brake parking, Sue told me not to try this!

On the Saturday evening we met up for a meal and Ron and Petra joined us. Later on Sunday afternoon we all packed up and travelled home, through the countryside as the M1 was all chock - a - block. A quarter of the way back we pulled in as Steve and Janet needed petrol and we noticed the sky had come over all dark so we suggested that those with soft tops should raise them but they all said no and we drove just around the corner and the heavens opened. As I was driving my windscreen wiper's rubber had stuck to the windscreen due to the high temperatures over the weekend and when I turned them on the whole of the passenger wiper blade decided to exit my car flinging backwards! Other than that we all got home safe and sound. Tinkering updates

Spent some time working on my Mark 2 Spitfire this month renewing all parts in the carburettors and also cleaning out the petrol pump. The filter inside the petrol pump was



## Essex Continues



blocked completely with debris and after removing the rusty bits and cleaning the filter that made the car run a lot better. A couple of other jobs had to be done such as replacing the brackets at the back of the key locks on the



doors as the old grips we're just slipping whenever you tried opening the car. Next job on the doors is to replace the rubbers that support the glass on the windows as the old have deteriorated, also another small job to do on the Spitfire is to put on my wing mirrors which I have recently purchased these are in the style of the early 50s. As several things have started to go wrong with the GT6 I've decided I will use the Spitfire more so that I can get on repairing the GT6 and getting that back up to scratch.

Robin's Vitesse - Triggers Broom

So after having new tyres fitted I noticed a shimmy occasionally from the end, checked the tyres they were ok, so checked wheel bearings and regressed and adjusted them, but moving the steering wheel I heard a clunk with the car in the air and it turned out to be the rack moving from side to side, this free movement was caused by the worm bushes retaining the rack, now my question is do I go for original rubber or poly? Don't want it super stiff or jarring through to the steering wheel.

ESSEX 2

Melvin drove his Spitfire Mk2 to Trinity Church Fair at Rayleigh - there were around 50 cars or so located in the carpark and the road leading into the windmill, roads

were closed with lots of stalls, this was the only time he could park all day on double yellow lines with no ticket! Melvin also took part in the Fairlop (Barkingside) to Southend run, there were around 70 vehicles at the start.

Marian, Mick, Janet, Allen, Steve and Janet went to Hoddesdon on 1st July. There were some great and unusual cars and army vehicles. One van had a 175 Honda racing motor bike with the race number 5. Of course there was some shopping to be had, it is rude not to as us ladies have to do a bit of browsing if not buying. The music from the mari-onette's was great as usual and entertaining. Everyone enjoyed the day.

Little Easton Manor Monthly Breakfast Meet



Car Show - Myself and Sue took a drive to July's Meet, as we parked up Brian and Jean



drove in so we parked together next to the big screen in the field which was showing motor racing. The weather was a bit overcast at times but the sun did appear later, it was a nice day with plenty of different makes of vehicles. While we were sitting at a bench enjoying a brew Russell from Dunmow popped over to see us and tell us about how he was getting on with his Spitfire repairs also Mike chatted to



him about the border run. We stayed a couple of hours which is why we like this meet as you are not tied to stay all day.

Mike

### Upcoming Events August 2023

**Saturday 5th - Toot Hill Show - Contact Maurice Harvey 01277 366102 or 07789503981**

[maurice@stanford-rivers.co.uk](mailto:maurice@stanford-rivers.co.uk)

**Saturday 5th - Waltham Cross Town Centre - Tickets only event**

**Sunday 6th - Classic Car Meet at Little Easton Manor, Dunmow CM6 2JN - 10am onwards - Book online on their events page by RSVP**

**Sunday 13th - Saffron Walden Show - On the common CB10 1JH - We are going as a group.**

Contact Mike

**Sunday 20th - Battlesbridge Breakfast Meet - 9am onwards just turn up.**

September 2023

**Saturday 2nd - Buntingford Classic car show - Book at [buntingfordchamberofcommerce.co.uk](http://buntingfordchamberofcommerce.co.uk)**

**Sunday 3rd - Classic Car Meet at Little Easton Manor, Dunmow**

## Gatwick

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

**Tel. 07775 564427**

Hi all,

What a great month June has turned out to be, beautiful weather for triumphs!

Cliff, Jeremy & I met up at the cobham services, for a convoy to the MG Triumph 100th anniversary at Silverstone. Not too bad a journey, other than the M25 which was a car park for around an hour! Once off the motorways the journey was a lot more pleasant. We met up with Trevor & Adrian for lunch & a drink. It was interest-

# Gatwick



ing trying to find a pub that hadn't closed down or have an electrical problem in the kitchen!

On arrival we all quickly pitched our tents & sat back with a beer or two!

The weather continued to be good, but that night the temperature was b\*\*\*\*y cold!

Thankfully the following night it was much warmer. 'The Triumph Time Line' in the arena, my mk1 is in the middle, (need a magnifying glass!)

The racing of classic cars during the weekend was fantastic. Why pay to go to Classic Silverstone, when it is all here at our own weekend! Well done all concerned.

There was a good number of Triumphs in the triumph parking area. I would have loved to have included more pictures of the triumphs there, but I feel I'm pushing it with Bernard!

This was the only other mk1 spitfire there! Lovely spitfire, but not sure about the wheel size?

June's meeting saw two new members come along. A big welcome to, John & Dudley.

First was John with his red (yes another signal red triumph) mk2 GT6, which he's owned since he was 18! That is true loyalty to a car, how many of us can say we still have the car we owed when we were 18! That would mean I'd still have my 74 mini clubman!

The weather was dry & sunny, so it was great to get out to the car park & see our triumphs. While we were viewing John's GT6, a Herald coupe turned into the car park!

This turned out to be Dudley, who had decided to pop along & meet some fellow triumph nuts! Dudley has more than one coupe the other one he is restoring. I got the impression that Dudley has quite a few triumphs & other classics!



Well yet another Bletchingly meet, the first for June, saw a small group of us meet up at the Horley service station on the roundabout.

New member John came with his GT6, Chris & his Daughter in the mk2 spitfire 'Dolly', my Dad (Jack) in his frogeyed Sprite & me in my mk1 spitfire. Chris as usual lead the convoy, with his daughter filming us as we followed them.

We arrived to find Richard & Bod Bray already there



saving us some spaces for the signal red brigade! Bod

has a beautiful mk1 GT6 with a spitfire body, sadly he is having to sell it. So if there is anyone interested let me know & I'll put you in touch.

Jack managed to find a space too, but right next door to another frogeyed Sprite! The two created quite a bit of interest.

I popped into Village Garage the other day & spotted this rather smart Vitesse mk2. Quite distinctive with its body coloured wing mirrors!

Anyone know who's it is?

Chris & I convoyed over to the Surrey meeting, pickings Tom up on route.

There was a good number of Triumphs in the car park & like the Gatwick meet we spent our time outside with beers enjoying our cars. We talked about the upcoming Border Run & where to meet for lunch.

Paul's GT6 hiding! Who could this little spitfire belong too?!!

Finally there was the third Bletchingly meet of the month, which again had a good turnout.

The weather wasn't quite so good & it did try to rain a couple of times.





# Gatwick - Isle of Wight Leicester & Rutland

## Gatwick Continues

This rather smart TR parked next to Cliff's Vitesse, followed Chris & I all the way back down the country lanes & me to Copthorne, where I lost him!

**Cranleigh Classic Car Show 13th August** (I hope you're booked in!) when you arrive tell the stewards that you are with the TSSC stand & they should let you drive through & join us.

**Bletchingly 1st & 3rd Saturday morning of each month.**

**Barns Green classic car show 26th August** at 12 onwards, but it pays to get there before as it fills up quickly!

**28th August Oxted & Edenbridge show.**

**Edenbridge Motor Show 10th September.**

Our monthly meet is on Tuesday 8th at 8pm at the Crown. Hopefully it's another dry sunny evening, so bring a triumph for us to admire!

Keep enjoying your triumphs & get out there on those country roads!

*Tony*

## Isle of Wight

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We've all been enjoying the weather and using our classics. Darren has taken his Spitfire on some long runs and even won a best in show prize, well done, it's a lovely car.

It was great to catch up with Dave & Jo, TSSC members who were holidaying from the mainland, they had their classic Mercedes and not the Triumph, they said they will definitely be back as they enjoyed the Island and seeing so many classics at Vic's memorial gathering.

Jason and Elaine had a great time at Le Mans last month and Jason thoroughly enjoyed driving the Stag through France. The TSSC contingency staying at the circuit were very evident in their purple TSSC Le Mans logoed tee shirts, it was very noisy but the races were brilliant to watch, everyone was having a great time.

There was a classic car display at Cowes Classic Day on Sunday 9 July and anyone free was invited to join

in, hopefully some of you managed to get along in the beautiful sunshine, might need to organise a group attendance next year.

One of our members has a 1500 Spitfire hardtop looking for a new home for free, if anyone is interested then please let us know and we can put you in touch.

As usual watch your email and our Facebook page for meeting updates.

Happy motoring.

*Tracy & Elaine*

## Leicester & Rutland

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**Tel. 07770 650802**



*Some of the Leicester & Rutland Area at the end of our two days R & R at the Chateau de Martragny, near Bayeux, after Le Mans.*

Hi all. Well what can I say, we have just returned from Le Mans and the extra two nights in Normandy were just what the doctor ordered to come down from such a high. A massive big thank you to all at the club and all those involved with the TSSC for such an amazing few days. This was the most the Leicester & Rutland Area have ever taken to Le Mans as I know too (20 in total) and what a fantastic time, we all had. Most of us set out in the direction of Portsmouth for the overnight ferry to Caen. Once in France we took the scenic route to Le Mans taking in some of the more tranquil little villages stopping off half way for a coffee and a visit to the local patisserie for a spot of Lunch. Once at the Le Mans circuit and booked in we set up camp most of us together with others close by. Then the fun begins. Track laps, practice, and racing, with trips around the village and endless visits to the paddock area and of course the bars. It's difficult to put into words in one short summary the excitement, the spectacle, the camaraderie and fun I think we all had but its trips like this where memories and friendships are made and talked about for many years to come. I hope we can do it all again in 2025.

In other news, Leicester & Rutland also had a presence at this year's Peak run and by the time you read this we will have been on our boarder run (more on that next month). I Hope you should just about receive your Courier in time to visit our very own **Sunshine Rally starting on Friday 4th through to Sunday 6th August.**

# Newbury - Norfolk



A weekend to relax, enjoy a drive around some of Rutland's more scenic areas and possibly a chance to let your more competitive nature come through with our treasure hunt. The weekend will finish with our show and shine car show and prize giving on the Sunday. Best regards,

*Dave*

## Newbury

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### NEWBURY AT THE TRIUMPH AND MG 100

The normal starting point was at Waitrose car park in Thatcham where Ian (TR6), Chris (Toledo) and Dave (Vitesse) met up. We left at 13.00 and at Harwell Bridge Nigel (DHC TR7) and Andy (Bond) were waiting to join us.

Due to a lorry on fire on the A34, the traffic was very heavy and slow moving and, as a result, we got separated. Nigel got to the campsite first and saved some spaces for us. That might have had something to do with the extra work he had done on his car, particularly the brakes, which have required 2 new cylinders (bought from Robsport).

Thanks Nigel for saving the spaces.

By now the time was getting on and, once the tents were up, it was time for food. However, fries, a burger and a coke cost £18.00. A pint of beer was £7.00. We thought inflation was what you did with your tyres before a trip, or your camping mat before going to sleep!

On Saturday we spent time looking around the show and the autojumble and watched the classic racing on the track. Chris entered his concours Toledo on the 'Time-Line'. Ian and Nigel spent time looking at the new electric MG4 hatchback and, as a result, acquired MG baseball caps, which they proudly wore to the next club night.

Meanwhile Andy and Dave chilled out at the campsite. Though a thunderstorm with heavy rain had been forecast for Saturday evening, it stayed hot and dry. This meant we could have our normal smoky BBQ. This year Dave got all the smoke. Once this was over, we went to the evening entertainment which was a disco and band. The country legend 'Smoky Dave' decided he will audition for next year's lineup. Failing that, the pyramid stage at Glastonbury will have to do.

Sunday was hot so we didn't have to wait for the tents to dry out. This must be a first. Apart from Chris, whose car was on the 'Time-Line', it was soon time to get back on the road and head for home. "Take me home, coun-

try roads" was allegedly heard being sung by Smoky Dave, as he exited the venue.

Joking apart, it was a really enjoyable weekend, so thanks must go to the organisers and all those behind the scenes who made this event happen.

*Robin*

## Norfolk

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We took a trip down to the Silverstone over the weekend of 10/11th June, for the long-awaited event celebrating the 100 years of Triumph. An amazing array of Triumphs and a great weekend. The 100 years timeline included plenty of cars from the first Triumph (10/20) right up to the last (Acclaim).

It was great to see some Norfolk metal there too - with Dean and Trevor on the 100 timeline and in the ring with their Spitty and 2000, and Chris' TR7 and Dominic's Spitfire parked up (plus us of course).

The weather for our July meet was just right for some roof down summer motoring and we weren't disap-



pointed with the turn out of 11 Triumphs in the car park at the Larling Angel. Spitfires were the most popular



this month with four, followed by three big Triumphs, two Vitesse's and two TR7s. We had 16 sitting down for the meal, which went on a bit longer than we hoped, but the non-eaters commandeered the seating area outside making a total of 24 once we all got together for the informal meeting. There was the Border Run route to pour over, instilling fear in some and excitement in others. Hopefully next month's report will mention the great time everybody had in on the run.

We have still to decide the venue for our next meeting on Thursday 3rd August, but this will be put on our website page, Facebook and sent out via email the week before.

For our next event we have TSSC Norfolk displaying at The Helmingham Classic event on Sunday 6th August



# Norfolk North East

## Norfolk Continues

with 11 cars on display. If you're there make sure you pop over and say hi.

Finally on **Sunday 20th August we have our Tea and Cake afternoon at Saham Toney**. There will be a short run for those interested, but feel free to turn up just for the social. There's always a good showing of Triumphs at this one and TSSC Norfolk have, over the last couple of years, raised over £350 for the East Anglian Air Ambulance along with being able to add to the area coffers. As before the tea and cake is purchased by donation, so please bring plenty of change (and chairs if you have them). Please note that due to the limited space and the number of cars hopefully attending there won't be any room for "moderns" but there is a lay-by next to the house for parking.

Looking forward to see lots of you at the August events.

*Paul & Christina*



Come and join TSSC Norfolk for their annual get together

## Sunday 20th August 2023

A 30 mile Tulip Drive around the Norfolk countryside ending at Saham Toney with tea and cake and get together (3-6pm).

More details to follow on the events section of our website - [norfolk.tssc.org.uk](http://norfolk.tssc.org.uk), Facebook and email.

**Make a weekend of it** - for those travelling from outside Norfolk and are looking for accommodation we will be having a small retro camping area.

For more information email  
[paulnorfolktriumph@gmail.com](mailto:paulnorfolktriumph@gmail.com)

Note this will be a "fine weather" event.

**Please Send Area News to:**  
**[courier@tssc.org.uk](mailto:courier@tssc.org.uk)**  
**By 8th of each month - Thank you**

## North East

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**Geoff. 07773 440201**

**Deryck. 07939 068976**

Hi Everyone. We are half way through the year, and have attended a few shows between us and done a couple of runs along the way, I must give the car a proper clean after our foreign trip but all I have done is give it a quick wash to get the dust off.

Since returning we have had a run out to the Aln Valley Railway near Alnwick, we had 8 cars go along for the ride.

After Coffee and Bacon butties we spending a couple of hours looking around the Exhibits, then the decision was made to head off to Amble for Fish & Chips, it was so crowded in Amble we could not get park anywhere nearby, so we decided to head off and get Ice cream instead, so off we went to Morwick's Dairy, near Warkworth, They make their own Dairy Ice cream on site, in a variety of flavours, well worth the visit if you're up in that area.

June's meeting was well attended and welcome to new member Thomas from Horden, who has a spitfire 1500, but didn't bring it to the meeting, he has a lot to learn about triumphs, so we put him right about the usual things such as where and how to lubricate the trunnions, but he did bring it along the next evening to the Classics by the river show in Durham, there was a good mixed selection of vehicles, from Aston Martins to a Sinclair C5. We spent a couple of hours just chatting and enjoying the evening sunshine.

On the car front we are still waiting for the gearboxes for Steve and Martins cars to be returned from the gearbox specialists in Stockton I have changed the Gearbox on the spitfire for the one that cost me £25, the one which was in the car was crunching into 2nd and 3rd gears

The replacement appears to be perfect, but it's hard to tell if it's noisy or not when you test drive it with no interior or gearbox cover on, and the prop shaft is spinning at eye watering speed just alongside your leg. Kevan is in the process of replacing the rear spring and shocks on the GT6, but he needed help getting it out, it's a bit of a pig of a job on a Rotoflex axle car.

John has his Spitfire oil pump problems fixed now, and they both hope to take their cars to the **Classic Festival at Silverstone in August**

More on the borders run in next month report, Unfortunately I won't be able to attend this as I am away in London that weekend, so will have to leave it to Deryck to navigate you around and take all the wrong turns.

See you all in August

*Geoff*

# Northern Ireland



## Northern Ireland

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As has become the norm we had our June run in the Ards Peninsula followed by a BBQ at the home of the leaders for the day, Alan and Pam (F). Sat 15th was the chosen day, and as usual, there was an excellent turnout with a good variety of cars.

It was good to see Alan's Vitesse back on the road again after a two-year overhaul. Laurence (C) was there in the mighty Nissan 350Z, and it really sounded good, even in the car park. It was nice to see Gary again in the Spitfire along with his young son as well as Mark (R) and his two sons. Alan (For) was also there with his Pam and his immaculate TR. Of course, there were the regulars who rarely miss a run and it was good to see them too. Meeting at the Ards shopping centre gave some of us a time to have a wee bite to eat whilst others took the opportunity to shop, as usual. Setting off at 2pm, a wee bit later than planned, saw us skirting Scrabo Tower in the distance and then passing the flood gates at the ultimate point of Strangford Lough at the Old Shore Road. For those interested there is a 4 1/2 mile walk there too. Taking the A20 Portaferry road we hugged the coastline heading towards our first stop at Portaferry.

It was then that we were made aware that we had a problem car. It turned out to be Alan (For), one car that I never would have expected. Even worse he had no tools to "tighten the bolt", I admire his logic, but thankfully he was assisted by Laurence as he lived nearby and had the appropriate item. Unable to stop on the main road we carried on with the remaining cars along the coast passing Mount Stewart and then through Greyabbey. First time that I really noticed the islands offshore there! We continued through Kircubbin and Ardkeen, with Castle Hill on the coast at the water's edge, before we turned off at the Abbey Road, to get our first glimpse of Lough Cowey as we made our final approach to Portaferry along the Lough Shore Road, viewing Ballyhenry Island on our right. Arriving around 3 pm, and all in the one car park for once, we took the opportunity for an ice cream and chat at Morelli's whilst a few ladies did what they always do.



We set off again at 4 pm but because of a delay in starting were unable to do the planned complete circuit of the peninsula around Ballyquintin. In view of this we set off on the main road across the peninsula to Cloughey and the coastline. From there we again hugged the coastal route with Green Island on our right before we passed through Portavogie. Next in our view was Buriel Island and Burr Point just before Ballyhalbert as we continued our journey along the coast. Ballywalter and Millisle were next on our list as we noted many of the well-known, and not so well-known, holiday parks. We intended stopping in Donaghadee for a short time, but the thought of food and a BBQ took over and so 65 N'Ards Road, Donaghadee was our next call. Mark had to meet up with Nicky, so they left at this point, but we were later joined by Barry and Elaine (F) for the BBQ. A very enjoyable time was had by all, as they say, and it was good to see, all things con-



sidered, that Laurence hasn't lost his appetite. From Alan and Pam (F) thanks to all who brought sweet treats to share and, of course from us, thanks to them for a great day.

As I continue with this report and find that we are now in the middle of the year I note that it's hard to know whether to put on a coat or a short-sleeved shirt! It was the same for our weekend away in Fermanagh at the end of June. We met up at the Moira filling station being attracted there by the food available and E5 fuel for our cars. Moving off at 11.30am saw us with six cars, Alan and Pam (F) in the Vitesse, Alan and Maureen (H) in the Stag, Billy and John in the Spitfire, Valerie and Ernie in the Figaro, Simon in the BMW and Heather and I in the TR6. Simon was to be in the Mini, but they found a front wheel bearing gone, that required a changeover.



Joining the M1 motorway we had a swift run down it for eighteen miles to the Loughgall exit before taking the Tamnamore and Killyman Roads through Clonmore and Laghey Corner. Crossing over the motorway permitted us to join the A29 out of Dungannon so that we could use the main Enniskillen Road for a short period before leaving it at Granville. This enabled us to make our way to Greystone and the side roads as far as Carn-teel to join the Tullyvar Road to drive direct to Ballygawley Roundabout. From there it was a straight run to our tea stop at the Station House at Augher. Break over and on our way again on the A4 through Clogher and Fivemiletown before taking the side roads to En-



# Northern Ireland Notts

## Northern Ireland Continues

Enniskillen through Clabby and Tempo to our weekend accommodation at the Westville Hotel. Arrived early enough for those who wanted a wee wander into town before tea. An enjoyable meal was enjoyed by all, though most of us thought that it was a little dear, although the best was yet to come that evening. As has become the norm on these weekends we were treated to some entertainment with John (G) on the ukelele and Billy (S) singing with the "odd" poem thrown in.



Great evening that lasted well into the night, for some. Sunday breakfast over and we were on our way taking the eastern side of Lower Lough Erne to pass through Ballycassidy, Killadeas and Lisnarick before turning closer to the lough at Milltown close to the Old Castle Archdale that was among the trees. Stopping for a view we could see Lusty Beg and Boa Island a short distance away with the Cliffs of Magho and Tully Castle being seen from a different angle for us this year on the far side of the lough.



Once through Kesh and Letterkeen we took the A47 to cross over Boa Island on our way to our lunch stop at Belleek Pottery. For a bit of a relief from the Boa Island Road, A47, we took the Mulleek and Derrynacarrannog Roads to get a closer view of Lough Scolban and Keenaghan Lough and the nearby Tievealough Abbey at the edge of the lough.



Lunch over and on the road again travelling through Ireland for a short distance to then take the main road to Enniskillen along the other side of the lough this time. Keeping to our plan we kept on the Lough Shore Road until Tully Castle as we took a right on to the Binmore Road with the intention of travelling towards Derrygonnelly on the B81. Made a mistake and nearly travelled through Churchill twice! Back on route again to make our way through Monea and Springfield to Drumlyon on the main Belleek Road that gave us then a straight run through the town to our hotel. Evening meal this time was at the "Ruby Palace" Chinese restaurant that was enjoyed by all at a reasonable cost before going back for another musical session. Monday saw Alan and Pam (F) leaving us as they were spending a few extra days in the Letterkenny area whilst the rest of us started the homeward along the B80 to

Tempo and Fintona before taking the B122 to join the main A5 that brought us straight to Omagh before making our way to Killyclogher to the "Village Inn" for a well-earned rest and some enjoyable food. (

Photo 10 here) Fed and watered we took the main road to Cookstown for a period before taking a left to travel through Greenacastle on our way to the Sperrins. Using the Broughderg and Sixtowns Road then brought us to Draperstown and a clear run to Tobermore were we had to put the roof up before reaching Curran and then the main Glenshane Road A6 that gave us all a straight run to our separation point at Dunsilly, Antrim as we made our way to our respective homes after a very enjoyable weekend.



What's to come! **Area Meeting Wed 2nd Aug at Nortal at 7.30pm, Sat 5th Aug an Area Run with Peter (M) and on Sat 19th Aug Area Run in the Antrim Hills with Alan (H).**

A big thank you to the Spurle family for looking after us on Ice Cream Run on 5th July but more on that on a later date. Please remember to support those leading a run or another of our events to show your appreciation.

*Douglas.*

## Notts

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On Wednesday 21st June our last meet up before the trip to Le Mans, we met up at the lovely Queens Head in Watnall and on a beautiful night sat in the sunshine with a few of our Notts members. Some of us ate fish and chips, also fish finger sandwiches etc. Very tasty too, Well worth it. Was really nice to see some old regulars and our friends the Club Triumph chaps joined us too.

Open to discussion were some more pubs we would like to visit throughout Notts.

On the Sunday 25th June we did the Berry Hill park classic car and bike show. Where we



# Scotland Central



attended with TSSC gazebo and items to sell. It was a great success once again plenty of variety and great craft stalls with a food section. I think everyone had a great day the weather just about held off until the end of the day.

Nigel met up with a lovely member of our Yorkshire area who kindly took an award we had for Mr Alan Heaton who was gladly obliged to deliver this Special Thank You award to Alan for his services for being the area organiser for North Yorkshire. (check out the size of that thumb!).

We had a brass band and various singers including Danny Draycott and the Fab Two who all were fantastic to listen to. The ever popular Acacia radio kept us entertained throughout the day. Can't wait for the next show. This is to be confirmed soon.

So for us three, me, Nigel and Nigel's Dad Paul. We went off on our travels down to Club HQ to load the vans with Marquees and bar etc then we set off to Dover to catch the ferry to France.

After a slight hic cup we managed to catch the ferry across the little choppy waters to the other side. Landing in France around 10pm. Did an hour or so of driving then pulled into the services for a cuppa and a nights sleep. As we awoke in the morning to wonderful sunshine and warm weather. Looking out of the camper windows the views were beautiful as at most of the French service stations we had a lake with fish swimming in it and plenty of other wildlife such as rabbits, herons, and other lake life. We had croissants and coffee for breakfast. Then began our journey further south.

We went to a beautiful port near Dieppe where we stayed by the sea in a medieval town meeting two Belgium Marshalls heading to Le Mans. After a good chat and hospitality they gave a gift of Belgium beers which were called 'Tits' this must be the Belgium sense of humour or the beer blew them off....!

After another good nights sleep we header further south.

Eventually we arrived at the 24 hour circuit Le Mans. Excitement growing and waiting for the rest of the TSSC team to arrive ready to set up the hospitality tents for our members.

The whole experience and I think every one who went was absolutely amazing.

The whole buzz of celebrating 100 years of Le Mans and 100 years of Triumphs went down a storm. If you weren't there you missed an absolute treat. Hopefully you can join us in 2025 for the next one.

We were sad for it to come to the end of the weekend but for us we continued on travelling back up to Calais for a home sailing on the following Saturday.

We had the pleasure of joining some of the Leicester & Rutland area on the trip to the Normandy beaches which for us being the first there and an experience not to be missed is a couple of days at a Chateau which was a WW2 field hospital.

We managed to visit my Great Grandad Daykin in Rich-

burgh Le Touret, he was in the First World War from 1914 until his death in 1916. Always an honour to visit his grave.

Our last night we spent on the beach front at Dunkirk where we chilled and sucked up the last of the 40 degrees sunshine. Before heading to Calais port. Home ward bound back to rainy Mansfield. BOO!

We hope to see you at one of our meet ups. **Always every 3rd Wednesday** and we send out text & what's apps and also put messages on the Notts Facebook page and web page. As we always ask if you do not receive our messages please contact the above email or contact mobile number to join in the fun.

Hope to see you soon,

*Nigel & Di*  
x

## Scotland Central

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

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

Wow what an amazing month we have just had, we started off with a road trip to Silverstone, we travelled down to Newark and camped over night, as we could not get into Silverstone until 3pm we decided to visit the Newark air museum, the museum what much bigger then we thought and had a fantastic array of planes, it also had a very nice café where we had lunch, if any of you are in the area its well worth a visit, We had the usual drama of any road trip with 50 year old vehicles and had one sheared bolt in the gear lever linkage which was fixed at the side of the road in less than 1 hour and a Trailer tent that lost it wheel mounted when it hit a pot hole,

Silverstone show was very good and everyone commented on how much they enjoyed the weekend, young Jack Robertson had the biggest smile of the week-



end when he managed to get a ride with Russ Swift in the MG3 performing stunts in the arena,

going around on 2 wheels was great fun he said.

Following a conservation with Club Chairman Chris Gunby on the Saturday night we arranged to camp at Club HQ on the Sunday night on the way back up the road, It was the first





# Scotland Central - Somerset Southern

## Scotland Continues

time that some of our Group had been to Head Quarters and we had a guided tour of the facilities on the Monday morning. A big thankyou to all who made this happen for us.

The following weekend we were at Thirlestane Castle in the Scottish borders for a great Sunday show with the best part of 1000 cars on display. All the Scottish Triumph Clubs had spoken to the organisers and we had arranged for all the Triumph Cars to be displayed together which showed off our Cars in a fantastic way.



The last weekend in June we were at the Moffat show which is always a great weekend in the calendar and we had a really good Friday and Saturday but the skies opened around lunchtime on the Sunday and the show wound up early due to the weather. There were 900 Cars on display over the weekend and its was a huge success for the new organising committee,

As I write this we are just preparing for the Glamis Castle show and a Boarder Run on the 23rd July to Powfoot on the Scottish / English Border to meet up with our colleagues for the TSSC Cumbria Group, a report on both events in next months courier,

Look forward to meeting up with you all the next events

*Dave*

## Somerset

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**Tel. 07504 516623**



Hi all, hope you are all well. We had a good turnout and evening at the Smugglers Inn, Blue Anchor, despite managing to park in different parts of the car park! By the time you get this, we'll be at the West Somerset Railway rally (say hello if you are attending), there are plenty of shows around at this time of year, please let me know if you are attending, and I can share the details and let others know.

As you may have seen on FaceBook, I had to press the Vitesse into service when the differential failed on the TR during a tour of Shropshire. AA provided a great service, made the call at 17.30 in Dudley, and was being dropped off at Shapwick at 22.45. Turned out the pinion bearing had failed, back on the road now, albeit Mrs Polden's confidence has dropped in the TR, whilst the Vitesse 'never breaks down'. It has rarely failed in my 20+ years of ownership, it is used on a regular basis, which I am sure helps - it's been to Street, Sainsbury's and Pets at Home today as well as a trip to Castle Cary station in the week.

I also attended the Haynes Museum Autojumble with my neighbour and TSSC member/1200 Herald owner, David. The stalls seemed reasonably priced, and we both came away with an extra car each.....mine has some negative camber to sort out.

I think September will be around the anniversary of me picking up the AO role from Alan and Denise, I'm happy to carry on, let me know if I can do anything to support you. It would be great to see more of you at the monthly club night too. Cheers

*Steve*



## Southern

**Tel. 01252 722432**

Hi folks. I hope all is well and you are enjoying he nice spell of sunshine.

Saturday 10th June was the Gala at Bishops Waltham. Club attendees being Barb and I in the Stag,, Dave H in the Toledo and Paul T in Tr5. I owe you a pint, Paul, it went down a treat. The next day saw Dave H meet up with us at ours at 7.30am to attend the Stoke Row Steam Fair. Met Mark, Vanessa and Adam who were exhibiting their caravan. Vanessa had driven her Austin 3 litre there without a hitch, Mark towed the caravan with the Disco. One of the best steam shows we attend. This year we were met with a new layout which I thought was a great improvement. A good day out. An uneventful journey home til we reached Basingstoke. At this point we were on the old A30 at Hatch, stopped at the traffic lights. I said to Barb "I can see a few tiny spots of rain n the screen". Within the next half a mile the wind was blowing a hooly and soon afterwards the heavens opened which left me with an option of stop and put the hood up and get soaked or chance it drive through it. I chose the latter and we put the foot down on the dual carriageway in the outside lane. Not too bad at first until we got to the single lane section with about 3 cars in front of us going very slow. At this point we were getting rather wet, then onto the dual carriage-way again. Tried to maintain the speed but could not see too well. As we approached the traffic lights where

# North Staffs



we turn off to Odiham, the wipers were working well but I could not see too well - it turned out to be water on the inside of the windscreen. As we sat at the red light, the rain eased. I retrieved my hanky from my pocket and wiped the inside of the screen. Hey presto, I could see once more. We drove the rest of the way home soaked. I was rather amused and thought it funny, Barb not so much. In the meantime Dave had stopped to put his hood up. He got soaked but his car was alot wetter inside than mine.

Sunday 18th June saw Barb and I in the Stag and David and Wendy in his TR6 journey to High Weald Steam Fair at Dane Hill, Sussex. We arrived at 9.15. One lady on the gate when asked where the classic cars were being parked replied "somewhere down there". After travelling the circuit a couple of times we met one of the steam boys who told us the classics were between the tractors and the stationary engines, At this point just one lonely Ford Escort van parked up so we joined him, it turned out to be the right spot. As last year, an excellent show with something happening all day. I counted 36 full steamers, all seemed to be active at some point in the day pulling heavy loads around the ring. Chaely Tractor Club had some of their French counterparts with their tractors making a reciprocal trip after Chaely went to France last year. A definite must for next year.

All for now,

*Mike*

The first Sunday of the month Dave Moore and myself attended the Sunday classic car event at the Departure Lounge. Mark and Vanessa turned up a bit later in the Austin 3Ltr. Andy Cook from the Hants and Berks area in his GT6.

What's not to like about this show, over two hundred classic, American, hot rods, customs and commercial vehicles to look at and all for the princely sum of a pound. And you can get a cup of tea and a burger whilst you're there. It was nice to meet Rob Pearson and his wife, they were parked next to me in their lovely powder blue 13/60. They also turned up to the regular meet.

The regular meet was a bit of a wash out weather wise, no club cars in the car park but quite a few members in the pub.

It was nice to see Alex and his girlfriend. They had made the trip from the USA for Henry and Ella's wedding who were also at the meeting. Big congratulations to them.

The big event of the year for me, Jak, Mark, Vanessa and the kids is the Cornwall Camping weekend. This year it was held at Harlyn Park just outside St. Merryn.

Saturday evening we went to the Farmers Inn, good food big portions. We were joined on Wednesday with Steve and Lynne. Steve used to own the yellow Mk3 GT6 that Dave Moore now owns. Friday saw Mike and Barbara arrive with Robin and Ann with Wendy.

Mickey and Julie from the Thames area arrived with Julie's daughter.

Saturday we had a run out. Graeme (Cornwall area) had devised a route, one hundred miles to celebrate

one hundred years of Standard Triumph.

Things went well for Wendy and myself for about twenty minutes. It all went pear shaped after that. A bus and car towing a caravan were having a Mexican standoff for about half an hour. The bus eventually gave in and reversed by which time the rest of the Triumphs (about a dozen) were long gone.

Wendy and I did try to catch up using sat nav to locate various checkpoints but found out later we were way way in front. We did eventually get to the finish which was the Tintagel brewery. The evening finished with the usual communal BBQ.

Sunday Carol (AO Cornwall) had arranged lunch at the local golf course, a lovely meal and a fitting end to the weekend. On behalf of the Southern Area I would like to thank Carol Coventry and the Cornish members for again making us feel so welcome, it's always a great weekend (or week for some of us).

**Mike has invited the MG's to our regular meet on August 1st,**

Please do try to bring your club cars along and show them what a real car is like. Not these Chinese things they drive.

**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

*Mark*

## North Staffs

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Hi Folks. It's not been a good month for me as the Stag has totally let me down for the first time in seven years, I did have a problem with brake failure some time ago but managed to get home.

Now it's overheating and unlikely to be fixed for the border run, not sure what it is yet, but probably the



## North Staffs Suffolk - Surrey

### North Staffs Continues

water pump or drive?

The Retro show was disappointing as the number of cars was way down on last year and I understand that it won't be on next year.

The only other event I did last month was the Lymm Transport Festival, it was a nice sunny day and was well attended with a wide range of vehicles. Unfortunately mid afternoon a thunderstorm started and many of the cars left, some got caught in very heavy rain, having stayed on until it cleared I missed the worst of the storm on the way home.

Not having a Triumph for the July border run it will probably be a shorter run out and on to a local club show.

Also coming up in July is the Alrewas Show and Audlem transport festival.

Apologies for the brevity, having been away just catching up with things.

**Next meeting Aug 29th**

Take care

*Dave*

### Suffolk

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**Tel. 01206 250360**

July's meeting, with four of us having just returned from Le Mans, saw some inevitable chatter about our experiences of that event. The general consensus was it was very good, and with some obvious improvements to the pedestrian side of the circuit compared to last year. Chris took his Dolomite Sprint with Lindsay, and despite some last minute repairs required before the trip, it performed faultlessly and returned an enviable 36mpg. They also had time on the way home to take a quick tour around the Pegasus Bridge before catching their ferry from Caen.

There were 4 in our party and I took two of my cars, the 2000 estate and Stag. Apart from a top up of oil, they both took the 800 mile round trip in their stride, although fully loaded fuel consumption was definitely around the mid-20s.

On the other hand, Colin went in his mate Dave's 2000 saloon. A very smart looking car indeed, but he commented that he really needs to borrow the car for a few weeks beforehand to check it over. A knocking UJ was noticed as soon as Colin was picked up, which Dave was oblivious too and necessitated a replacement on the campsite. It also had the tendency to wander from a straight line for no apparent reason. However, they safely got back home on Monday evening.

Brian has been having some excitement with Lightning. He aborted using it for the Triumph 100 event only a short distance from his house as an annoying mis-fire

had got much worse. The Yaris was used instead, and with his blue badge, gave him a more favourable position within Silverstone. He then ran the car over to his engine builder in Suffolk for a check over and hopefully sort the problem for good, only for the car to fail completely on the A12 roundabout in Martlesham (just outside my BT workplace). Leaving the car on the side of the road, and some back and forth with the engine builder, meant it was left on it own for a while. Brian then returned to find Suffolk Police about to remove it, as it was causing a hazard. A stern ticking off from the officer ensued, saying he really should have dialled 999 to alert them and get assistance, but it was followed by a "nice car though". After it's fettling, it's back in full health again.

**See you all on the 1st August.**

*Russell*

### Surrey

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Hello all, well we had a fab weekend at Silverstone, although that does seem some time ago. All there and back safely despite the square tyre I mentioned at the pub, lesson; check tyre quality and roundness, they do need to be used. Blatantly becoming the go to event at the moment, a great turn out of cars and the Triumph contingent make up a good segment and we now have the tyre kickers, we are also an international meet with friends from across the pond in early Spitfires.



Since last piece I have been to the Italian Riviera which is not necessarily Triumph based but the roads around the Amalfi coast would be a dream to drive around, bit like a James Bond scene or an Italian Job without the E Types.

I have been to a couple of MG meets recently as a mate has an MGB and the 100 anniversary is bringing cars out. Went to Horstead Keynes on the Bluebell railway which was fun and the train museum is well worth a visit. Slightly upsetting someone's modern MG was parked on the grass incline at HK, but the owner had not secured the hand brake or left it in gear and when we returned to the car park some hours later this red MG was attached to a Vauxhall Astra bonnet on bonnet with neither owner in sight, oops ! I have a photo but thought it prudent not to include as there may be litigation !!

Happier tales, I like to wear some Triumph regalia at such meets (Le Mans T shirts and Vitesse 60) just to upset the opposition and when my Spitfire took pride of place in a car park with 25 MGs it was quite



## East Sussex



amusing. Paul now has his lovely GT6 back on the road after extensive fettling by Chris(our new friend) and Paul now has no noises, no rattles and no money.

On a technical matter I was interested to see the mag piece last month about Vitesse heating/cooling. I had no idea that the radiator securing base washers acted as a heat sink to the chassis which I suppose is obvious if you think about it, I need to check mine to see. Fortunately cooling has not been an issue, unlike the Spitty which just needed a new sender. Given the cars oil changes and flushed out all the crud, its always nice to see clear/green liquid on the dip stick. Need to adjust the tappets on the Vitesse but otherwise touch wood/metal all going fine.

Still planning the drive out day which will have passed when this hits the matt but should be good with Tony's Gatwick contingent meeting up for a nice pub lunch somewhere south.

Right need to go and clean the cars as covered in dust and need to be on parade at Bletchingly on Saturday. Bob, thank you for the Retreat tickets and good luck with the car sales, all the best

*cliff*

## East Sussex

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Another busy month in June with lots of activities going on encouraging many TSSC members to get out in their cars.

The big show in June was the MG & Triumph Silverstone 100. Clive, Pete and Martin & Ian travelled up for the weekend where I was told there was plenty to see and do. The weather was hot for a change and tents were pitched in the dry. An evening barbecue was followed by a birthday breakfast for Pete. Unfortunately the weekend became memorable for the wrong reason; on the way home with the tops down, the three convertibles reached the M25 and slow traffic and then.....the heavens opened up. You cannot pull over on a motorway so they had to just carry on and get soaking wet. Pete said water was pouring out of his dashboard and visibility was very bad. Fortunately, everybody got home safely and the car interiors have now dried out.

For those who did not go to Silverstone there was a breakfast run on the Sunday morning to Rushfields Garden Centre in Poynings. Richard, John & Janice, Andy & Lynn, Wendy & Geoff and Andy enjoyed a good breakfast and lots of banter afterwards in the car park.



Having acquired a Triumph 2000 Mk2 late last year, Wendy & I decided to attend the 2000 Register Nation-

als Week (12th to 19th June) near Paignton, Devon. The car did almost 500 miles with little complaint and we met lots of other friendly 2000 owners. On the main day on Saturday 17th June there were 63 Triumph 2000s on show, along with a few Stags and a Herald 13/60 belonging to Sue & John Franklin, the Area Organisers for Devon Region. I learnt an awful lot about my car, including some of its past history and a lot about the 2000 range in general. We will certainly be going again in the future.

Over the weekend of 24th /25th June there was the Broyle show, near Ringmer. Ian & Chris, Vic & Jean and John & Janice went along on the Saturday and I believe it was a good show. The weather was certainly good, albeit a bit hot. Also, on that Saturday we had been invited by the Kent & East Sussex Railway to do a static car display at Tenterden station in support of their 70s / 80s day. Having

parked up by 9am we all

(Andy, Lynn, Kevin, Kim, David, Keith, Wendy and myself) went off into Tenterden looking for a place to get breakfast. On our return to the station the gazebo was set up for shade and Andy & Lynn went exploring the sta-



tion and found the "kiddies" action room. There were wigs and blow-up guitars and a microphone and Wendy & I found Andy doing rock singer impressions wearing different wigs along with Lynn laughing her head off. Great fun! We had been given complimentary tickets for the journey to Bodiam and back, so we waited for the steam train and jumped aboard. It was very hot that day and with top windows wide open we managed to get some soot onto the table and ourselves; don't brush it off we were told as it smudges and leaves black marks so we had to wait until Bodiam to shake ourselves off. After a very refreshing ice cream the train returned to Tenterden where a rock band was belting out the oldies.

## East Sussex - West Sussex

### East Sussex Continues

Kim was in a dancing mood which the band spotted and the singer rushed over and got Kim to "karaoke" and finish the song (Hi Ho Silver Lining). What a laugh. Kim is very good as she sings in not one but two choirs.

Then on Sunday 25th there was a classic car morning



at the Crowborough Rugby Club organised by Crowborough Rotary Club to raise funds for charity. Wendy and I met up with Pete, Kevin, Kim & David, John & Janice, Vic & Jean, Andy & Lynn at the Crowborough Leisure Centre car park and travelled to the rugby club in convoy, one mile away! Shortest Sunday run out I have ever done as we only live half a mile from the leisure centre. We managed to park in the best shady spot under some trees and had bacon / sausage rolls with coffee and chatted away the morning and looking at all the other cars. Then all back to our place for lunch in the shade under the willow tree. We have never had so many Triumphs on the driveway before. The icing on the cake was that Jean won a raffle prize of a ride in an old Model T and so Vic & Jean got a trip to Tunbridge Wells with tea and cakes at the pantiles!

The monthly club meeting at the Halfway House Pub on 5th July was once again well attended. Not quite warm enough to sit out in the garden. Nineteen people in all with plenty of tales of their exploits over the last month. Once again, a renewed invite to old and new members (and partners) who live in the TSSC East Sussex area to come along and join in the monthly meetings, where you would be made very welcome.

**Here's what's coming up in August:-**

**Classic Car Show at Hooe on Sunday 6th August**  
**Waldron Classic Car Show on Sunday 13th August**  
**Southern Classic Society's Car Show at Worthing on Sunday 20th August**

**Hellingly Festival of Transport over the Bank Holiday weekend 26th - 28th August**

**Bexhill 100 Car Show on Bank Holiday Monday 28th August**

Photos this month are from our Paignton trip, the Kent & East Sussex Railway day and the Crowborough Rugby Club car show.

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

*Geoff*

### West Sussex

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**Nigel. 01403 253034**

**George. 07508 853397**

Hello, I hope you're all well. We had a great weather and turnout at our June monthly meet. We had 7 Vitesse's, 3 herald's, 3 spitfire's and a gt6, a stag and bond equipe. Thanks to everyone who came along, it



was also great to meet Woody and his recently purchased spitfire and also Russel in his spitfire.

Le Mans classic was great and we all thoroughly enjoyed it. Me, Morgan, Alan, Glen and Joe got the mid-night ferry from Newhaven to Dieppe and enjoyed the drive over to Le mans taking the scenic route. When



we arrived at Le mans we set up our camp at the brilliant tssc campsite. Nigel, Henrik, John and Jess joined us later in the evening as they got the 11am ferry from Newhaven to Dieppe.

The TSSC campsite was brilliant, it's a great location



alongside the track, filled with brilliant people. Big thanks to the TSSC for making it happen and running a great camp. Me, Morgan and Alan also booked for the track laps and we all loved it. On the Saturday night we went out for dinner in Mulsanne and after dinner Joe led us to a great spot at the end of the Mulsanne straight to watch the racing. It was a great spot watching the cars heavily braking into the tight turn at the end of the high speed straight, and then accelerating hard out of the turn off towards Arnage. On our drive home Alan had complete brake failure due to the driver's side front caliper seizing and boiling the brake fluid, we forced the caliper open and clamped off the brake hose the stop the caliper from seizing so

# West Sussex - Thames



Alan could limp over to the Ferry and home. At a similar point my car also gained a very loud drivetrain noise, I also successfully limped the car to the ferry but I haven't looked into the cause of the noise yet. Hopefully nothing particularly difficult or expensive to fix. Overall though it was a great event and I will definitely be returning in the future.

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.*

## Thames

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Welcome all, sorry I missed last months report. (too busy enjoying ourselves in the Vitesse), so a bumper report this time. If you asked for Cranleigh tickets get in touch

### SOCIAL MEETINGS

#### THE FAIRMILE INN COBHAM 4th MAY

A mild overcast evening sees Julie & I in the Vitesse heading to the meeting where we are joined by Chris C, John P, George B & Danny ( who we met at Uxbridge auto show many times before covid) so a big warm welcome to him & his lovely Triumph Mk2 2000 saloon. George was also in his Vitesse, John's Vitesse was still being worked on & Chris's search for a TR8 goes on.

1st JUNE - A quiet evening with George B, Chris C & I, 2 Vitesse's & a handful of BMC ADO16's local group who we had a nice chat with.

#### THE GEORGE INN WRAYSbury - 18th MAY

A glorious sunny evening, as Julie & I make our way to the meeting. We are joined by John P, Graeme C, Chris C, Andy & Paul, George B, & Tony H. We have a great turn out of Triumph's 3 Vitesse's, (Mine, John's & George's) Graeme's TR6 Andy's Herald 13/60. Work on our Triumphs has been, John Vitesse has been fully serviced & all other Triumph's have been washed & loved.

15th JUNE - As the sun is still blessing us we have another great meeting, Julie & I are in the Vitesse, John P is in his Vitesse, Bob R is in his Courier Van, Graeme has his TR6, Andy & Paul are in their Herald 13/60, George B has his Vitesse, John F was in his Mk2 2500TC saloon, Johnny was in his Mk2 2000 saloon, Chris C has a couple of TR8's to view & is hoping one of them will be good. Work on our Triumph's has been, John has fitted new door stays /straps, & bled his Vitesse brakes. Bob has also been working on his vans brakes. George has serviced his Vitesse's over-drive. John has new front suspension on his Mk2 saloon.

Johnny has now got Electronic Ignition fitted to his Mk2 saloon & was tuned up at SEM. A wonderful time was had by all.

### SHOWS & EVENTS - 21st MAY CHILTERN HILLS RALLY

I took my Vitesse here on my own as Julie was working. I parked up on the TSSC stand at the top of the field & watched as the field filled up with classic's. refreshed with a coffee & banners flying it was a lonely spot. So i ventured a round the show ground through the masses of classic's on show meeting up with Helen & Duncan in their 1200 Herald Saloon, Peter & Katie in their Mk3 Spitfire Coupe, had a good look at the auto jumble & traders stalls, treated myself to an ice cream & made my way back to the Vitesse at the top of the field, waiting for me there were Andy & Paul, Tony, Penny & Harry. Triumphs spotted there were 6 Heralds 4 Spitfires, 7 Stags, 8Tr's, a Dolomite Sprint in rally colours, an Acclaim & Bond Equip. No Stag Club stand or TR stand & as i was the only one on the TSSC stand, a poor turn out for Triumph Groups, but it was a great show & sunny to boot

10th/11th JUNE TRIUMPH & MG 100 SILVERSTONE With the Vitesse loaded & trailer tent hitched Julie & I headed off to Silverstone via the backroads avoiding the motorways. Once checked in we claim a pitch & set up our weekend home. We meet up with friends Andy C, Martin, Caroline, Eddie & Mary, Will C before heading off site for supplies & a chippy supper eaten back at the Tent. we walked over the the entertainment on the other side of the bridge, met up with more friends, but the cost of beer (and lack of choice) & food, saw us returning to the tent & enjoy the lovely evening.

Saturday morning & after a shower & breakfast we were ready for another hot sunny day. We parked up the Vitesse outside the club stands, chatted with our friends at the TSSC marquee, wandered around the trades stands & other marquees, all around classic Triumph's & MG's, there was a wonderful atmosphere & we felt very welcome every where we went & those we chatted with, in one marquee found a bakery stall & they looked good so we bought some for lunch at a very good price that put all other food stalls to shame ( he was a very popular stall). We even found the Silverstone Museum overpriced at £25 per head £22,50 if pre booked (shame there was no discount for the event users) The bus ride around the race track was free & gave a good idea of how massive the grounds are. That evening we ventured off side to refuel the Vitesse & ourselves at the White Horse in Silverstone village, the beer was lovely & meals very tasty & reasonably priced, so glad we didn't stay onsite. Back on site we joined Martin, Caroline for a few drinks with Eddie & Mary keeping us under control & entertained. We slept well that evening.

Sunday we did much of the same but saw more of the raceway shops brought a T-shirt ( that was not too expensive) enjoyed an affordable ice cream & cold drink in the café on site, visited the baker for a pie & cake for lunch. In the afternoon we packed up & load



# Thames North Wales

## Thames Continues

up the Vitesse before heading home avoiding the motorway enjoy the countryside, We had a great weekend.

10th JUNE ALDERSHOT VICTORIA DAY - George B took his Mk1 Vitesse convertible to this with 15 other classic cars, there was another Triumph there a TR3. George had the pleasure to drive the Mayor & Mayoress around the town centre

23rd/25th JUNE CORNWALL CAMPING WEEKEND - This was at Saint Merryn, near Padstow, We had a good trip down Me in the Vitesse towing the trailer tent, Julie, Ally & Daisy (pooch) in the euro box with sat nav. Once on the campsite we set up our tents with a lovely view of the sea & clear skies. We were warmly welcomed by the Cornwall group & friends on the site, Carol, Keith, Antony, Sally-Ann, Tony, Wendy, Mark & Jackie, Mark Vanessa, Adam, Louisa (no doubt some more) Mike, Barbra, Robin & Ann were in B&B nearby & other local Cornwall members that joined us on the day. We walked up to the local pub that evening for a meal & drink, enjoying the lovely warm night in the beer garden, then some of us were lead to the show ground for the steam fair being held over the weekend.

Saturday morning after breakfast we lined up for a convoy around the local countryside stopping at Tintagel Brewery. Next we headed back, shopped for meat for the evening BBQ. Once back at the campsite I took to the pool to cool down & relax, while the others had a siesta in the tents. At the BBQ we all set up our tables & took turns to cremate our meals, chat & drink the evening away.

Sunday we joined up at the local golf club for a roast meal (because of the dog we had a table outside in the courtyard, the meal was very tasty. After farewells we head to the beech & had a walk over the sand & rocks. We heading into Padstow for pasties & ice cream before going back to the campsite to relax, we had chippy supper before heading to the bar. Monday we packed up after breakfast & had a long slog home via the M5 & M4 to avoid Glastonbury. We had a great friendly weekend & wish to thank all of the Cornwall group for a wonderful weekend.

### UP COMING SHOWS

#### AUGUST

- 6th Phyllis Tuckwell classic car show Churt
- 13th classic car show & auto jumble Cranleigh
- 19th car & bike show Caple Village
- 26th/27th Royal show Egham

#### SEPTEMBER

- 3rd classic car show Capel Gardens Middlesex
- 3rd Shere hill climb Shere
- 9th classic car extravaganza IoW
- 16th classic motor show Aldershot Town Centre
- 17th classic car show Beale park Reading
- Don't forget our next meeting will be: -  
1st Thursday of the month at

The Fairmile Inn @ Cobham  
3rd Thursday of the month at  
The George Inn @ Wraybury

Any enquires please call me on 07773623807.

*Mickey & Julie*

## North Wales

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**Tel. 01691 600215**

Hello, everybody. Our first meeting in June was on Thursday 1st, and was a really good evening, once again, with lots discussed and sorted out. Things are going ahead nicely, and hopefully the year will be good to us all round.

The Classics at the College took place on Saturday 3rd, and the weather was superb for the 65 mile run through country lanes before finishing up at the static display in the grounds of Ellesmere College.

Early in June some of our Border Classic Cars group joined the West Cheshire MGOC's four night tour in North Wales, and the heatwave made for excellent top down driving conditions through the stunning Snowdonia scenery for the fourteen cars involved. All the cars behaved impeccably, and did their owners proud.

Our car group put out an invitation on the 15th, inviting the West Cheshire MG Club to join us. Rather more people than anticipated joined, which threw the restaurant out a bit because of the numbers, but after a 28 mile run ending with a very pleasant curry it was just the ticket. An outing definitely to be repeated in a month or so.

The Clwyd Vintage and Veteran Society show was held at Whittington, just outside Oswestry, and this took place over the weekend of the 17th and 18th. We had a well attended group stand in a great prime position, many thanks to the organisers.

Saturday 24th was the Denbigh Carnival, a wonderful village show, with music, parades, stalls, food, plants, just about everything, including a fun fair. Although rain threatened in the morning and one or two drops fell on the way there the day turned out to be beautiful and the show was as good as ever. The whole village seemed to have turned out judging the numbers there! There was quite a back-up of traffic when leaving, as the driver of a particular vehicle and show ride trailer had to manoeuvre it out, goodness knows how he did it, but he did.

The 24th was also the Gredington Show at Hanmer,

# South Wales



this being another very nice village show attended by some of our group, as was Kelsall on the same weekend. We certainly get around lately!

Thursday 29th was our Lunch Run, this month organised by Neil Wallace. A good number met the cafe at Chester Lakes in the morning for the usual beverages, then onto a lovely run through great countryside to finish up at The Boot in Tarporey for lunch, and this rounded the month off nicely.

A little information for those in the North Wales area:- Mavericks, who used to hold a Tuesday evening meet for cars of interest, has now closed. Apparently they wanted to charge £5.00 per person for entry, but as the classic cars were the show, so to speak, that's not really on. Watch this space for more information on alternative venues.

That is about it for now. Please remember that our meetings are held at the **Trevor Arms in Marford on the first Thursday of the month at 7.30 p.m.** Come along and meet us, we would love to see you.

## Forthcoming events:-

### 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.

### September

2nd September:- Llandegla Show.

4th - 8th September:- Peak District Tour at the Yorkshire Bridge Inn.

7th September:- Monthly meeting at the Trevor Arms, Marford.

9th - 10th September:- Yesteryear Rally at Hampton, Malpas, Cheshire.

10th September:- North Wales Classic Car Show.

17th September:- Chester Lakes Breakfast Meet.

20th September:- Cars and Coffee for NCAR.

24th September:- Walled Towns Run.

28th September:- Lunch Run.

Regards,

*Helena & Roger.*

## South Wales

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**www.triumphwales.moonfruit.com**

From June 9th to the 11th, we'd left the cosy comforts of South Wales, embarking on our pilgrimage to Silverstone, for the Triumph (and MG) 100. It was a great weekend, and a lovely chance to meet the faces at HQ that belong to the names at the bottom of emails! As for the notable events that made the weekend such a success, here is Bern's take-

"Well, we all travelled together, we all arrived together and thanks must go to the TSSC Official (who wants to remain anonymous) in the Hi Vis TSSC jacket who prevented non TSW members stopping us from camping together. He even "arranged" for us to use the pre ordained roadway to pitch our 2 club Gazebo's together without the associated

(and official) charge. A great weekend in the sun and if you want to know more about these weekends



you'll have to attend the next one, or ask one of the 16 TSW members who were able to support our parent club's show. I'll just give a brief thanks to those involved - Thanks to Gerard for procuring supplies, AOMeg for organising the run and for allowing me to fix her Herald in the McDonalds Car park meeting point, to Sandra for transporting equipment, cooking our breakfasts and Saturday night food as well as going on a shopping trip Saturday afternoon, to ExAOAI for transporting equipment, boiling the rice and warming the curry, to EVO (now an honorary TSW member) for supplying free of charge enough chicken curry for us all and all the bacon, sausages & beefburgers for the whole weekend, to Animal for washing Saturday nights dishes (he said it was less boring than watching the football), to the Heydon twins for reminding us all that we should NOT go on a dance floor after the age of 40, to Lightening Dan Rock for the shopping trip Friday night, to Scott Gravel for supplying an old chip carton to eat curry out of, to Luke for borrowing my Halfords trade card and breaking my chair, to Mike The Cake & Alice for supplying safe flammable consumables to keep us safe around the

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## South Wales Continues

camp fire, to Craig for carrying a large bag of UNF fittings for me, to Laura for going to exceptional measures to find my medication and to new club member Julian for attending his first club outing. In fact a BIG thanks to you all for making it a great weekend in more ways that I could put into words, TOP CLUB made by TOP MEMBERS!"

Although, while we were finding time to miss home in brief bits of quiet, as the nearby cars disappeared for another lap around the track, the club members who were unable to join us were far from missing out! With 10 members in 8 cars attending the Barry Festival of Transport on June 11th, Mikey's retelling goes as follows-

"The arranged meeting time was M4 Junction 33 at 07-30 to leave for Barry Island 07-45, I arranged to meet Andy in his Spitfire at 07-10 in our local BP garage. We then picked up the M4 and headed



for the meeting point, when we got there Mike and Heather were there with their Triumph Acclaim and John Pearce with his Spitfire. Terry then turned up in his Vitesse convertible and Paul and Barbara arrived in their Vitesse convertible as well.

Prompt at 07-45 we left for Barry to get a good spot with a view over the sea front as birds, worms and the time of day definitely apply to the Barry Show you will never get there before the Jaguar crowd (I think they were still there from last year as they are always get the same position every year)

I lead the way in my GT6 a couple of times en route we got split up but managed to get together for the final bit of road to the show. I got onto the grassed area with John and we parked up and guided the others in, I then heard someone shouting to me outside in the queue it was Glen in his Spitfire and young Eddy in his 1850 Dolomite so we managed to squeeze them in with us. So we managed to get 8 cars with 10 members in total which was a good turn out considering the other half of our club members were at Silverstone.

The weather was hot and sunny and a few of us decided to have a wander around the Fair ground Andy and John met up with a couple of Pirates but there was no sign of Gavin or Stacey anywhere perhaps they were doing a Christmas special.

When the show ended we all set off for home after another enjoyable Barry Show looking forward to next year's show."

I was very pleased to hear we had a great turnout at the two events, along with the usual TSW antics at both! I'd also just like to thank each member involved for making an effort to support the club at both events, contributing massively to the success of the weekend for TSW!

On June 24, we attended a show at Rhondda Heritage Park, with a turnout of 6 Cars, 7 Members

On July 1st, we attended the Hog's Head show. Meeting at Pontypool's two arches cafe, Bern bravely offered to lead, putting his faith in the notoriously unreliable Sat nav. After a short deliberation, we were all in agreement, given that we had enough time to spare for at least one wrong turn.



Following the TR4a through winding country lanes, we rejoined the main road, Bern pulling into a junction to regroup, after our convoy was infiltrated by a camper. While we waited, I noticed signs labeled 'Hog's Head' with arrows pointing in our direction. Although, before I had the chance to say anything, we were off again! Continuing along the road, Bern took a left into more lanes, I of course, followed in blind faith. Glancing back in my rearview, I saw John at the turning frantically pointing in the other direction. I understood this to mean we had gone the wrong way, and in response, I waved my arm around in a circular motion, signalling that we would turn around and head back.

After many attempts to catch Bern's attention before he disappeared around another corner, I managed to catch and inform him of John's concerns. In defence of his route, Bern explained that this was not a wrong turn in fact, but a shortcut. After reassuring him of my unwavering faith, though mentioning my dedication to keeping club members cool and content, we turned around and rejoined the others, backtracking to the junction we'd originally pulled into.

Now back on the right track, we flew through the lane, slowing dramatically upon an encounter with a slow moving tractor. Obviously unimpressed with the tractors pace, the car ahead overtook and made a point of proving that it was, in fact, possible to go

# South Warwickshire



even slower!

Eventually, we made it to the show parking in our dedicated area. Almost immediately, John and Mr Herbert questioned Bern about the route, noting the signs at the junction assuming he'd missed them. As it turns out, they hadn't gone unnoticed, just ignored; apparently due to suspicions of tampering by the Scribe. While the boys kept themselves entertained with their quarrelling, I managed to set a new best time for pumping up the shelter, before ushering everyone over to the registration booth so that I could claim another mug for my collection.

After registering, we bought our raffle tickets, and headed back to the cars to settle in for the day. I went off to get a cup of coffee with Bern, decided to also treat myself to some chips, before we went for a stroll around the cars. returning back to camp. We chatted with two showgoers about the usual varied topics, "Which shows did you go to last weekend?, Where are you going next weekend?"

With my Herald still cutting out on me, we thought of no better way to spend our time than by trying again to diagnose the car, this time swapping the coil over to see if it would make a difference (It didn't) I also asked if Bern could take a look at a dash light that has never worked in the now, 2 years of owning my pride and joy. This proved to be much easier diagnosis however, dead bulb (If only it was always that simple). While we were tinkering, the man with the microphone had made his way over to us, where he asked myself and Mr Herbert for a few words about our cars. After our five minutes of fame, we sat down again, eagerly waiting for the raffle to be drawn. With the 10 minute warning announced, and raffle tickets in hand, we made our way to the stand, only to find out we wouldn't be winners today (should've brought Terry along with us!)

As is tradition, the show is closed by the starting of the field Marshall, and as the crowd gathered they explained how the tractor is started with a bit of turning, a shotgun cartridge, something burning and a wallop with a mallet. John and I, with prior knowledge of this tradition, wondered if they'd give the hitting honour to a member of the audience again, after last year's volunteer missed the mark and nearly went through the tractor... but they did, choosing a much younger child (probably to minimise damage on a miss) who rather disappointingly managed to hit his mark perfectly on the first try!

With the show officially closed, we packed up and set off home. Slowly making our way through the lanes with the usual end of show traffic. Eventually breaking free, only to find ourselves behind the

same tractor we'd met on the way!

On July 2nd, we attended the Hanley Farm meet, with a turnout of 8 Cars, 9 Members.



*Megan*

## South Warwickshire

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**Tel.07989 104324**

Hi All, just a short news this month - after the bumper double helping last month! We had another good meeting this month, with a couple of cars turned up despite the awful weather. I'll admit, I could have brought one of mine... but I'd spent all day restoring my new GT6 so ran out of time to fetch one of the others! New member Richard Trundle came along in his Marlin Roadster, and Roger brought his Stag. It was really nice to see Richard's Marlin - it's based on a 1200 Herald and still has the 1147cc engine, albeit now with twin carbs from a Spitfire. GT6 radiator up front, otherwise pretty much all Herald underneath. The hood was a work of art, and the rear end was interesting - the radius arms that normally point forward from the vertical links to the body,



point the other way on the Marlin. No reason at all why they shouldn't I guess! Apparently, Richard has had it

for decades, and used it as everyday transport for about 5 years I think he said - that's pure dedication for you!

Owen and Wayne also came along, and we all had a good natter. Owen's Spitfire's bonnet has been stripped back to bare metal and is now in primer - and Owen has found a nice secondhand piece of the front of another bonnet to let in to his to repair the rust at the front. Good plan - a winter plan I think - he intends to use the car for the rest of the summer. I promised to go and look at Wayne's en-



# South Warwickshire Wessex

## Sth Warks Continues

gine to see if I could improve its running - and then singularly failed to do so cos I was busy fixing a mate's Focus and then Philip's Vitesse - apologies Wayne, I just ran out of time that day but I will try and make it over soon - if you haven't already sorted it yourself (I hear tell that you may have)!

What else. Oh yes, I went to the Club Triumph camping weekend at Gaydon in the GT6 on the Friday and then in the Vitesse on the Saturday, with the BLMC show and my hangover being on the Sunday - great event and a chance to catch up with lots of friends (I also brought "the band" from Reading and we provided entertainment in the form of ACDC and Thin Lizzy on the Saturday night). It's amazing how much stuff you can get in a Vitesse - guitars, amp, speakers, effects pedalboard, guitar stands, tent, small boy etc.

I also had contact from two more new members - Neil Levings and Rob Fernie - both Spitfire owners, and both (with their permission) now added to our Whatsapp group which it's nice to see is developing a life of its own, with members using it to organise meet-ups between the regular monthly meet - great to see. It was either Neil or Rob who were asking if we were doing anything for the "Border Run" day on 23 July. I suggested a quick run to The Wharf Inn at Fenny Compton (good food and a large carpark) for a sit down meal, but didn't make a big thing of it so it hasn't caught much interest yet, but I think we will do something along those lines soon - so please flag your interest either when I next see you or on the Whatsapp group if you're in there, or indeed via email or text (details in The Courier).

As promised, that's all for this month's news, but hope to see you next time - the first Tuesday of every month (1 August) from 7:30pm, at Harbury Village Club and Institute, Crown Street, Harbury, near Leamington Spa - set your satnav for the Bull Ring Garage CV33 9HL and continue round the one-way section until you see the car park on your right. Just ring the bell to be let in. Cheers all!

*Mark*

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## Wessex

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**Tel. 01425 475376**

Well it has finally happened! After being on the market for an age, the Tyrrells Ford has been sold! It will be closed for two years for refurbishment and we are not sure if we will be able to return, though we hold out hope. The upshot is, we have to find a new venue for our monthly meets. As a stop gap for June, the Avon Causeway came to our rescue, an old haunt from the past. A week earlier than usual, as some were away for Le Mans the following week. It was also simpler to agree that our July meeting should also be at the Avon Causeway, but where we go from there, not sure. Not that easy to find suitable venues, I say venues as pubs as we think of them don't really exist. For the foreseeable future, we will decide month by month, which means keep an eye on your emails for updates on where we will be.

Le Mans; well they are all back, safe & sound. Going by the photo a good time was had by all; Peter, Duncan, Richard, Jon, Trevor & Paul! I'm sure they will regale us with their adventures when we all next meet. But as a taster, here is a précis of Jon's perception of the weekend.

"Le Mans 24 Hr Racing celebrates its centenary this year - the first race having taken place in 1923, back in the days when race contestants simply drove their cars to the racing circuit, prepared them beside the track, ran their particular race, then packed up and drove back home - a far cry from the sophisticated arrangements for today's motor racing events!

This year, six of us go, and camp, from the Triumph Sports Six Club's Bournemouth Area - Trevor, Richard, Peter, Paul, Duncan and me, though this year, we are driving down to Le Mans in modern cars once again.

The focal village nearest to the racetrack is Arnage (remember the Bentley Arnage and Mulsanne, named after the village and the former 3.7 mile race-track straight?). Arnage comes alive on the Friday and Saturday evenings, when we and hundreds



of others dine al fresco, and scores of car owners drive their Classic cars up and down through the village (definitely NOT the sort of event that the Just Stop Oil lunatics would dare to gate-crash!) The object of this endless parade, though, is to rev-up loudly, roar down the main streets, or do a wheelie around the roundabout and leave lots of rubber on the tarmac. And the reward is always a loud cheer for the Classic cars.

As the evening goes on, the ambience is exciting, the noise is amazing and the smoking exhausts amusing - yet the local traffic police are quite amenable - attending only, really, to make their presence known and to keep things from getting too far out of order (one could never imagine for one minute, our po-faced, rule-bound English traffic police being a fraction as tolerant in the face of such anarchic amusement)! Actually, it's just one of the things the visitors and the locals all love about this great event.

During the day, we traipse around the exhibits, the paddocks, the bars, the amusements, and we watch (and hear!) the near-continuous racing. We walk from seven to fourteen miles on each day - quite a feat, given Duncan's knee problems and my pulled calf-muscle, but painkillers do the job and we don't push things too hard.

On the Saturday, at one of the main bars, I nearly cause a major evacuation, when we move with our drinks from a stand-around table to a nearby bench, and I forget to take my knapsack with me. The first we realize is when a security guard wants to evacuate us and others from the area. Apologizing for my forgetfulness, I quickly pick up my knapsack and put it on my back but this isn't going to stop French security from going through their drill, as four more security guards finally arrive with a German Shepherd sniffer-dog. As I can prove what is in the bag, including my money and passport - and my passport photo obviously appears to be something of my likeness, it quickly simmers down, I apologize again for the inconvenience, we shake hands and there is a general emergency stand-down. As Shakespeare wrote, 'All's well that ends...'

After the last race and the prizes on the Sunday afternoon, the huge French crowd drifts very quickly away, the campsite (quickly emptying of French in the morning) continues to empty of everyone, apart from those of us returning to Blighty and other foreign parts - and, after the fireworks and endless thunder-flash explosions of the previous night, peace and quiet descends for one final night.

At 6am on Monday morning I shower, and sit down for a cup of tea. The others soon join me, and the

job of striking camp and packing up begins. We finally leave the site at 10am, drive to Arnage to breakfast and fill up the cars, and we're off - back up the N13, with 280kms, just over 3 hours of travelling, and an hour or so to stop off and visit one of the Normandy ports for a coffee. Then it's once more into Cherbourg, a fair wait in one of the boarding lanes, and finally we park up, on the lower level at the stern, just right to one of the first to disembark at Poole.

It's been a great weekend - thanks to our two drivers, Trevor and Peter, to Paul and Richard for their great stories, and to Duncan for the Naproxen. Back home, there are still lots of events to enjoy during the rest of the summer, even though our foreign travelling is over for this year. However, I'm sure we'll all get together again for the next Le Mans 24Hr Classic Racing in 2024, and next time I plan to prepare my 1970 2Ltr Vitesse and get it ready to make the trip!"

Happy motoring, everyone, whatever you drive!

Jon  
Thanks' Jon, for that brief insight; I can honestly say that things are never dull when Jon is about!!

Spoke with Trevor last night, on the outward journey, he along with his brother got pulled over at Poole Ferry Terminal and had the campervan checked over by security, including mirrors on poles to check the underside! Did I forget to mention, Jon was the third occupant, need I say more?! Would you not be a bit suspicious in their position (take a second look at the photo!).

The run to Old Sarum Aviation Museum to celebrate 100 years of Triumphs, Sunday 30th July, hopefully went well, a report next month.

**5th August, Salisbury Summer Fair, Wilton House.** It is on the Saturday; several of us have entered, all for a worthy cause, Salisbury Hospice; 11th-13th August, Purbeck Rally; 26th-28th August, Organ-ford Classic; 28th August, Verwood Rustic Fayre; 31st August - 3rd Sept, Bournemouth Air Show; 8th-10th Sept, BPPC Swanage Railway Rally; 8th - 10th Sept, Goodwood Revival; 9th & 10th Sept, Beaulieu Auto-jumble; As these events are the same weekend, the consensus is to do Beaulieu on the Saturday and Swanage on the Sunday, or if you are keen, Swanage Friday & Sunday! Christchurch Quay, Sundays 10am - 5pm; 3rd, 10th & 24th September also 8th Oct. You will notice two extra dates have been added for the Quay, 3rd Sept & 8th Oct. This is partially due to a couple of the earlier Sundays being rained off. Bank Holiday Monday 28th August, 11 am - 4 pm Chapel Gate, Parley. The Themed Evening on the 6th Sept,



# Wessex - North Wiltshire North Yorkshire

## Wessex Continues

**South Coast Karting**, I have downgraded as the previous dates were not particularly well supported and being September, I cannot see that improving. A comprehensive agenda, too many to list here, has been emailed to local members. If you have any suggestions, mainly for local events, please forward the information to Trevor; also if you want to confirm which shows will be best attended (and monthly meeting venue), again, contact Trevor. On the point of our Wessex emails, if anyone wishes to be included, by all means contact Trevor or myself.

*Martin*

## North Wiltshire

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**Tel.07852 455242**

Apologies for the lack of Area News last month. The rain tried its best to dampen spirits, but July's meeting at The Foxham was still well attended.

This month, the **Swindon and Cricklade Railway Family Festival takes place over the weekend of the 12th and 13th August. Later in the month, on 27th August is the Shalbourne Classic Car Show & Family Day.**

**At the start of next month, there is the White Horse Classic & Vintage Vehicle Show at Westbury on 3rd September. The Castle Combe Autumn Classic is on 23rd September.** Please let me know if you would like to exhibit your Triumph at any of these events.

For details of all the remaining events for this year, be sure to check out our NEW web page at [north-wiltshire.tssc.org.uk](http://north-wiltshire.tssc.org.uk). Ping me a message on 07852 455242 if you would like to join in the chat of all things Triumph in North Wiltshire on our WhatsApp group.

Hope to see you at **The Foxham (SN15 4NQ) from 7:30pm on Tuesday 8th August,**

*Craig & Sarah*

**Please Send Area News to:**

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## North Yorkshire

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Hello again to all our members with all this good weather I hope you are making the most of it and getting your cars out, that said our last event the annual fish and chip run was a very wet night but Jeff and Ben both brought their Vitesse's out so was good to see them. I went down to Silverstone for the big 100 years of Triumph and MG, couldn't wish for a better weekend so if you missed out should think they will have another one in 2123, the next one I attended along with a good few others was the Squires Cafe evening organised by York Historic Vehicle Group another really good event. A few words from Keith Lister who attended the Peak run weekend.

Just back from the Peak Run, we went down on the Thursday and set up our tent, we had a chilled evening with members from other groups, on the Friday a group of us walked into Ashbourne in the afternoon did a bit of shopping and a couple of pints, Friday evening was a few games and a natter.

Saturday daytime was a walking treasure hunt to the local village, with more games in the evening. The peak run itself was on the Sunday, only 13 classics this year, a lot of people bring a caravan towed by a modern car a sign of the times, a very enjoyable 68 mile run round the Peak District, we stopped at the ice-cream farm and then in the afternoon it was voting for people's choice followed by awards and the raffle, although I didn't win an award this year with my Triumph Spitfire



I did get two bottles of wine in the raffle. Another chilled evening then pack up on Monday morning completed another really enjoyable Peak Run so look forward to the next one.

Both our meeting evenings are getting good turnouts at the moment so if you haven't come to any please come along, my number is in the Courier if you need any more information.

*Keith*

## **West Yorkshire**



### **West Yorkshire**

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Hi. Took the Vitesse to the last meeting as it was a fine evening, alas it was the only Triumph in the car park. However it was nice to see Janet and Jeff, to add to our usual members. I was told that the quiz I

set was too difficult so next months will be easier. I've managed to attend two events, Locke Park in Barnsley and Fathers day at Brodsworth Hall. Well if the weather holds I hope to see a few more Triumphs in the car park at the next meet.  
George

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## **Paul & Christina Girling -**

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