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THE COURIER NUMBER 519 SEPTEMBER 2023 TRIUMPH SPORTS SIX CLUB

# THE COURIER

NO. 519 SEPTEMBER 2023





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Paul Girling - Area Liaison



Tom Hartley - Director



Tracey Hawes - Financial Lead



Nigel Hill - Events/Shows



Jane Rowley - Director



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



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



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THE September 2023

# COURIER

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**ROXY & JO (ISLE OF WIGHT)**  
SET OFF ON MARRIED LIFE  
CONGRATS TO BOTH!  
PIC. HURST IMPRESSIONS PHOTOGRAPHY



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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



# Life with CoMs

Hello all, for my first CoMment since joining the TSSC Council of Management team at the last AGM in April, I thought I'd jot down a few words about life with CoMs, and I have to say, the past few months have been quite an eye opener to the amount of work the team undertake.

Sitting around the table at HQ (or onscreen with a Zoom meeting) are Tom, who in his professional life works with computers and servers; Jane, who directs transport; Tracey who works with accounts; Nigel, who does property maintenance; Chris who runs a busy hairdressing business and finally me who messes around with graphics.

I guess the point I'm trying to make here is that everybody on CoMs has a life, often busy, outside CoMs and gives up a lot of their scarce and valuable free time for the benefit of the TSSC and it's members.

In the three months since I joined CoM they have helped organise the 100 at Silverstone with the MG's; negotiated a great deal with Peter James Insurance, making driving a Triumph more affordable for younger members amongst other benefits; manned the club shop at the SEM and the Triumph Picnic in Warwickshire, and organised the club presence at Classic Le Mans. And of course, in addition to all these events, there's the ongoing running of a club that has a museum, shop and around 4,400 members.

All the decisions the CoM makes are for the benefit of the club and its members, all of the committee have all been members and owned Triumphs for a long time and want the TSSC to survive and prosper. We know we're never going to please all of the members all of the time, some members have very strong views on how the club should be run, which don't necessarily tally with decisions the CoM makes. Having said that, I know it's a worthwhile job, the CoMs are a great bunch and it's good to feel you can make a difference helping run the best Triumph club out there.

Make sure you enjoy it, take as much benefit from your membership as you can. When you need spares, check out the TSSC offers first and buy quality parts from the shop using your membership discount. When your insurance is due, get a quote from Peter James Insurance, with a TSSC agreed valuation for your Triumph. Take a visit to your local area, join in with the runs and shows they do. Come and visit the HQ museum sometime, it's a fascinating place to visit and you'll be made more than welcome. And if there's a TSSC presence at an event near you, say hello!

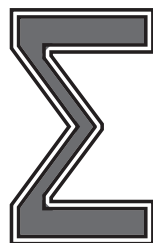
Above all make sure you have fun and...

## ...Do More with Your Triumph!



**PAUL GIRLING**

COUNCIL OF MANAGEMENT



# EVENTS CALENDAR

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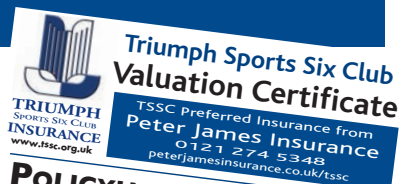
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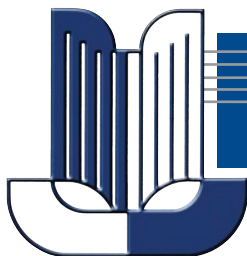
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P - PROJECT: The vehicle is usually in need of a full restoration of all its components.

NOTE: This certificate will NOT be TSSC Backed unless insurance is with Peter James Insurance by the member, or more realistic value will be set and you will be valued accordingly. In the event of a dispute, the Club valuer may require more information or a personal inspection.





## NEWS REVIEW

Monthly News of a Triumph Nature

### Police Aid at Breakdown or Accident

I had a tyre blow out while driving this morning. Fortunately no one was injured but the Police were passing and stopped to check out the situation. They were very helpful and set up a safety sign to slow traffic while I waited for the Recovery truck as it was deemed by them too dangerous to change the wheel on the roadside.

**The Police asked me to let as many people as possible know of their Assistance in this instant** and said that should any vehicle breakdown on any public road in the UK to dial 999 and ask for Police help and they will put in place the necessary safety measures until the vehicle is recovered.



Pic Simon Skinner

If you don't have recovery service they will arrange for the vehicle to be taken to the nearest recovery site and you can collect the vehicle and have it taken to the garage of your choice from there, at your own cost of course ([So check your Insurance Cover - Ed](#)).

Many thanks

**Tony Blackwell**

Membership Number 2083\*\*\*



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## Custom Boot Rack

I'm sure you all remember the excellent 7 part story of Robin Moore's Triumph Hescort Restomod between November 2021 to May 2022, if you don't then you need to dig out your old copies of the Courier and have a read. Robin is an ingenious chap, so when I read on Facebook that he was fitting a boot rack to his Triumph, I knew it wouldn't be just any old boot rack and I was right.

I knew Robin would be at the MG & Triumph 100 event at Silverstone, so I made sure that I tracked him down so I could see his wonderful car in the flesh and so I could also twist his arm a little to write some words on his custom boot rack, Robin duly obliged, so here it is. *"It was great finally meeting you Darren at the MG Triumph 100, you asked me to do a small write up on my homemade boot rack, so here goes."*

*I had decided to fit a rack to the car as we have to put the wife's mobility scooter in the boot and needed extra luggage storage and somewhere to put the picnic hamper, I wanted a permanent attached rack and although you could buy them new they were quite expensive.*

*Then a few months ago I was dismantling our old garden table (Pic 1) and it had two hoops which were oblong in shape and an idea entered my head, so these were squirreled away into the garage, then taking down some floating shelves the brackets I thought would also come useful (Pic 2).*

*Now fast forward to the 29th of May when we had an Essex TSSC gathering at the East Anglian transport extravaganza and I was telling Brian (of Lightning McQueen Spitfire/GT6 fame) about making a rack for the 100 and he pointed*



*out that the 100 was only 11 days away! So in true A-Team style it was time to get into*



*the garage, spark up the welder and queue the music. One hoop was retained to create the shape, this had to have the various holes*



welded up which had been used to mount the table legs, I then cut a crescent from the other hoop to create the rack backrest. The floating shelf brackets were cut down and bent to match the



profile of the boot and welded to the hoop, you can see this in Pics 3 and 4, with the rack offered



up to the boot lid.

I added brackets for a high level brake light to hang under the rack with the wiring concealed inside the tube, this wire would enter the boot via one of the mounting feet.

Brian had suggested wood for the slats as this could easily be repaired if it became scratched and as it happens I had a load of white Oak flooring that a neighbour had given me. Then I had to decide what colour to paint it, I was initially going to have it powder coated silver but there wasn't time so the decision was made to paint it body colour in

cellulose, I added filler around the welds and smoothed off the joints to aid paint adhesion, then sprayed it in primer filler hanging it from the washing line (as we do lol). This was then rubbed down and a base coat of Colima Lime sprayed with Lacquer to finish.

The wooden slats were smoothed off and copious layers of exterior varnish added, these were then screwed in place from the back so no screws would be visible. I was very pleased with the results but at this point I hadn't drilled the holes in the boot yet as I didn't know whether it would look right, anyway laid it on the boot and it looked ok and the wife approved so that was good enough for me.

This was the nerve wracking bit marking, measuring checking then checking again, even with masking tape the worry of drilling though and the drill spinning off or the drill bit snapping sending the drill skating across the paint work was real. Thankfully it was drama free, I had added double sided foam to the feet and the large penny washers I used on the inside, I did have to shape the washers around the form of the boot lid, then started to assemble the stainless fixings to retain the rack only to realise part way through I hadn't drilled a hole for the wiring, lucky the sticky on the foam hadn't full stuck yet so was able to remove the rack to mask and drill the hole for the wiring, this hole unfortunately align exactly with the boot inner frame but thankfully there was enough space to thread the cable though.



So with the rack finally fitted I was very pleased with the result and I had managed to

get it completed and fitted by the Tuesday before the 100 weekend (Pic 5, 6 and 7) and of course being body colour is quite unique and was a talking point over the weekend. Now I haven't touched on the which way round it should be so please do not write in to say which is the best, it's like scones



Valencia Blue (Pics 8 – 12) and ready to be blatted around rally circuits sometime soon, but only after Simon has attended to a few mechanical improvements so no other bits fall off that shouldn't. I sincerely hope (in the nicest possible way of course) I don't

should it be cream then jam or jam and then cream (which is my preference) Thanks

**Robin**

Thank you once again Robin for a great article, it was really good to meet you and Rachael at Silverstone, the car looks even better in real life.

### Workshop News

The Vitesse has just gone home, looking great in





10.



11.

see this car anytime soon, as that will mean Simon has managed to keep it out of the hedges & ditches during events.

Just to keep me busy though, Simon made good use of the flatbed truck he hired to collect the Vitesse,

as he brought down a TR4A for me to work on instead (Pic 13).  
*See you next month.*

*Darren*

**and just to keep me Busy....**



13.



12.





# TSSC Weekenders

by Paul and Christina Girling

## Leicester and Rutland Sunshine Rally

**Despite the lack of sunshine, the Leicester and Rutland 'Sunshine Rally' was another resounding success. To be fair, the sun did put in an appearance on the Sunday, after allowing the rain to dominate on Saturday.**

When we arrived on Friday afternoon, there were already several tents and caravans, and a good number of Triumphs, on the field. We pitched up and soon after everyone was summoned to the marquee for a welcome to the weekend, with local speciality Pork Pie and/or cake to accompany a cuppa. Friday evening saw quite a gathering in the bar, for a drink or two and a quiz. The rain

started overnight and continued throughout the next day. A few people braved the rain to do the organised run, others selected parts of it (apparently a garden centre with scones and fresh cream was a popular choice). Others, including us, remained at camp and took the opportunity to catch up on some reading and snoozing. A game of bingo in Keith and Lynne's tent created a welcome distraction from the weather, along with a few other games from Jane's bag of tricks.

Saturday evening saw us back in the bar for a Dave Smith version of the Mr and Mrs quiz, with couples having to sit back-to-back and indicate which of

them did various tasks, by raising either a pink or a blue balloon into the air. A tiebreaker 'suck it and run' caused Lynne to almost pass out, but she and Keith managed to qualify for the final, which







**Covers coming off time**



**On Sunday's treasure hunt**

they won – congratulations to Mr and Mrs Lister!

Sunday dawned a much better day, which meant most of us set off to do the scatter treasure hunt, driving round Rutland and stopping off at some very pretty villages to answer a few questions. Back to the campsite for the traditional Show and Shine, followed by prize giving and raffle, before people began

to pack up and head off home.

Many thanks to Dave and Jan for organising what was a great weekend.

As the season comes to an end this is the last "Weekenders" report. We hope you have enjoyed a look at some of the TSSC camping weekends.

\*See the IoW Weekender article in the July issue.



**Plenty of photo opps for some...**



**...rear end shots**







# Classic Le Mans 100Years



by JOHN LAY

Pictures Courtesy of those who went

**If you've been to Classic Le Mans, you know. If you haven't, you really need to.**

It's an event for young and old - that's cars and people! But, whether you want to relive a great event, or maybe just begin thinking about whether you'd like to join the TSSC at the 2025 event, I hope you enjoy this largely pictorial look at the 2023 event.

Classic Le Mans is always a unique date in the calendar, as it involves cars that have competed in previous years. However, 2023 marked the centenary of the event's first ever running, which made it extra special for us, also being Triumph's centenary year. We have now obviously reached the point when cars as old as 100 are not only on display, but are once again competing on the track - by day and by night. With 200 car clubs, an estimated 8,500 classic cars parked around the circuit and a crowd that topped 235,000, this year's Le Mans Classic has gone down as the biggest historic race meeting ever.

If you've never taken a classic car outside the UK before, taking a trip like this may sound rather daunting, but by travelling with fellow TSSC members, you can be sure you're in good company, as the TSSC-exclusive Tertre Rouge campsite is full of Triumph knowledge and enthu-



**TSSC Hospitality Area**

siasm - not to mention a bar, catering and even a mini TSSC shop to cater for your memorabilia requirements - or just some oil, as shown in this pic sent by Chris Gunby.

Well, I'm clearly a believer, but there's no need to just take my word for it, as I asked a few TSSC members I'm regularly in touch with to share their Le Mans experience.

Dulcie Crabbe - our Spanish Country Contact - made the trip via England, to travel as a family group with her brothers, sons and nephews. This first block of pictures tells the story of "The Horner Family on Tour".





**Ready to Go**

Dulcie travelled in her brown, American spec Spitfire, with her 20 year old son, Jack. Yes, that is still a UK registration number on a US specification Spitfire that lives in Spain. Not sure how much longer it can hold on to that plate - which is a shame, as Darcie's been running it on that plate since 1992.



**Marcos on point**

The Marcos (a car I've lusted after for 50 years) was driven by Damian Horner, accompanied by son Noah, whilst the brown Herald was driven by Dulcie's 18 year old nephew, Harrison Horner, accompanied by his dad Dominic and Dulcie's 16 year old son Benet.



**Partied Out!**



**Harrison's Herald**



**Daniel with Duncans Blue Belter**

If, like me, you thought that getting everything lined up so that family group could all travel to-



gether was the impressive thing, wait til you hear a bit more about Harrison and his Herald. Harrison had just passed his test, bought this Herald as his first car and then drove it to Le



**Living the Life!**





**It's all Over... till 25!**

Mans, aged 18! He epitomises *"Do More In Your Triumph"* and must surely be the youngest person to do that - unless you know better!.



**Dulcie on Track**

There's a lot of Triumph - and TSSC - history in the family and Dulcie has started pulling it together in a report for the International section, so watch that space!

There's also a bit of a family theme as we start to look at the West Sussex contingent. Joint AO George Ashborn and girlfriend Rebecca travelled in his rather special Vitesse, in company with his father Morgan and his aunt Louise in Morgan's Vitesse Convertible. In the same group were Joseph Price and girlfriend Charlotte in Joseph's Spitfire, accompanied by Joseph's father Glen in his much travelled Vitesse convertible.

But you don't need to be related to feel

part of the TSSC Le Mans family! Other West Sussex members making the trip were Henrik Schroter, Jess Smale, Nigel Ayre (joint AO), Alan Webb-Moore and yours truly. Glen and Alan were accompanied by two non-Members (Phil and Sam), so there were 14 of us in all. We set up camp together near the end of the site and had a ball. Our group was a lovely mix of TSSC Le Mans regulars and a few on their first - but definitely not their last - visit. This next block of pictures shows the set up and some of their



**West Sussex Camp**

great experiences, including driving round the full Sarthe circuit.



**West Sussex on Tour**



**Track Laps**



**En-Route**





**Mulsanne**

Camped opposite the West Sussex contingent,



**Dick's Stickers**

from TSSC Southern - my other regular Area - was Dick Twitchen. Dick is a true Le Mans regular - as this picture of the side window of his GT6 confirms. As he regularly does, he made the trip with former RN colleagues, travelling by MG and Morgan. If you look carefully, you might just see a rather nice Jaguar right behind them (thank you

for the duration, but Thomas - who was with his father - took advantage of the opportunity to visit the city of Le Mans.

He also replaced his cooling fan and finally added french egg whites to his cooling system to



**Le Mans Cathedral**



**How do you like your eggs?!**

stem a leak. But he got there, had a great time, got back safely and is already looking forward to



**Le Mans Stalwarts - Dick Twitchen's Party**

for saving the space guys!).

Thomas Cope, the Oxford AO, made the trip in his Reliant Scimitar GTE, which had noises from the diff before getting on the ferry and then stopped with a vapour lock at the campsite entrance. Many of us would have just parked up

another Le Mans adventure in 2025.

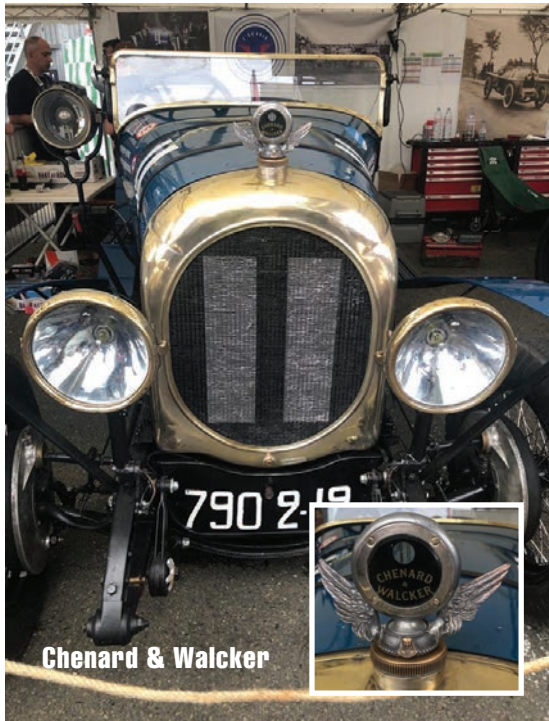
Making this trip in a classic car is a huge part of the experience, but let's look beyond our own classic cars to the racers - the reason everyone comes together.

On track and racing hard were an extraordinary

mix of 800 cars, spanning almost 90 years. The earliest was a 1923 Chenard & Walcker,

areas. The others in this next block are mine (spot the backward facing car in one!).

Although the TSSC would never officially condone such things, life can present op-



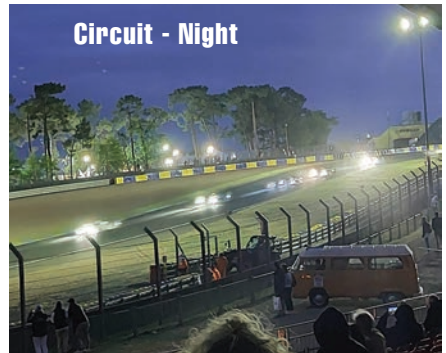
**Chenard & Walcker**

of the type that finished first and second in the very first event, at that point the "24 Hours Grand Prix of Endurance", with every era since then represented, up to a category of "Endurance Racing Legends" which had competed as recently as 2010.

Horst Brielmayer, who travelled from southern Germany with his brother, took this great overhead shot of one of the many paddock

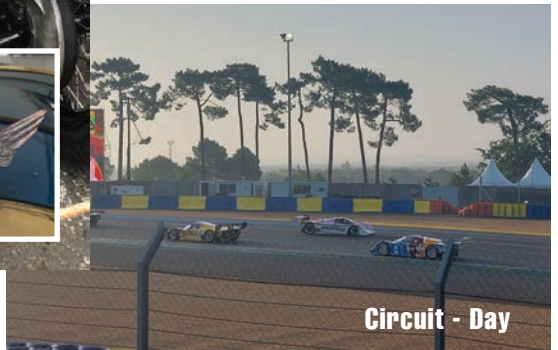


**Up Close & Personal in the Paddocks**



**Circuit - Night**

portunities for extra special experiences.



**Circuit - Day**

Two of us managed to confidently circumvent security, stride through a pit garage and end up not only in the pit lane, but actually on the pit wall during Friday qualifying.

Several of the West Sussex members delayed their departure until Monday and were rewarded with some priceless moments on the track on Sunday evening.

As you have seen, it's possible to get to Classic Le Mans and the TSSC's fantastic, trackside, Tertre Rouge campsite in your Triumph, in another classic car, in a modern car, or even by motorhome. At the risk of annoying motorhome users - and whilst I acknowledge that they must offer a bit more comfort and an escape from the noise - I remain uncon-





vinced. Or listen to the words of Alan Webb-Moore, from West Sussex, a seasoned motorhome devotee and a lover of luxury. Alan travelled in a Herald 13/60 convertible and despite sleeping in a tent with a rapidly deflating airbed, still reckons camping is *"the best option and I wouldn't have changed it. It enabled me to get the full Classic Le Mans experience in a Triumph - driving down and back with the West Sussex Group and getting the full atmosphere on and off the campsite"* 2023 wasn't my first visit, and I'm sure it won't be my last.

***The next running is in 2025 - so do try to join us there - you'll be made very welcome.***



John





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Front suspension strut gaiter UKC4981 .....	£12.00
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Recon manual steering rack (exchange)	£96.00
Gearbox (exchange)	£600.00
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HT lead set	£18.00
Clutch kit	£96.00
Rear shock absorber	£20.00
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# BOND EQUIPE

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

## If only there was NO salt on the roads.

**It's official - Project P (Prototype) has started! – Now I have to get on and do the work.** The initial job was to disconnect the bonnet – very easy, it was held on with two rusty G Clamps, undo these, bonnet off.

The second job was to take the body off the chassis, having checked around there were only two bolts holding it on – there have been more – as per normal Equipes, but for some reason, lost in time, most of the bolts had been removed. I lifted the body using an overhead gantry, and then discovered that the handbrake cable was still attached to the body, so had to undo this. I was then able, with a bit of fiddling around to roll the chassis out from underneath and then push a trailer in under the body so it is movable.



### Project P Begins! - Body off the chassis

I have now stripped all the running gear off the chassis and have been dismantling it ready for shot blasting and powder coating, or cleaning and painting depending on whether the parts are suitable for powder coating. As an aside, many years ago I bought a box of powder coated suspension parts etc, it included the Herald driveshafts fully powder coated, including the bearing surfaces and inside the UJ yokes. I still have them if anyone wants them!

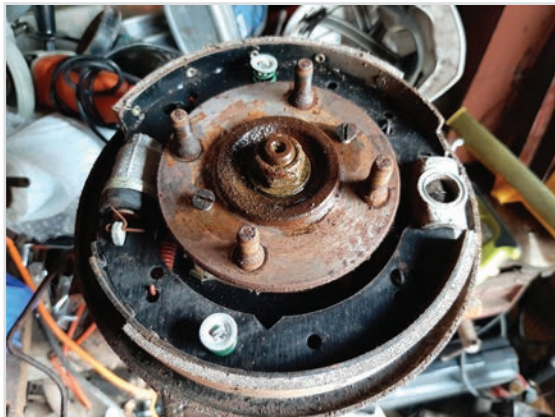


**Rolling Chassis Cleaned off**



**Rust Free drum!**





### **Almost as Good as New!**

Back to Project P, taking the parts off the chassis everything came apart easily, no seized bolts in the bushes etc which one might expect on a 50 year old car. Today I stripped down the rear retroflex drive shafts, the long bolts came out! Everything came apart as new, amazing, and whilst it was new 50 years ago, and has done

bearings would have dried out – it had not, and I think I would have got away without stripping them down, they obviously used good quality kit in those days. I can recall putting a Herald Convertible back on the road, 30 years ago, and within 100 miles I had to replace all, the UJ's due to the grease drying out – and these were good 30 years later!



### **Still Greased!**

I put this down largely due to the fact the car had never been on the road and subject to salt, hence the article's title. I can confirm that when Triumph, Bond or was it Reliant (the Prototype



### **Pulling the Hub**

zero miles I did not expect that (I was secretly hoping that might be the case, but did not expect it to go so well). The only things that seem to have really suffered are the doughnuts where the metal sections have rusted badly. I was worried that the grease in the UJ's and driveshaft



### **Doughnuts Not so good!**

was built in their Tamworth factory, not in Preston) put the car together there was no grease on any of the bolts.

The next job is to do a lot of cleaning and painting of all the metal parts, and to then get the body tub on its side so that the underside can be cleaned and painted.

It feels good to have started but I know there is still a long road ahead!

Following on from last month's article, just after I submitted the article I heard from **Paul Bowers** regarding his trip to Le Mans – "Hello Guy, I hope that you are well as I thought I'd let you know how the Le Mans trip went from a Bond perspective.

As a wet Portsmouth disappeared over the horizon early on Thursday morning France

the French people were. Not least an owner of a Matra who had come over from their club stand to see what the Bond was, his Matra had been bought by his father in French racing blue new at the 1963 Le Mans race meeting, such a nice bloke.

All In all a great trip away and one I will definitely repeat with a relaxed drive back stopping at Pegasus Bridge museum along with what seemed like half of the Le Man's lot on the way to their ferries and still plenty of time for a nice lunch.

Funny enough I was stopped on the way out and on the way back by Customs, not sure what triggers that but I'd like to think it was curiosity, both officers asked me to open the boot, repeating their request as I said I didn't have one, they were both friendly and just

waved me through after a quick peek through the window as I offered to let them in through the passenger door.

The last thing I am reluctant to mention as to not jinx my luck but after parking on the drive on my return and not putting the car in the garage until a few hours later I found on the floor where the car had been the crankshaft nut that secures the lower pulley sitting on the drive-way, what are the chances, it's not been off for years, thousands of miles, a few breakdowns, feels a bit shameful to mention and not something I'd normally check but at least it waited until I was home, back on with a bit of lock tight so hope that's ticked off for future trips."

Finally a bit of Equipe spotting – **Bob Buckby's** 2+2 at the Triumph Razoredge Owners Club rally



**Paul Bowers at Le Mans**

didn't disappoint as a sunny day began as we docked and I had an easy trip down to the circuit. On arrival I received a friendly hello from a fellow Bond owning couple, friends of yours and owners of several Bonds and now full time residents of France. [Guy note: **Ray and Linda Lomax**, who we've visited in France a few times.] I was a bit stretched meeting family and friends over the weekend so was not able to catch them again but I'll remember their welcome for next time we meet.

I had an easy day of it on the Friday and impressed by the variety of displays decided to park my car on circuit on Saturday, the picture above was taken as I parked but I was truly surprised at the attention that it received throughout the day and of how friendly and receptive



**Bob Buckby's Bond**





**Our Reknown "Nora" (Red one) in the line up**

at the Milton Keynes Museum. We had taken our Renown to the Rally, the first of their Rallies we had managed to get to, due to events clashing or being too far away, and not helped by the fact that Nora – our Renown ( the red one above) – was not charging. Eventually with the help of Richard, our neighbour who is good on electrics, we managed to get it charging, but at 16 volts! – the regulator was not doing it's stuff, so I had to raid my autojumble stock and found another,

which with some attention then settled at 13 volts so a successful trip.

Finally, finally, when we left the Rally, the wipers decided not to work despite having done so the day before. When I stopped and investigated this it was down to a poor earth – something Equipe owners know all about! And something I am going to be even more careful about with the Prototype as the body is all fibreglass.

*Guy*



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# Let's talk about Insurance

It was a privilege to be a part of such a special event when we attended the MG and Triumph 100 event at Silverstone.

The sun shone bright, and we greatly enjoyed being a part of the club's display as a truly historic event unfolded.

The importance of attending events like this is that it gives us the ability to meet club members face to face, sit down in the shade, and have a chat. Our friendly team in the office are always willing to listen to feedback and to discuss the cover on offer, but nothing beats that informal conversation whilst out at a show. The fundamental benefit to us is that we get to hear more about your Triumphs and what you need from your club insurance scheme.

It's when the TSSC get out and about that one of our key benefits works well. Lots of friends arrived together sharing a car and presumably taking it in turns to drive their car to events. The great feature that TSSC Insurance offers, is called member-to-member cover. This enables members of the TSSC who are insured with us, to drive each other's car with fully comprehensive cover.

It saves all the hassle and expense of having to add your friend onto your insurance if you want to go out and enjoy one

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THE TRIUMPH CLUB



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another's cars together – or share the driving whilst out and about.

It's also handy if you are trying to diagnose a niggly and a fellow club member needs to jump in the driving seat to diagnose a problem. It's features like this that set your club insurance scheme apart from those you might find on search engines with far less than comparable levels of cover.

One of the common questions we get asked is about salvage retention. Sure, nobody wants to imagine that moment when the unthinkable occurs and your Triumph is rendered beyond economical repair. Now, in most cases with 'normal' insurance under these circumstances, the car is written off and then the parts are disposed of within the salvage/scrap industry, and you never see your car again. However, we are dealing with historical artefacts, important items of transport heritage and more than that, loved members of the family!

So, we understand that cars can be rebuilt and often owners want to retain the salvage to rebuild the car.

Many insurers will allow you to buy back the salvage from the insurance company after a total loss. Most often, a deduction is made from the settlement to facilitate this. However, with TSSC Insurance, we automatically include an additional policy benefit whereby you will receive your full settlement and retain the vehicle's salvage with no deduction, other than policy excess. **This is what we mean by Salvage Retention cover.** We feel it is vitally important as part of our duty of care to ensure we offer the best chance of our motoring heritage remaining on the roads, even after the unimaginable event of an accident.

**For all insurance queries, call us at 0121 274 5348 – we'll be very happy to help via our dedicated line for TSSC members.**

## "I've got the secret ...", Locks & Keys Continued

Last month I covered the main aspects of lock matching, also known by the term - Patterning.

I used early Herald Door locks as the initial example as they require a little more disassembly, then moved on to show the actual patterning on a boot lock barrel. What was not shown in last months article was how to extract a boot lock barrel, so I will cover that here. Again you need a small drift to drive out the locating pin, once the pin is clear with the key in position the barrel should be able to be eased out, if it is very gunged up you may need to operate the lock to throw the latch across and place a small screwdriver behind the end of the lock barrel and apply pressure. The first picture shows the boot handle with the drive bar pin driven out and the bar extracted, this



**Boot Handle showing pin to extract to enable lock barrel removal**

The second picture shows the handle with the lock securing pin almost out and the lock barrel extracted but placed alongside the handle to show the groove in the barrel in which the pin sits to hold the lock in place and allow it to rotate.

The processes shown also apply to Estate locking Handles.

The aspects covered so far can be critical for car restoration, especially for those of us who can get really pedantic about Concours, where you want to ensure you have the original specification including the original keys. If, however, you are making daily use of your Car and need to keep it as secure as you can you may have purchased a new door handle with a new lock and key. In this case you may wish to patternise your ignition barrel to match; this requires the ignition switch drum to be re-



**Boot handle-removing drive bar**

only needs to be done if the bar is damaged or if you want to ensure you retain the lock identity number (FS 948 in this case) with the handle. Of course it is also possible to file and restamp a number.

moved from the dashboard. The first picture (3) shows the earliest type of ignition drum with the harness wires held by tags secured by nuts, to remove this without losing the nuts when the dashboard is in the car can be quite difficult so take care.





**Early Ignition drum in position, viewed from rear of dashboard.**

**SAFETY WARNING:** Critically, as the ignition barrel has the primary circuit switching it is absolutely vital to disconnect / fully isolate the battery before starting to undo wires here! With later ignition drums the wires are attached by standard spade terminals, there is still a risk of touching live 12V to earth, so disconnect the battery. I used to make fun of Haynes manuals for saying that the first tasks for every job was to disconnect the battery, jack up the vehicle and remove all four road wheels; however, especially in the early cars with no fuses, be warned.

For this job, disconnect the battery, leave the jack alone and leave the wheels on, but, having



**Ignition drum – showing access hole and brass button.**

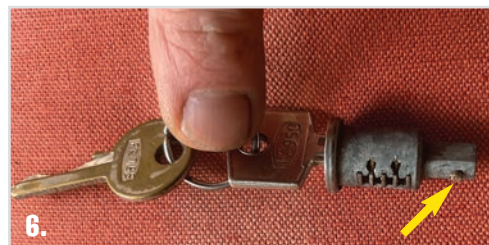
disconnected the wires undo the securing knurled ring at the front of the dashboard. If the latter has never been disturbed it may be quite difficult to get it moving without damaging the ring, (even if there is movement of the drum in the dashboard when you turn the key).

Early rings had two big slots, it is possible to get a screwdriver onto one of the lands, but it is highly likely to mark the ring, or scar the dashboard if you slip. Later ones had several smaller slots around the edge. A Pair of small pliers with a wrap of leather is my preferred method. As I am leaving my ignition unit in the dashboard I have used a later unit already removed from a car for the next stage, but yes I will be improving the ignition circuit connection! [Picture 2](#) shows a later drum and the small access hole which allows a brass release button to be depressed. The key slot needs to be in the neutral position (off) for the button to be below the hole.

The next stage is easy once you have the knack of holding everything in the right place, otherwise it seems as if you need at least 3 hands!



**Releasing lock barrel.**



**Lock barrel - release button visible.**

With a fine screwdriver or pointed implement, (As I said last month I have some dental tools, but a bradawl will suffice), enter the access hole and feel for the button, trying to keep the implement upright in tow planes can be difficult but you should feel the button and the fact that it can be depressed. Once depressed it should be possible to remove the lock barrel but it does sometimes need some assistance; hence the need for some adeptness, or three hands!

Pictures 3 and 4 show this process.

Last month I mentioned glove box locks. I did once manage to remove the face plate from one and take one apart, and then cobble it back together, but it never functioned smoothly. They



**Glove Box Lock**

are therefore best left alone as they are and if you have to change the lock for a new one and keep to the pattern of glove box being the same

The point to note is that the body of the lock is stamped with the key number. Colin Lindsay did cover these locks on the TSSC forum, (see link below), mentioning that he noted two different types. The latter would have been FP and FS series locks, but he also found a third type with a double sided key, marked SS and a number. The latter are Strebor keys but I have never had a car so fitted. Colin did cover key numbers and where the numbers are stamped in March 2018 (as listed below), so you can cross reference my two articles with additional information in his. including a short story about spare keys being found taped underneath the washer bottle!

<https://forum.tssc.org.uk/topic/11254-herald-and-vitesse-glovebox-locks/>

The final type is bonnet locks if you have them. For these unbolt the lock rotating arm then drive



**Bonnet Lock**

out a locating pin, hole clearly visible in Picture 8 above.

So that is it for Locks and keys, I have already had some comments thanking me for the information for last month; if the two articles have raised any questions or comments please do get back to me.

As I complete this write up I am turning over in my mind what to cover next; as it is another aspect I am working on for my 948 Coupe rebuild, Instrument restoration is at the forefront of my mind. I photographed the ignition drum on my dashboard whilst removing the Temperature and fuel gauges for refurbishment of the faces. I have already rebuilt my odometer, including recalibration for change of differential ratio, but do want to have the faces restored.

**To close off**, here are the next 4 years, 2018-2021 of indexing of Monthly reports as an immediate ready reference.

## **2018**

Jan.	p12	'Get your bearings'
Feb.	p10	'Hi Jack'
Mar	p24	'That's the Key'
Apr	p30	'Rack 'Em Up!'
May	p20	'Filtered, but not stirred'
Jun	p12	'Steering, re-visited'

<b>Changing front Wheel bearings</b>
<b>The various jack types provided with Heralds</b>
<b>Identifying keys for your different locks</b>
<b>Steering Racks including mountings</b>
<b>Petrol Tanks and Filters</b>
<b>More on Steering Rack Mountings</b>



Jul	p8	'Accessory to the fact?'	Sun Visors, heated rear screens, etc
Aug	p18	'Following on, please pass!'	More Accesories
Sep	p14	'Topless cover up!'	Tristan Convertibles
Oct	p12	'In the Kingdom of the Blind'	Feature on YOX 109 and rear Venetian blinds
Nov	p30	'It'll be Cold, so Cold'	Getting ready for Winter Driving
Dec	p14	'They seek him here'	Articles from the 1960s & places named Herald

## 2019

Jan	p8	'Happy Birthday Mr Herald'	60th Birthday this year
Feb	p10	'It was the Summer of 59'	Ford Anglia Birthday soon too
Mar	p10	'Harry who?'	Heralds on TV and film
Apr	p8	'It's Here!'	59 Launch feature
May	p34	'May I wash up?'	Screen Washers
Jun	p28	'For want of a Welder'	Repairing Heater plenum
Jul	p20	'Camber-wick'	Camber adjustment and control
Aug	p18	'A bush in the hand'	Problems with suspension bushes
Sep	p20	'Two degrees of Confusion'	More on Camber settings
Oct	p12	'Stratford or Bust'	Stratford Show review
Nov	p16	'Need a Bypass'	Heater Valves
Dec	p14	'I never knew that!'	Early seat runners - rollers

## 2020

Jan	p12	'Oil'll be having you!'	Dealing with oil leaks
Feb	p28	'The Big bad bush'	Steering Column bushes
Mar	p26	'Lone Survivor'	Early Press Car 9961 HP
Apr	p12	'Up to Standard Triumph'	Poor standards in parts
May	p12	'A Clean Wipe'	Wiper Motors
Jun	p34	'An even cleaner wipe'	Improving wipers
Jul	p28	'Curiouser and Curiouser'	Brake calipers mounting, Type 12 v Type 14
Aug	p22	'By the left ...right...left'	Acme threads Vertical Links & Trunions
Sep	p8	'Let's go Green'	Little things to improve our old cars
Oct	p18	'Worth writing about'	Triumphs in books
Nov	p20	'They don't make 'em like that any more'	'Parts design change over time
Dec	p22	'Cleaning for Santa'	Cleaning interior parts

## 2021

Jan	p8	'Spreading out a bit'	Dealing with rear body distortion - B post
Feb	p16	'Seek and you will find'	Sourcing rare and unlisted parts
Mar	p28	'Oops'	Gearboxes – From Standard 8/10 to Herald
Apr	p8	'Necessity is the Mother of Invention'	Adapting and Making
May	p12	'A light to shine in the darkness'	Headlight types
Jun	p14	'Twenty down and not yet out ...'	Twenty years as a Register Sec – and
Jul	p12	'Calling all Cars'	Restoring sidelights
Aug	p8	'The core of the matter'	Warning about risk of rear brake hoses
Sep	p8	'In, out and all about'	rubbing on Half shafts
Oct	p10	'Eeeeeee ... its 10%'	Core plugs
Nov	p50	'Two becomes Three!'	Thrust washers
Dec	p20	'Dynamo Duck!'	Ethanol rich petrol & impact on hoses etc
			GT6 sold, Herald Convertible purchased
			Details of Herald Dynamos

Finn Adam

# Vitesse 1600, Mk 1&2

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

## Herald 13/60 v Vitesse 6

Hello all. I hope you had a good summer and went to lots of events with your Vitesse.

In this month's article I will be covering two models of Triumph and hopefully not stepping on too many feet in doing so.



**Pic.1.**

One question I am often asked is which is better. The Herald 13/60 or the Vitesse 6 (1600). Well, I never view it that way as they both have their plus and minus points. So, let's have a look at both models. The Vitesse 6 was launched in May 1962 and was something of an upmarket car aimed at the clubman, [Pictures 1 and 2](#). A good 10 mile an hour faster than the Herald 1200 and a lot quicker in acceleration than most cars of the same size.



**Pic.2.**

### Can you have children and a sporting car?

(Try a pre-natal check on the Triumph Vitesse)

SOONER OR LATER, your wife is going to present you with a very good reason for selling that two-seater sports job. If the thought strikes terror into your soul, take heart. Not every family car acts like one.

The Triumph Vitesse makes more family allowances than the Welfare State. There are four seats, deeply cushioned, ideal for baby-sitting. There's carpet on the floor. Walnut facia. And a boot that's a pushover for push-chairs. But for all this, the Vitesse has enough panache to please the most sporting of Dads.

It's sporting life starts under-hooded. A 13-litre, silky-quiet 6-cylinder engine gives it a top speed of over 90 mph (0-50 in only 11.3 seconds). To complement this, front-wheel disc brakes and independent suspension all round. Of course you don't get everything you get with a sports car - you'll have to forego the high insurance rates.

Some fatherly advice. Visit your nearest Standard-Triumph dealer and look at the

Vitesse. Sit in it. Let your wife try all four seats. And then take a four trial drive. These days it's not that easy to cater for your family and your own inclinations. The Triumph Vitesse gives you a sporting chance. Don't miss it.

Ex-works prices inc. a.s.  
Triumph Vitesse: Saloon £1719.7  
(3-light roof £2434 extra)  
Convertible £2073.0

Triumph Vitesse

A member of the Standard Motor Corporation

Five years later when the Herald 13/60 was introduced, [Pictures 3 and 4](#), things had moved on as far as performance was concerned as it was now close to the original 1962 Vitesse 6. But more of this later as per-



**Pic.3.**





**Pic.4.**

## When other cars are in for the day you're out for the day in the new high-performance Herald 13/60.

One of the size things about the new high-performance Herald 13/60 is that it will take you a full hour and fifteen minutes to service. On average you pay only two visits a year to your service manager. (Probably less. The A.S. reflects most common average in the motor miles each year.)

And don't forget that the Herald boasts up to 100,000 miles of trouble-free running, as revealed by a mechanic can get at the vital glands in about a third of the usual time. So you pay less when you come to collect.

This new Herald is pretty modern on the inside, too. With 27% more power she reaches 50 from scratch in just 12 seconds. Pumps up to 55 mph. Brakes front disc and better so standard. Features a sturdy new dash, more leg room, hand and super new rear seat.

Enthusiasts say that the Leyland company don't simply make cars. They engineer them all the way through.

It pays to be in the long run. Like every 6,000 miles.

On these new at your Triumph Dealer. Prices: Triumph Herald 13/60 £247 0-7 (including road tax) 13/60 Convertible £294 0-7. 13/60 Estate £294 0-7. 13/60 1100 13/60 1100 still available at only £217 0-7. Prices exclude tax, purchase tax.

**TRIUMPH**  
Triumph puts you safely ahead



**Pic.5.**

formance is only one part of the story. The interior of the Vitesse had wood door cappings, map pockets, a roof light (saloon) and after mid 1963 a temperature gauge plus a tachometer, Pictures 5 and 6. Plus, the option of an over-



**Pic.6.**



**Pic.7.**

drive. None of these were featured in the Herald 13/60, Picture 7.



**Pic.8.**

However, the 13/60 did have ergonomically speaking a better dash lay out, Picture 8, and seats that gave more leg room in the rear. When it came to the maintenance the four-cylinder engine of the Herald gave several advantages over the six-cylinder fitted to the Vitesse. Two less spark plugs to clean, four less tappets to adjust and only one carburettor to set-up. Plus, more room under the bonnet to get at things. Now let's look at the performance in more detail.

The 1962 Vitesse 6 had a bhp of 70 and torque of 92lb.ft against the 13/60 of 61bhp and 73lb.ft. In theory this should have made the Vitesse a much quicker car. But it was around 2 cwt heavier, so this resulted in a zero to 60 of 17.5 seconds for both cars. Both models give a lively performance. However, above 60 mph the Vitesse 6 gave better acceleration and a higher top speed. The 50 to 70 mph was 4 seconds quicker and the top speed was at least 4 mph higher than the Herald 13/60. (All these figures come from the road tests of the time) I guess this was the result of better breathing due to the twin carburettors.

Plus, the Vitesse used a close ratio gear box which



Pic.9.

Pic.9.

gave a much more useful third gear.

Whereas the Herald had a single carburettor and wide ratio gearbox with a lowered geared third. The final gearing used on both models was a differential ratio of 4.11 and both models used 3.5-inch width rims. However, the Vitesse had wider tyres. 5.60 as opposed to 5.20 fitted to the Herald Saloon and Convertible This gave a small increase of 0.7 mph at 1000rpm. As far as I know unlike the Vitesse 6 the 13/60 didn't receive any performance improvements. A Spitfire Mk3 engine with overdrive would have been a nice option.

I have often wondered why Standard Triumph never gave any power figures for the Vitesse 6 resulting from the changes to the cylinder head in early 1963 and the later fitting of the Stromberg carburettors with a flowed manifold in 1965 in place of the Solex type. But there must have been an increase in bhp as these changes made the late Vitesse 6 a much quicker car with a Zero to 60 in 15.5 seconds and a top speed of 92 mph. Generally, an overall increase of around 12 bhp is accepted due to the improvements in performance.

As I said earlier performance is not the whole story as we are not all boy racers, at least not now! So how do they compare when driving?

Predictably the Vitesse is a quieter car and smoother due to its six-cylinder engine and addition insulation. The optional overdrive also helps reduce the noise. Which makes the Vitesse 6 a good cross country car particularly if the car

had overdrive. The Herald has a much lighter feel to it. The controls are lighter and with less weight over the front wheels making it much easier to park. This makes the Herald 13/60 the easier car to drive in town.

#### ***So, which is the best the Vitesse 6 or the Herald 13/60?***

Well as I said they both have advantages and disadvantages. The Vitesse is a heavier car to drive but has the smoother and quieter engine with more performance and flexibility. It will happily tick long at 10 mph in top gear. Whereas the Herald 13/60 is easier to service and lighter to drive but is noisier and can feel under-geared if driven over long distances. They are different cars in very positive ways and it's all about personal choice at the end of the day.

Back in the 1960's I owned one of the very early 13/60 Heralds and a Vitesse 6 with overdrive, though not at the same time. Some of you may also remember the 1500 powered 13/60 Estate I owned several years ago, [Picture 9](#). A car I shouldn't have sold. These days I have a Herald 13/60 Saloon as well as my long-term ownership of a Mk 2 Vitesse 2 Litre Saloon.

I enjoy driving both and went to the South of England Meet in my Herald and to the Triumph and MG 100 in my Vitesse.

Some would say the best of both worlds.

Well, that's it for this month.

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

*Dave*





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## Patience is a virtue (or working on a Triumph Spitfire...)

**When it comes to owning a Triumph patience always plays an important factor.**

In my case that patience has been over 25 years, BGM 288T my Brooklands Green Triumph Spitfire 1500 has travelled on the back of many trailers and sat in numerous garages while waiting for that correct time.

Busy lives sometimes needs a trigger to stimulate some effort and visiting the Bromley Classic-Car Pageant in 2022 did exactly that for me.

After seeing only a couple of Triumphs at the show I decided I wanted to increase that number in 2023.

The remaining months of 2022 was a mixture of making lists to order parts plus getting jobs completed with the aim of attending the Bromley pageant in June 2023. Tuning the engine was an easier process than expected, you just need the correct tools. Timing light, vacuum balancer and Colourtune kits were all used and the engine runs well. Clutch and gearbox engaged and balanced out the rear brakes.

After many months of effort the car passed its MOT first time in May, with a couple of advisories linked to the traditional chassis rust prevention treatment of small oil leaks from the differential and engine.

Not very bad leaks and would



rather see some oil than none at all with a Triumph.

The longest journey BGM 288T had had in those 25 years was no more than a couple of miles, so the 3 miles to the pageant with expected temperatures of 30 degC would be a good test for both car and my nerves.

Fitting a Revotec in-line sensor to the bottom radiator hose and electric fan did the job with no overheating.

The car ran better than expected and with such great weather the number of attending Triumphs was significantly boosted as the pictures show.

BGM 288T is now another Triumph back on the road, some would argue 25 years could be the epitome of patience, but for

me and the people who see the car it was a worthwhile wait.

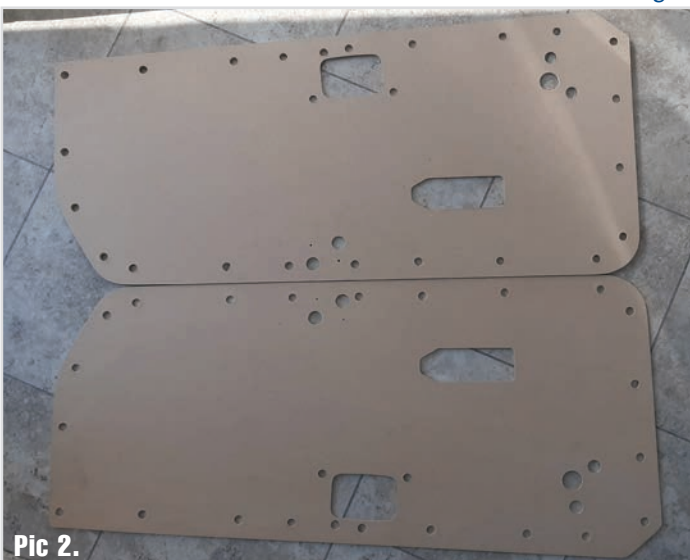
### Darren Spearing

TSSC member

Hi Darren, your story sounds familiar to my own, I just needed that something to kick start me into working on the Spitfire again after 20 years of being shelved due to marriage, children and house renovation..., but it's great when you get started again and start seeing the rewards and eventually an MOT certificate! I'm really pleased to see another one on the road. Hopefully see you at Silverstone?

## Door to Door Service

*Time to face facts, the door cards were well past their best, the boards were moth-eaten, out of shape (pic 1) and the vinyl saggy. Added to that I was keen*



*to get some speakers into the doors rather than the glove boxes.*

*My local timber merchant cut some 3mm MDF including 3 pieces big enough for a door card. The clips were removed and the vinyl and foam was carefully stripped from the old boards, revealing that they were of different vintages. The boards were dampened and pressed to flatten them and with a bit of care, indexed together using dowels in the holes around the door pull, then clamped together to give one almost complete outline, this was then indexed and clamped to one of the MDF pieces and careful hand cutting produced an MDF pattern.*

*The pattern was again indexed to the remaining two pieces of MDF and two new cards cut out using the router/router table and clip holes were all drilled based on the original cards (pic 2).*

*4" diameter shallow fit (34mm) speakers were obtained from In-Phase audio (Nottingham) and 140 x 92 x 12mm MDF spacer rings obtained from the usual auction site. Careful CAD (cardboard assisted design) identified the sweet spot to locate these underneath the window winder and into the trapezoidal opening in the door structure; suitable sized holes were cut using a fly cutter.*

*The original intention was to re-use the original vinyl but since it was torn, misshapen and the carpet corners would not fit well with the speakers, black upholstery vinyl, 3mm scrim backed foam and trim fix high temperature contact adhesive (important to use this; ordinary contact adhesive softens when it gets hot) were obtained from suppliers on that same auction site.*

*Foam was glued onto the faces of the MDF cards and slightly overlapped to the reverse, vinyl was then glued to the foam and overlapped by 20mm or so to the reverse. Openings were*

Pic 3.



spacer rings had a 6mm round applied to the outer edge and a chamfer to the inner (router table again), were sprayed satin black and screwed to the cards from the back.

New clips were fitted to the cards and the cards to the doors.

6.5mm holes were drilled in the A-posts below the courtesy light switches and in the front edge of the door carcasses, grommets and 4mm PVC sleeve created a route for speaker cables and the speakers were screwed to the front on the spacer

carefully cut, vinyl overlapped to the reverse, glued and secured with 4mm staples. MDF

rings. Do they work? yes! Clearance for the window winder is tight but workable.

How do they look?

Well, you decide (pics 3, 4)

Thanks Robert, we all know we can buy the door cards (I did myself) but there is a real feeling of achievement and satisfaction in refurbishing or making your own 'bespoke' trim. It's not about the cost its about the pleasure and enjoyment in doing it yourself.

Any more trim success stories? Please send them in, I'd love to hear about the your bespoke interior.....

**Cheers,**

**Steve**



Pic 4.



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# Young Members Co-Ordinator

Alyson Anderson

## The Start of Something New

I would like to start this article by officially announcing that I will be stepping down from my role of Young Member Co-ordinator for the TSSC.

The very capable **Conor Luke-man** will be the new Young Member Co-ordinator for the TSSC and I am sure you will all join me in wishing him every success in the role.

I have thoroughly enjoyed the role of Young Member Co-ordinator, I have received so many emails from readers over the years and I feel like I have got to know so many of you through those emails even if we haven't yet met in person. I have loved being part of car shows where I was able to judge the Concours cars and have had a truly brilliant time



I have however, recently been prompted to the role of Registered Manager for a Homecare service and whilst I have worked very hard to achieve

do it effectively. I also have my son Jack who is now 12 years old and requiring more time and support from me as he grows and moves into High School after the summer holidays. I feel that splitting myself between my roles as a Mother, a Wife and a Registered Manager will keep me busy for the foreseeable future, and it is a future I am very much looking forward to.

I therefore leave you with my last article, which has been written about the best day of my life and of course a beloved classic car is part of the story!

### On the 15th of July 2022 I

married my husband Ken in a beautiful garden venue in Protaras, Cyprus. We wanted a small, intimate Scottish inspired



being involved with so many fantastic people, who own some truly remarkable cars.

this role I fear I have underestimated the workload and the time required in order for me to



wedding somewhere warm and where we could be ourselves and have a wedding which symbolised the thing that matters most, how we felt about each other.

The idea of table settings, menu plans and place cards set my teeth on edge, I am clearly not a very girly girl! Although I think I would have thoroughly enjoyed the cake tasting part of organising a wedding. So, we organised our wedding and we discussed transport, how we would get to and from our wedding venue. I decided I was treating myself and my friends to a limo to take us to the wedding venue and to our reception venue afterwards. However Ken had other ideas and he somehow talked me into agreeing to walk from our wedding venue to our reception, it would be a lovely short walk he had said. The idea of walking in heels did fill me with some trepidation however I did

as he had suggested and booked the limo to only go one way.

Once we arrived at our wedding venue I noticed that we had a couple of unknown guests at the wedding service, I did not recognise them but as our venue was a reasonably public area I assumed we had a couple of gate crashers and I thought well it will be a good story to tell! We had a beautiful wedding service and both Ken and Jack looked great in their kilts! We also had invited our guests to come as they wanted, and we got to see such a brilliant array of clothing and colours as a result so it was very special. Once the ceremony was over, the confetti had been thrown and the photos had been taken my new husband and I began what I thought was going to be the reasonably uncomfortable walk to our wedding reception.

How surprised I was to then walk round the corner and see the most glorious Spitfire parked up outside our venue and it was adorned with brilliant white ribbons. I turned to my then husband and saw by the look of

childish glee on his face that he had in fact organised the Spitfire to be at our wedding as a surprise and was thrilled that he had managed to pull it off so well! I of course asked whom the car belonged to and was delighted to be introduced to our mystery guests, the lovely **Brian and Tina Spademan** who were the owners of the beautiful Spitfire.

Brian explained that Ken was going to drive himself and I to our wedding reception and that the guests would travel there in slightly less glamorous taxi's. We of course invited Brian and Tina to join our wedding reception and they were a brilliant addition to the group. I was astonished when I later found out that Brian and Tina had given their car to us for free to use as our wedding car and they had actually paid for themselves to stay in a hotel nearby to ensure that we had the car when we needed it, an incredible feat of generosity.

Our wedding was a brilliant day which I believe will be remembered by us all for years to come! However it would not have been the same if it weren't for the wee Spitfire, we are incredibly grateful to Brian and Tina for sharing both their car and their time with us on our special day.

Thank you also to my new husband who organised it all and who clearly knew how happy the addition of a classic car at our wedding would make me, I obviously know a good future husband when I see one, and one year later he is still living up to that!

The future belongs to those who believe in the beauty of their dreams. This role has been a dream of mine and I loved every minute of it. *Thank you all!*

Allyson  
xx



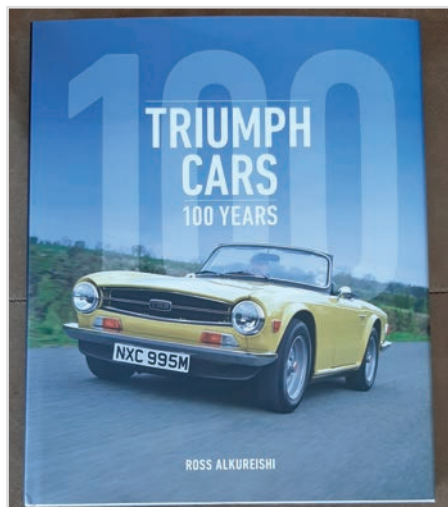
# Spitfire Mk 1/2/3

SUZIE SINGLETON [spitfires@cadley.org](mailto:spitfires@cadley.org)

## Spitfires in Print & Plastic

Some time ago Ross Alkureishi sent me an extract from a new book he had written, "Triumph Cars, 100 Years", in particular the Spitfire and GT6 section.

Guy and I were happy to read through it, and found little more than a couple of points to mention to Ross to check, but were looking forward to seeing the text laid out and formatted in the book complete with all the photos.



I'd almost forgotten about this when he wrote again recently to say that he was arranging for a copy of the book to be sent to us. I was very pleased then to have rather a large package delivered a week or so later. And, a nice (but I'm completely sure unplanned) twist to see that, in this 100th anniversary year of Triumphs, the Spitfire and GT6 sections is listed on the index as starting on page 100!

The book is now available from all good book shops or online.

ISBN: 9780760376492

You may remember that periodically I have been alerted to new items on the [maronline.org.uk](http://www.maronline.org.uk) website, by TSSC Member **Chris Longhurst**. At the start of this year he sent me a link to one of his own articles (which I promptly mislaid so my apologies for taking so long to tell you about this one).



This piece [www.maronline.org.uk/small-scale-triumph-spitfire-models](http://www.maronline.org.uk/small-scale-triumph-spitfire-models) was putting the spotlight on various smaller scale model Spitfires, varying from 4cm to 9.5cm long.



The article covers various Spitfire models but include a Mk1, Mk2 and Mk3 from Uraniwa Engineering in Japan; various colours of brightly coloured plastic ones



which were given away in packets of Crio French washing powder in the 1960s; a slightly smaller version also made by Crio with separate base - as Chris notes 'with a towbar' as on my own Mk3 - and a clear windscreen.



and even a version from Hong Kong with a little green driver in it – green? Oh well, there as obviously a rea-



son for that when the models were made. And the article finished by mentioning the Autosculpt [www.87thscale.info/autosculpt.htm](http://www.87thscale.info/autosculpt.htm)



range originally made by Club member **Keith Dungworth**, although I understand he has now retired and sold the business.



And finally, another frequent correspondent, **Keith Lister**, "[spotted this steam en-](#)



[gine nameplate at the national railway museum in York on a day out with Nigel and Tracy Hawes.](#)"

A brief search online found some further information on the steam locomotive Spitfire, <https://locomotive.fandom.com/> and photos: "SR Battle of Britain Class No. 21C166 "Spitfire" 4-6-2 "Pacific" type steam locomotive, was constructed in September of 1947 as one of the 110 examples of the SR West Country and Battle of Britain Classes designed by Oliver Bulleid and built for the Southern Railway in the UK.

It would be renumbered to BR No. 34066 after the 1948 nationalization that created *British Rail*." Keith also sent a photo of his car at this years Peak Run.

*Suzie*



## Stanbury TT, Type 48 & Midge

This month I'm starting with an email I received recently, from a non-member... well, he was a non-member when he wrote it, I'm hoping by the time this is published that will have changed:

*"Hello Trevor, my name is George Garcia, owner of the 1968 Stanbury TT Number 2 (RHY129G) that was featured in your magazine in July 2022.*

*It was a nice surprise when browsing your club website, I discover that your club welcomes Specials, something that I didn't know before. That made me download one old magazine and it was a happy surprise that you wrote an article*



**George Garcia's Stanbury TT**

*On the third page, you show a picture of my car, the Stanbury TT Number 2, registration number RHY129G, which was really nice to see mentioned in the article.*

*These cars are amazing, and only eight were built, making them really rare. I own other classic cars, but I can tell you that the Stanbury TT catches my attention more than any other I own. I bought the car in an auction in Cars and Classics, in a bad season for the classics cars sales, and an owner sadly had serious health problems so he needed to sell all his cars to have the financial situation sorted for his wife, so hadn't any reserve in the auction. For me it was a bargain, as the previous Stanbury TT sold on eBay*



*about a Stanbury TT that you saw in a car meet.*

*for over 12K. I only know one other owner, who inherited his car from his father, and I've never seen another one on*



the roads or at classic meets.

*During my ownership, I have been working on the car to make it last another 55 years. It starts first time, is really fun to drive, the Triumph Herald engine is solid and allows me to drive it everywhere.*

*I attach a picture of me driving the car this year in The Enfield Pageant of Motoring and another one at the Ace Cafe.*

*Thanks and regards,*

**George Garcia.**

That's a nice little update on a historic car. Re-reading my July 2022 piece, I see that I got the photo of his car from the auction catalogue of carandclassic.com, which must have been the auction where he bought RHY129G. I've sent George a list of all the articles in the Courier that mention Stanbury cars... I have the technology.

Another email I received recently pointed me to a Herald kit car advertised for sale. The email was sent by Crispin Allen, whose Type 48 Spyder was featured in my June this year piece. The car, another Type 48, the yellow car pictured, is advertised on **www.corsaspyder.com**. Here is the description:

*"Unique Type 48 Corsa Spyder. This car has been stripped and rebuilt, with no expense spared. It must be the finest example available. Built on a 1972 Triumph Spitfire chassis, with a 1500cc engine and overdrive gearbox. Years of work have gone into producing such stunning results. The car is currently in Belgium. Further detail available on request. £45,000, open to offers."*

Yes, that is 45 thousand pounds. Wow. There seems to me something a bit odd about this advert. First, the web site corsaspyder.com is an odd place to advertise the car. Nominally, this site belongs to the current supplier of Type 48 kits. I say "nominally" as I suspect there is little to no



trading in new Type 48 kits. I may be wrong; I don't want to contact the site owner, as I don't want to get his/her



hopes up that I'm a potential customer! (You can see that I'd never make it as a professional journalist).



I say this is an odd place to advertise the car for sale as I can't imagine it gets much passing traffic. The photography and description are hardly up to the standard you'd expect for a car valued at this level. I've Googled hard, but cannot find this car on any auction or car



sales website. There is no indication of how long the car has been on **corsaspyder.com**. To finish this month I've got another car for



sale in Europe, in Poland to be more precise, the red Midge. I bring you, verbatim, the English version of the seller's blurb:

*"I offer you a historic and rare rally car from the 70s, it is a British Triumph Herald 13/60 Midge, information about this model on "mobc.co.uk", it is one of the few pieces in Poland. The Triumph is powered by a Vitesse straight-six engine with two Stromberg Carburettors. With rear-wheel drive and a weight of 800 kg and a four-speed manual gearbox with over-drive function, it becomes a classic rally car. I will sell to a lover of unusual motoring, so I will not respond to offers from dealers etc.*

*The vehicle has full documentation from A to Z of the activities performed and the entire history from production in 1970, it is after general renovation, OC until 10.2023, a monument ready to enjoy it :)"*

The asking price is 69,000... Polish Zloty, which is currently £13,350, which is pretty hefty for a Midge. Just going by the photos provided I would say that this looks like a very good example of the **JC Midge** model. I don't like the hole in the side with two air filters on show, but that's just a personal aversion of mine.

**Remember, anyone with any news relating to any Triumph-connected kit cars or specials, please share with me.**



Trevor

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

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



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Email: ..... Post Code .....  
\* Must be completed with current TSSC membership number and expiry date to validate certificate.  
Name of Insurance Company .....

**VEHICLE DETAILS - MUST BE COMPLETED**

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

**Do NOT fill in Leave for TSSC APPOINTED VALUER ONLY**

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

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

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

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

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

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

**What does Twenty pounds buy you nowadays?**

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

**Agreed Value policy.**

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

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

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

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

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

**<https://www.tssc.org.uk/tssc/valuations.asp>**



# TSSC INSURANCE - CAR VALUES

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

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

**Please remember originality and rarity will always add to value**

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

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

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

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

**Above Values Revised as of 01/01/2023**



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Mk 1/2/3 <http://cook1e.blogspot.co.uk/>  
 ANDY COOK gt6@tssc.org.uk

# British Motor Museum Gaydon

Club Triumph/TRDC National weekend and BL/BMC day



## Some of the Triumphs at the Club Triumph/TRDC national weekend, lining up before a drive out to Leamington Spa.

I had another enjoyable Triumph weekend away in the GT6 at the British Motor Museum, Gaydon for the Club Triumph and TR Drivers Club National weekend.

This event also has the BL/BMC day taking place at Gaydon on the Sunday.

Most of the other Triumph Clubs were at the BL/BMC day and although the TSSC didn't have a club stand there were plenty of individual TSSC members there.

There were of course a few GT6 owners at the weekend. In addition to me, there was Roy Lacey from Shropshire with his MK1, Mark Smith from Warwickshire with his MK3 and Mike from Pembrokeshire with his Spit 6/convertible GT6 MK3 with 2.5L pi power.



## My GT6 with camp set up for the weekend



Above - Roy's GT6 MK1



Mark's GT6 MK3





### JPR90G at the BL/BMC day

There was a GT6 MK2 at the BL/BMC day on the Sunday that I recognised as it used to belong to **Angie Hill** (who worked at TSSC HQ for many years). JPR90G is actually an ex Dorset Police Car and previously it often had a blue roof light mock up when displayed at shows although the new owner has not continued this tradition and has done some engine mods including triple Webbers since I last saw the car. More at end of article.

There was one other GT6 at Gaydon that weekend, well actually it's always at the British Motor Museum, Gaydon as it's a museum exhibit! It's not in the main museum but is dis-



**Above - Mike's Spit6/GT6 convertible**



played in the archived car collection upstairs in the new building housing the Jaguar collection and workshop



### Syn City Rockers performing on the Saturday night with GT6 owner Mark on the

GT6 owner Mark was also part of the entertainment as he is the guitarist with the band Syn City Rockers who were booked to perform on the Saturday night.



**White GT6 MK2 museum exhibit.**



## Some of the Triumphs gathered at the BL/BMC day.

### Car that I included in my Silverstone pictures which wasn't at Silverstone!

I realised when looking through the August Courier that one of the pictures that I included of GT6s at Silverstone wasn't actually at Silver-



### Geoff's MK3 at the Blackbushe breakfast meet in June

stone! So apologies for that, the Red MK3 owned by a local chap called Geoff was actually at a local classic car Breakfast meet at Blackbushe airport near to where I live in Hampshire.

### New GT6 owner

Congratulations to **James Baldry** who has just purchased a nice MK1 GT6. I've known James for a few years as he has been a fellow entrant in the Round Britain Run that I take part in every two years and like me he is also a local group organiser for Club Triumph.

James has a 1500 Spitfire that he has owned for quite a while and has now added the GT6 to his collection.

James went all the way from Northampton to St Austell in Cornwall to buy the car and was kindly given a lift by fellow GT6 MK1 owner 52

Ian Inglis to pick it up.



### Rear view of James Baldry's MK1



### James Baldrys ' GT6 (Red) he recently purchased, pictured together with Ian's GT6 MK1 who took him to pick it up

## From the Archives

As mentioned JPR90G was at the BL/BMC day at Gaydon with no evidence of it's former Police usage. However, I do have a picture from when it was in service with Dorset Police. At the time the GT6 police cars were known to the force as "County Camels". Dorset Police also had a MK1 GT6 Police Car before the MK2 and after the MK2 they had a MK3.

Andy





**JPR90G back when it was a  
Dorset Police Car**



**JPR90G a few years back with a dummy  
blue light set up for shows**

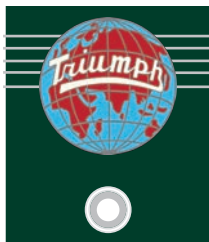


**GT6 MK3 Dorset Police Car**



**Left - GT6 MK1 Dorset Police Car, not a  
great picture as the only one I can find  
is not flat taken from a magazine**





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

# Maltese Centenary Run

Along with many Areas in the UK, John Pullicino organised a Founders Day Run on 23 July to celebrate the 100 years of Triumphs.

Unlike those of us taking part in the UK, where temperatures generally made it into the low 20's, the Maltese run took place under extreme conditions. That they all completed the run shows how tough these lovely old cars are - and bears testament to how well they are cared for by their Maltese owners. It is probable that only GT6 owning readers can imagine what the drivers had to put up with

## TSSC Malta Centenary Run

### A grilling experience.

Since our first run earlier this year we had a relatively cool start to the summer, very reminiscent of my childhood days, until the arrival of a burning heat wave. In fact in my book there are now five seasons for this part of the world. I named the 5th season "Hell".

Nevertheless the date was set for the centenary run to coincide with celebrations in Britain and other International Countries in which TSSC has a representation.

Unfortunately this meant that the run had to be organised on the 23rd July in the height of



### Start at Attard

the heat wave. Needless to say it would have been mad and harmful to health to start the run in the morning due to the scorching heat reaching 43 degrees C and feeling like 50 deg C. The run was planned for the evening and even 7:00 o'clock seemed far too early, however we set off with the intention of reaching "The Brewhouse" by 8:00 pm for some natural light photographs.



### Evening Start from Attard for Centenary run



**All Parked up at the "Brewhouse"**



which sports a microbrewery, this being the last project I commissioned for Farsons. The visitors experience encompasses Farsons 2nd generation Copper Brew-

house with which I brewed for nearly 30 years.

The venue has just been officially opened and is one of a few places left where open space parking was guaranteed without special permits, with facilities available within easy reach.

We set off from Attard, a village located in the centre of the island of Malta.

We drove at a reasonable pace uphill towards Rabat.



Soon after setting off we started noticing that our temperature gauges were running hot, between normal and the red line. Worst off was the GT6 with its huge 2 litre six encapsulated closely under the bonnet with its minuscule interior and engine heat being transmitted from the gearbox tunnel. The car also suffered

"The Brewhouse" is a venue which provides facilities such as the Farsons Brand Store, a bar, a cafe, a restaurant called the Gastropub pub





vapour locks with petrol heating up so badly. Inevitably we had to stop to cool down under the Buskett garden trees, an old woodland dating back to the Knights of St John. A short break and we proceeded towards Dingli through the narrow country roads where unfortunately we came across some oncoming Sunday evening traffic re-



sulting in more misfiring problems so we had to once again stop to allow for further cooling for both car and driver .



The journey back to our final destination was all on dual carriageway so this ironed out all the problems, presumably with sufficient air flow circulating around the carburettors.



When we finally go to our destination, parched and feeling so hot there was very little room for Triumph talk so it was a matter of taking a couple of photos of the group against the brew-house with all participants eager to be led



indoors with concerted sighs of relief entering a fully air conditioned building .

We sat for beer and dinner in a reserved 'Chapel', once a wort cooling room, to enjoy the rest of the evening, finally applauding Triumph's hundredth birthday.

As predicted it proved to be a grilling outing but thoroughly enjoyed by all participants.

Thinking about the event in the early hours of the following morning, I realised that these participating Triumphs have been plying the Maltese

roads for the last 50 or 60 years but were never exposed to such temperatures.

Whilst in Britain you are concerned with proofing your cars against Ethanol in fuel we will start



*proofing ours against global warming and sharing some experiences.*

A huge thank you to John and all the intrepid drivers and passengers that night.

**WE** are also very impressed with the plaque that John produced for the night - it almost looks to be something suitable for use by the Knights of St John as a shield.

**Sue Franklin**, the lovely Devon AO, dropped

stand, with 30 plus cars both days. Powderham is the biggest in Devon with probably in excess of 1,000 cars, steamers large and small, and commercial vehicles too. We'll keep an eye out for that one in '24 - we note that it's pencilled in for 13/14 July!

We were delighted to welcome yet again to Devon, Morton and Lillian Hildebrand, who are the International Contacts for Denmark. They reg-

ularly visit Devon having become firm friends with **Tim and Dawn Hills** from Moretonhampstead.

Some years ago they were in a pub in Moretonhampstead where there was a cartoon labelled 'Denmark or Bust' and the seed was sown, probably over a drink or two, for Tim and Dawn to venture to Denmark with their Burlington Arrow kit car. Dawn did insist that Tim constructed a soft top before their adventure which was written up some time ago by **Trevor Collett** in the Specials section of the Courier.

Morton and Lillian used to bring their car over when they came, firstly their Spitfire and then a somewhat modified TR4. Unfortunately, the car ferry ceased some years ago and they have re-



**Morton & Lillian & their Burlington Arrow**

us a line to tell us about **Morton and Lillian Hildebrand's** latest visit to Devon.

Morton and Lillian are, of course, the International Contacts for Denmark

We have just returned from a very busy two days at the biggest car show in Devon - the Historic Vehicle Gathering held by the Crash Box & Classic Car Club of Devon (CBCCC) but more commonly known down here as Powderham Show - where we had a huge Devon TSSC Area

lied on alternative means of transport since. Alas this did not go well this year, when the airline they used firstly delayed their flight by a day and then brought forward their departure by two days. So disappointing for them to lose so many days of their holiday. Nevertheless, we look forward to seeing them in Devon again before long..

**Simon Gealy**, who owns and has run several Triumphs (and a Standard) in England, Japan and the United States and who more recently has



been based in Thailand, and wrote to us from Boracay:

*My Atlanta stored cars finally coming back to England after 12 years over there. Shipping starts today. I'll send a group photo when I've got them all back in one place.*

We are really looking forward to seeing that - and hoping that Simon will manage to earmark a little time to tell us about his amazing collection and of his history with Triumphs one day.

Meanwhile, we feel the need to include a couple of pictures straightaway.

One is new and shows some of Simon's TRs getting ready to ship from Atlanta. Although the other photo was taken a couple of years ago, when Simon was in Tokyo, the Vitesse looks so lovely under the cherry blossom that we'll use this excuse to include it too!

That's it from the International team for this month, but one of us (John) has gone solo in this issue to pull together a few International - and UK based - contributions to produce a special



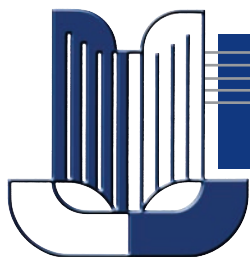
### **Simons' Vitesse in Japan and his TR's**

Classic Le Mans report. It can be found from Page 14 in this magazine

For most of our members, it's the time of year when Triumphs come out more often and - of course - we'd love to hear from you, whether a few words or just a couple of pictures of your Triumphs, whether in the workshop or out in the world, so please drop us a line at **international-liaison@tssc.org.uk** and we'd love to tell the TSCC world all about it.

*Jess & John*





# Readers Write

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

## The Cars the Star!...



### Last of Summer Wine 50th Anniversary

Hi all, thought you might like to mention the 50th anniversary of Last of the summer wine in an issue of the Courier.

Celebrations took place at the end of May up at Holmfirth.

I was asked to take up 'Edie' the ORIGINAL Triumph Herald **WRH132J** that was used in the series.

The Herald raised over £500 for a local charity by letting people sit in her for a photo. There were many people dressed in character, myself as Wesley.

It was a great weekend! Cheers,

**Graham.**







## Event Report & Gallery

Pictures from various TSSC areas

**To celebrate 100 years of the Triumph name, over 20 TSSC areas came together to do border runs on Sunday 23rd July, TSSC Founders Day.**

While the initial idea was for each area to do a circuit of their border to enable as many members as possible to take part, this soon evolved into a myriad of ideas for runs as the various TSSC Area Organisers got creative.

It's estimated that there were between 250 and 300 Triumphs taking part on the day making it a great showcase for one of the TSSCs strongpoints - the friendliness of it's large area network.

To follow over the next few pages is a selection from those areas taking part.

**Devon** had a ball! Nearly 60 cars registered and 40 plus took part. Starting from points North, South, East and West, we converged at Okehampton's White House Services in the afternoon. Furthest travelled we think was Neil Carty from Staines, vying with John Lisle (though without his Triumph so not sure he counts). Several from Somerset too. Everyone with a Triumph is always welcome in Devon.



**Norfolk's** route took in the county border with three stops, tea at members Jenny and Dennis', a combined lunchtime stop with **Peterborough** and **Cambridge** areas on their runs and afternoon ice cream near Hunstanton. We had 25 Triumphs joining in with eight doing the complete 200 mile border.



Joint lunchtime stop for Norfolk, Cambridge...



and Peterborough

A great Border run with 25 cars driving around **Essex** over the whole weekend. Although the weather on Saturday wasn't that great but Sunday it made up for it. Many members did both days, it was brilliant to see various models out & about.



**Scotland** had people from all over the central belt of Scotland converge at Abington services on the M74 before we set off for a scenic run down to Powfoot in Dumfries to meet up with our colleagues from the **Cumbria** area. Most of our group will have had a run of around 150 to 200 miles. We had 10 cars and 14 people in attendance.



**Shropshire** got really creative and drove round to the properties of six previous Standard Triumph dealers.



**Northants** had a great day out with the border run. We had nine cars in two groups starting from Wellingborough and Corby and picking up Mike and Debs from Newport Pagnell on the way through. The distance travelled was about 140 miles. Triumph odometers are not so accurate. The best news is no one on the run broke down. Thanks to Robert Hall for organising the route which all went smoothly.







**West Sussex** in collaboration with **East Sussex** followed a great route provided by George Ashborn and met with up with the **Gatwick** and **Surrey** areas who ran theirs together.



**Cornwall Area** had the most marvelous day driving the Cornish and Devonshire Border, well most of it! Seven cars and 14 members took part in a 120 mile route. I would like to thank Nigel and Mae for organising this run, their very first one. A lovely day with Triumph friends, who all enjoyed it immensely.



**Avon** had a nice little run out celebrating a hundred years of Triumph cars starting at Emerson Green and a 30 mile round trip ending in the Wishing Well pub for Sunday lunch.





14 cars, including a few interlopers from the **Gloucester Area**, started the **Worcester Area** run out in a bit of drizzle over at Rowberry's garden centre and most of them finished in glorious sunshine just outside Inkberrow - amazing what can be fitted into a few hours!

In total we did just over 110 miles (depending



on where people started out from, one car actually did just over 250 miles) and it appears that we have a range of Heralds and Vitesse in white...



**Thames Area** had a great hair pin run, with the sun shining some of the time on the Founders Run. Finishing in the Half Moon at Ripley enjoying a beer and food. Thank you all for joining us.



10 classic cars and three modern cars along with 26 of our **Leicester and Rutland** area members (joined by some **Nottingham** members) set off on our 72 mile border run around Rutland. Starting with a bacon butty and setting off from Hill Top Farm in Melton Mowbray, finishing at the same place with a spot



of lunch. What a great run around some of our most picturesque villages and countryside in the area.

Amidst the blistering heat wave in **Malta**, we managed to hold an evening run and static show at the magnificent and newly restored Trident house and finished with a good meal at the old brew house. Many thanks to the organiser John Pullicino for the successful event for the commemoration of the hundred years of Triumph.





TR 4/4A/5/250/6

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

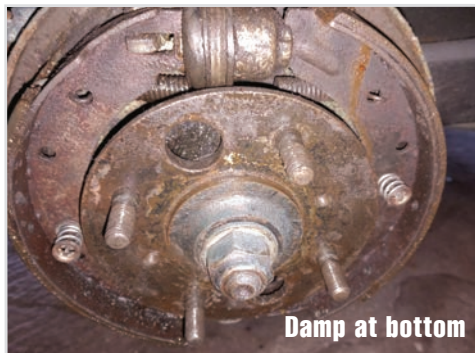
## Leaking Rear Wheel Cylinder

The day before every run I take my TR on, I check engine oil, coolant level, tyre pressure, carburetor dashpot oil level, clutch fluid level and brake fluid level.

The day before the President's run (22/1/23) I went through my routine and was cheesed off to find that the brake fluid level had dropped to halfway down the master cylinder reservoir!

I checked for leaks at the front calipers and could not detect anything.

I checked the rear brake drums and found that



**Damp at bottom**



**Not a Pretty Sight**

the rear N/S brake backplate was slightly damp at the very bottom.

After checking my cache of brake spare parts I found 2 brand new drums and a full set of brake shoes, I knew that I had a pair of wheel



**Damp with fluid**

cylinders in the boot of my TR, so it was all systems go to get the car ready for the next day!

I jacked the rear of the car so that the wheels were clear of the ground and placed axle stands under the chassis.

With the rear N/S wheel and brake drum removed I found that the shoes and brake drum were damp with brake fluid!



**Shoes and Cylinder removed**

I filled the master cylinder with brake fluid, placed cling film over the top and screwed the lid back on to help slow down/prevent the brake fluid leaking out too fast when the wheel cylinder was removed so that hopefully I would only have to bleed the rear cylinders and not the whole system (pretty important as it was early evening and



I was short of time and as I have braided stainless steel flexi hoses fitted, obviously I could not clamp them).

Next, I removed the brake shoes and the wheel cylinder, quickly fitting a blanked brake fitting onto the steel brake line that fits onto the wheel cylinder to prevent fluid loss.

Brake cleaner was used to clean all traces of the leaked brake fluid away and the new brake drums were also cleaned internally and externally with brake cleaner to remove the "protective film".

The wheel cylinder retaining spring plate, locking plate and boot retaining plate/horse shoe washer were cleaned up with a wire brush and re used to hold the new wheel cylinder in place after giving them a good coat of copper



**New Shoes and Cylinder fitted**

grease. The brake adjuster was slackened right off and the new brake shoes were installed before the brake line had it's blanked fitting removed and was fitted into the new wheel cylinder. With the new brake drum fitted the shoes were adjusted and after topping up the brake fluid reservoir I used my vacuum brake bleeding pump to draw fluid through the wheel cylinder. The brake "pedal" was checked and found to be nice and solid. As a quick and final touch, I painted the drum with some BRG paint that (as my TR has recently been painted Conifer Green) was now surplus to requirements. I decided that as it was late, I would leave the O/S for the day after the run, after all it wasn't leaking and was working perfectly. The roadwheel was fitted the next day before the



**New Brake Drum Painted BRG**

run to allow the paint to dry. A quick repair that underlined the need to keep a good supply of spare parts for these last minute "emergencies".

***When checking your brakes,  
don't leave it too late!***

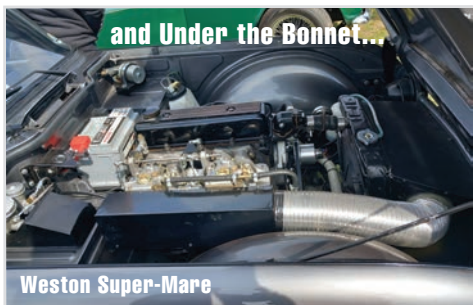
## **TR's Seen at Shows in 2023**

Wandering around the various Classic Car Shows, I more often than not take images of the TR's that I come across. Sometimes I am lucky enough to find their owners with them and am able to have a chat about the car and am able to persuade them to give or send me some information for an article for The Courier. Other times the owner may not be present or would prefer to have a quiet day chatting with their fellow club members and can't spare the time for a chat. But, most times, I can see written on their faces "here comes that idiot with the stupid hat, let's go to the café before he accosts us".



**Weston Super-Mare**

**Not for the purist, but gorgeous TR**



Anyway, this year, I have decided to take images of TR's at various shows, publish them and ask very nicely that if the owner recognises their car to get in touch with any information about the car and if they feel inclined, themselves.



And so, this month I have included a selection of images from the Pontypool Show (there was



**Immaculate TR4A at Pontypool**



only one other TR in attendance and that was mine) and Weston-Super-Mare.



**JUMP IN YOUR TR AND TO A SHOW GO!**

### **"WEAR" THERE'S A WILL THERE'S A WAY**

The twins Kalib & Jerad brought their 1500 Spitfire to me to give it "a bit of a tune". Unfortunately, although I was able to get it running nice and smoothly with good acceleration the carburettors were very badly worn where the butterfly spindles passed through the body of the carbs. Kalib had already priced a set of new carbs in anticipation of this, but his twin Jerad, was not prepared to "stump up" his half of the cost for the extra performance that new carbs would provide. "There are other options" I said. The previous owner had fitted new jets and needles, so the twins could either pay a machine shop to line bore/ream the carb bodies and fit either over size spindles, or standard size spindles with bushes or trust me to use my adjustable reamer and steady(ish) hand to gradually increase the bores to accept over size spindles and hence have "re-conditioned" carbs (or a pile of scrap should I fail). Kalib wanted to take the carbs to a machine shop, but as Jerad was the eldest by 1 1/2 min-





**Drilling out the butterfly screws**

utes, his decision to entrust me with my adjustable reamer to carry out the work carried more weight and won the day.



**Spindle removed**

New over size spindles were purchased along with plain butterflies (without the anti-run on valves) and the carbs were removed from the car.



**Badly Worn spindles**

The operating mechanisms, butterflies and spindles were dismantled (incorporating a drill to remove some of the locking screws)

Being EXTREMELY careful to keep the reamer from "wandering" and causing the bores in the carbs to be reamed out of line, it took about 40-50 very gradual adjustments of the reamer (reaming the bores after each adjustment on both carbs) before I achieved an excellent fit of the over sized spindles. The new butterflies and operating mechanisms were then fitted (after a bit of work with a needle file on the flat of the new spindles) and the carbs fitted to the car. An excellent result



**Adjustable Reamer**

for the twins, saving a lot of money and having carbs that would not draw air through the spin-



**Reaming Carb bodies for New Spindles**

dles for many years (providing a drop of oil is applied every now and then, these require lubricating and are often over looked).



**New Spindle & Butterfly fitted**

The carbs were tuned and the saving in future

fuel costs that will be achieved through a more efficient fuel delivery will soon cover the costs of spindles

and butterflies (the old butterflies could have had the valves soldered shut or removed and the hole soldered up, but a nice smooth surface of the butterfly gives a much more efficient fuel / air delivery).

All in all, an excellent job carried out.

**Whether 1 carb or 2 my reamer will do!**



**Carbtastic!**

*Bern*



# STAG

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

## Artificial Intelligence versus H.I.K.E. Human Intelligence Knowledge & Experience

Hello, the weather has been awful in July and early August, but I hope you got the cars out and enjoyed what you could.

The hot topic in the News in June was Artificial Intelligence (AI) with many professions complaining about the threat to jobs etc. Well, in May's issue of the Courier, I told you that I had consulted a local expert to address the many issues and problems that have been associated with the Stag. Well, I got a good number of emails saying what a good article, these are the things I need to know about the Stag. Likewise, I got even more articles being very critical of the answers from the expert. Some asking had this expert ever seen a Stag. Well, the answer is a **BIG NO**. The 'expert' was in fact an AI software package and not a human expert. I was playing around with this 'hot topic' to see if it could give 'expert answers', and it failed quite badly. So much so, that member **Stephen Kiefer** has reviewed all the question asked and responded with **HIKE** answer. So, here is Stephen's review and responses to the questions asked of the AI software.

Stephen says - I'll try and keep it concise. Using the headings from the May report here are my **HIKE (Human Intelligence**

### Knowledge and Experience) corrections:-

**1. Engine Overheating.** Unreliability is not due to overall design of the engine. However, the high location of the water pump does mean it's one of the first things to be evacuated when a leak or 'boiling over' occurs leading to rapid overheating. **Score for AI - 7 out of 10.**

**2. Timing chain tensioner failure.** there are two tensioners with very little on them to go wrong so they are not prone to failure.

**Score for AI - 0 out of 10.**

**3. Electrical problems.** Rubbish! Both starter motors and the charging system are reliable. **Score for AI - 0 out of 10**

**4. Rust.** There are no aluminium panels on the Stag!

**Score for AI - 0 out of 10.**

**5. Transmission problems.** The BW35 auto box does struggle with the V8 engine torque which means the gearchanges, particularly downshifts into 1st, can be poor. the BW65 in later cars was much better, but neither are unreliable. **Score for AI - 3 out of 10.**

### Causes of Overheating

**1. Design of engine.** It is NOT a narrow angle V8 design.

**Score for AI - 0 out of 10.**

**2. Cooling System issues.** The cooling system WAS designed to handle the heat and it can and does if properly maintained. Radiators can block with poor maintenance. **Score for AI - 3 out of 10.**

**3. Thermostat problems.** More rubbish, the thermostat housing location is adequately 'ventilated', and the thermostat is not adversely affected. **Score for AI - 0 out of 10.**

**4. Fan and water pump failures.** The high up water pump location is not ideal and can mean a very rapid overheat and serious damage when water loss occurs, for whatever reason. The engine viscous driven fan is only operational at lower engine speeds unlike a supplementary electric fan which can therefore be helpful. However most electric fans are fitted because of another underlying problem such as a blocked radiator. Larger radiators contain more water but do not necessarily provide better cooling. The SOC cooling tests a few years back using Rover Group's own test facilities proved that the thinnest radiator that Triumph fitted during production was the most efficient. There is no larger water pump to replace the standard one!

**Score for AI - 4 out of 10.**

### Timing Chain Problems

**1. Poor design.** the length of the chains and the fact that they are single row is not ideal but cause no problems with good maintenance and resetting of the hydraulic tensioners and tightening of the guides



or, if necessary, replacement of the chains every 30,000 miles. This is not very difficult and can be done with the engine in situ.

**Score for AI - 7 out of 10.**

**2. Poor lubrication.** This is not an issue for the chains on the Stag engine.

**Score for AI - 0 out of 10.**

**3. Tensioner failure.** Again, not an issue or weakness on the Stag engine. **Score for AI - 0 out of 10.**

**4. Maintenance issues.** The timing chains are NOT at the rear of the engine and are relatively easily accessed at the front. There is no readily available double row chain option nor aftermarket tensioners for the Stag. Good maintenance and checking and tightening or, if necessary, changing the chains is all that is required.

**Score for AI - minus 5 out of 10!**

#### **Rust Issues**

**1. Chassis rust.** The Stag does not have a separate chassis and there is no aluminium used in the Stag's bodywork. **Score for AI - 0 out of 10.**

**2. Body rust.** The Stag is no more prone to rust than any other classic car of the 1960s and 70s and is better than a lot. The Stag does not have a roof and its hardtop is not made from a single sheet of steel and is no more prone to rusting than any other cars' hardtop. **Score for AI - 2 out of 10.**

**3. Rust on brightwork.** Just common sense and prudent advice but, again, the Stag does not have a separate chassis. **Score for AI - 7 out of 10.**

#### **Transmission Problems.**

**1. Overall failure.** Both the A and J type overdrive units fitted to the Stag are very reliable. The electrical operating solenoid can play up and wiring become brittle after decades of use, but replacement is straightforward or in the case of the A type it may be a case of just adjusting the operating pushrod and arm. **Score for AI - 0 out of 10.**

**2. Gearbox wear.** The Stag gearbox is no more prone to wear than any other classic car of the era. It is a beefed up version (to cope with the V8 torque) of the gearbox used in the Triumph TRs/2000/2500 which are similarly reliable.

**Score for AI - 0 out of 10.**

**3. Clutch problems.** The Stag clutch is not the lightest in the world nor is it particularly heavy for a 3 litre V8 car. The clutch hydraulics are very similar to all other classic cars of the era and are reliable and not prone to failure.

**Score for AI - 2 out of 10.**

**4. Differential issues.** The diff is not prone to failure and broken crown wheels and pinions are rare

unless they are allowed to run out of oil. The diff nose extension oil seal does leak so needs to be kept an eye on and the oil level replenished as part of good maintenance. Again, the diff is similar to those used in the Triumph TRs/2000/2500.

**Score for AI - 5 out of 10.**

#### **Differential Issues**

**1. Crown Wheel and pinion wear.** After 50 years of use these will be worn and Stag diffs often do 'moan' but not grind, replacement new crown wheels and pinions can be found but need to be set up properly. Alternatively lift up the rear seat squab and add more sound deadening! **Score for AI - 7 out of 10.**

**2. Differential bearings.** These are not particularly prone to failure. **Score for AI - 0 out of 10.**

**3. Limited slip differential failure.** There was no such option on the Stag, but aftermarket ones can be fitted, as I have done. **Score for AI - 0 out of 10.**

**4. Differential leaks.** This has already been covered. The most likely seal failure is the one in the diff nose extension not the diff itself. **Score for AI - 8 out of 10.** My HIKE credentials are from running and maintaining Stags for 44 years and I still have the first Stag I bought in 1979, which has had far from an easy life!

**Hope this is of some use to all Stag owners.**

kind regards

**Stephen Kiefer**

Well, thank you Stephen for an amazing response to the questions that the 'hot topic' of the day AI, just could not answer with HIKE. I am so grateful to Stephen for his contribution. There is nothing better than hearing from people who have this HIKE available to share.

To be a bit fairer to the AI system, and any computer based system it works on **GIGO, Garbage In – Garbage Out.** So, the more correct input and drilling down with questions you ask AI the more sensible answers you will get out. But you need to know the deep questions to ask in the first place. So, I for one will be asking HIKE first. I do hope this article helps and gives a great insight into the manner of dealing with your Stags. Thanks again to Stephen.

**Disclaimer:** Stephen's comments offered here are from his vast experience dealing with his Stag, but are only provided in good faith, not as a guide for undertaking any work on a Triumph Stag. Also, this article is without prejudice and no specific AI systems are implied. For full technical details of undertaking any work on the Stag, please refer to the Triumph Workshop Manual.

**Keep those V8's purring!**

**Ben**  
69

# THE COURIER Classifieds

## Speeders



### 1500 1979 FOR RESTORATION.

Garaged seven years due to bereavement. Solid complete car engine turns. Tonneau hood and hard top. Needs deep clean. Contact for details and photographs. £2,000. ONO. **John Gibbon (Otley, West Yorkshire) 07443 926559**



**1970 MG 1100** Owned for 21 years, lovely condition throughout, no welding, always garaged. Walnut dash and door trims, stainless steel sill plates and exhaust. Overdrive £10,500. **Susan Barrett (South Shropshire) 07825 030607.**



**1968 MG 1100.** Good all round condition, tested while next year, last owner restored around 1990 holding up well. Hardtop/Tonneau. Not getting used enough. £7,500 **Martin Barlow (Leeds) 07449 775675.**



**1979 1500.** 79,500 miles. 2012 resprayed Yellow, hardtop, New silencer, coil, plugs, battery, radiator, thermostat, hoses & indicator switch. Minilite Alloy wheels with good tyres.

£7,250 **Julian Dodimead (Surrey) 01932 244352.**



**1972 MKIV** Owned 13 years £40K+ spent. Rust free, Minilite wheels, leather seats, stainless twin sport exhaust, gas struts bonnet and boot, factory hard top, electronic ignition. £6,500 **George Hastie (Waterlooville, Hampshire) 02392 782627.**

**1500 1981.** Pageant Blue. Nel - owned 26 years (see Courier February & March 2021). Overdrive, many extras. MOT to June 2024. £4,500 **Roy Blunt (Cwmbran) 07438 103754.**



**1970 Mk2** overdrive, body-off-chassis rebuild. Need to sell due to ill health. Upgrades incl: Elec ignition, elec cooling fan, hi-torque starter, S/S exh, all new brakes, new wheel brgs. TSSC val £22k. Matching numbers. Genuine example. £20,000. **Ian Cooper (Redditch, West Midlands) 07811 456713**



**RESTORED MK III 1974.** Emerald Green Body off total rebuild. Complete nut and bolt ten year rebuild on American dry state chassis, sorn. Ring for details and more email pictures. £17,500 **Mark Tansley (Leicester-shire) 07913 732246.**



**GT6 MK3 CONVERTIBLE.** Built in 1995 using a Texas body and chassis, converted to RHD. GT6 Mk3 engine, overdrive gearbox and front suspension. One owner since. Stainless exhaust. £10,000 **Neil Cheeseman (Leicestershire) 07722 150159.**



**MK3** put into dry storage 12 years ago. Nut and bolt rebuild 20 years ago, would make a fantastic project. Open to sensible offers. £6,000. **Mia Lloyd (Birmingham) 07935 382133.**



**1969 VITESSE MK 2 TRISTAN CONVERTIBLE.** Working overdrive. Genuine TRISTAN saloon to convertible kit with T bar similar to Stag. Small cosmetic attention needed but good overall condition £6250 **John Gibbon (Otley, West Yorkshire) 01943 464711.**



**MKII SALOON 1971 XOV 952J.** 61000 miles, overdrive, alternator, electric aerial, MOT tested, owned 50 years. Body off restoration/ recommissioned 2020/21, transmission

checked / reconditioned £5,000  
**Malcolm Hill (Northampton) 01604 763681.**



**MARK II CONVERTIBLE WITH OVERDRIVE.** Good condition. Owned 20yrs. Runs very well. Bodywork excellent, engine, gearbox, hood, suspension very good. Carpets, front seats minus points. Lots history & photos. £13,500 **Owen Lewis (Monmouth) 07791 264538**



**2-Litre MKII (dhc) - 1971.** This car has done 97,000 miles & is in original

condition other than sports steering wheel & exhaust system. Professional inspection done, no major issues. Log & service history available. £9,000. **Stuart Rowley (Stamford, Lincolnshire) 07718 909774.**

*Herald*



**12/50 2 DOOR.** A good runner, a real head turner in two tone green. A fantastic little car inside and out with many extras. £6,250 or VNO. **Rick Garrod (Crowborough, East Sussex,) 01892 653296.**

## 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.**

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**MK2 SPITFIRE SPARES.** A solid, complete, steel MK2 Spitfire bonnet, and Five 4.5J steel wheels and other MK2 Spitfire parts for sale. Enquire. Colin Barker (Barnet, Herts) 07940 930022.

**GT6/VITESSE FACTORY WORKSHOP MANUAL.** Bought new in the 1980s. VGC. Also second hand GT6 Parts Catalogue (2nd Edition) in good condition. £40 the pair + postage. Neil Hewitt (Gloucestershire) 07745 104699.

**1970S VOCATOUR FOLDING CARAVAN WITH PERIOD AWNING.** Ideal caravan for a classic

Triumph at only 600kg. Very good condition. Regularly towed behind my Vitesse. 240 & 12 volt electrics. Contact for details & pictures. £1,100 GBP Gary Vickers (Melton Mowbray) 07739 477471

**SPITFIRE ALL WEATHER CAR COVER - ZONE "Stormforce"** All weather 4 layer car cover for a Triumph Spitfire, hardly used and in very good condition. Please Call if you require any further information. Buyer to collect. £60. Geoff England (Bedfordshire) 07831 815758.

**HERALD 1200 BONNET** Needs lots of TLC. Collection only. Offers. Sue Yeadon (West Midlands ) 07870 476777.

**SPITFIRE 1500 SEATS.** A pair of seats unused, new Mercedes black leather with white piping, headrests wired for seat belt warning. Reconditioned frames. Sale due to changed plan. Collection only due to size.

£780. Alan Cross (Cornwall) 07856 029268.

**GT6/VITESSE** 2000cc 6 Cylinder Engine. £250. Stephen Hall (Essex.) 07375 130038.

**SPITFIRE MK3 RADIATOR.** Original radiator in very good condition. FREE upon collection from Northampton. FREE. Darren Worman (Northampton) 07805 541257.

**FREE COURIER MAGAZINES.** Around 30yrs of The Courier magazine more than 300 issues all mint, free to collect. Alan Lucking (Northampton) 01604 719435.

**SPITFIRE MKIII TONNEAU & HOOD COVER.** Original equipment Tonneau and hood cover for sale. Stored for 40+ years since my MKIII was written off. Not reproduction. £300 or make me a sensible offer. Guy Phillips (West Malling, Kent) 07879 688725.

# Parts Wanted

**HERALD/VITESSE SUNROOF.** Looking for a sunroof for my Herald. Condition not particularly important. Can travel or organise collection depending on geography. Richard Bennet (Cheshire) 07534 209110.

**GT6/VITESSE** Wanted LH (Passenger Side) Rotoflex Driveshaft Vertical Link & Hub Assembly. Ideally complete but even part items like driveshaft or vertical link, etc would be an option. Keith Hardwick (South Bucks) 01753 647188

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AREA NEWS

# AREA Directory • News • Events



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# 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 TUES 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>Burata'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. Ring A.O. Details	3RD WED. 6.30PM 1ST SUN. LUN
<b>NORTH DEVON</b>	<b>Darren Groves:</b> 07806 351499 <b>Andy Luckhurst:</b> 07971 413045 <i>Crealock Arms</i> - BIDEFORD. EX39 5HN.	1ST THURS. 7.00PM
<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. Contact AO for meeting venue	2ND THURS 8PM
<b>WESSEX</b>	<b>Trevor Carlyle:</b> 01425 475376 TBC Contact AO	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

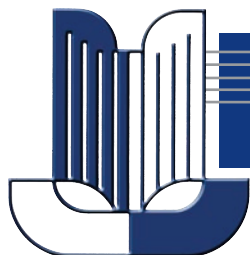
## NORTHERN IRELAND

<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
<b>GERMANY</b>	<b>Hans-Georg Stumpf</b>	hgs-systems@onlinehome.de
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<b>ITALY</b>	<b>Pietro Noe</b>	pietro_noe@libero.it
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<b>NEW ZEALAND</b>	<b>Grahame McIver</b>	gimciver51@gmail.com
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<b>SOUTH AFRICA</b>	<b>Karl Illenberger.</b>	karl@kre.co.za
<b>SPAIN</b>	<b>Dulcie Crabbe</b>	dulcie@tonycrabbe.com
<b>SWEDEN</b>	<b>Odd Hedberg</b>	odd@triumphclub.se
<b>SWITZERLAND</b>	<b>Robin La Barre</b>	robin.Labarre@Bluewin.ch
<b>SWITZERLAND</b>	<b>Philip Bellamy</b>	0041 79 347 1221
<b>UNITED STATES</b>	<b>Ben Blaney</b>	benblaney@gmail.com



# TSSC OFFICERS

## Triumph Sports Six Club

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

### HERALD 948/1200/1250

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

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

### AMPHICAR

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

### INTERNATIONAL LIAISON SECRETARIES

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

### YOUNG MEMBERS CO-ORDINATOR

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

### TRIUMPH/MG 100 2023

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

### AREA LIAISON OFFICERS

**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)

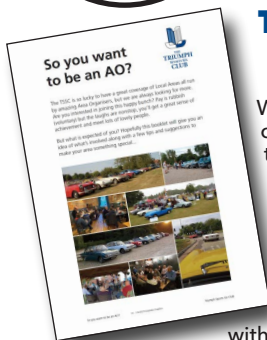




# Area Liaison Officers Report Andover - East Berks

## Triumph Sports Six Club Area Liaison Officers

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Well that's another busy summer show season coming to an end. We're writing this as we sit in the 'van, in the rain, at the Leicester and Rutland "Sunshine" Rally, our last TSSC Weekender (see report elsewhere in the Courier), although it should be said there are some areas that have their own smaller camping weekends, Cornwall and Gloucester for instance. Perhaps we'll see if we can gate crash these next year and report back.



It was great to see so many areas joining in to celebrate 100 years of Triumph with TSSC Border Run on Founder's Day. Again there is a report elsewhere in the Courier but around 20 areas organised runs with an estimated 250-300 Triumphs taking part.

Hot off the press is a new help manual - "So you want to be an AO?" Which, by the time you read this, should be uploaded to the TSSC website under the document tab. We have a number of areas in need of an AO including Coventry, South Staffs and Canterbury. If you think you might be interested in restarting one of these areas take a look at the book, it will give you an idea of what is expected. Being an AO can be time consuming and isn't necessarily easy but it can be very rewarding.

*Paul & Christina*

### Andover

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Although we were on the canals for the July meet a few of our regular stalwarts did turn up. Bob went in his Lexus as he was heading there straight from his volunteering role carriage washing but there were 3 club cars in attendance.

Ed said "The July meet up went ahead in your absence with the usual suspects. I turned up in my 'less than perfect' Spitfire only to be joined by Jasper in his 'less than perfect' Vitesse, but the Vitesse is always impressive as soon as you open the bonnet with the six pot filling the space. Robin and Ann turned up in his 'more than perfect' Spitfire, apparently for the last time as he has finally sold it (I never thought he would actually let it go!)."

I imagine Ann is a little sad to see the Spitfire go, but at least she should have a nice smooth ride whenever they go out in the Stag.

Now that it's getting later in the season there aren't many events left to look forward to but the Beaulieu autojumble is, of course, on over the first weekend. We'll be there with 3 stands this time on Red field as usual. Fingers crossed for a dry weekend! We will then have our lunch meeting on Wednesday 13th and the weekend following that Guy & I will be heading back onto the canals for another week - having managed to avoid our lunch week this time.

*Guy & Suzie*

**Next meetings**

**2nd - 3rd September -**

**Beaulieu International Autojumble**

**13th September at 12.00 - The Clatford Arms,  
Goodworth Clatford, SP11 7RN**

### East Berks

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8 at East Berks Tonight braving a torrential downpour. Because of which, this month some alternate classics. John didn't want to get his Vitesse wet and came in his Jaguar, a very nice blue XJS. Looks immaculate.

Malcolm came in his bright red Saab, we've heard a lot about it and it really is a nice machine. They had Triumph engines! I should know that, but I didn't, all I know about is very late MK3 GT6s. Speaking of which mine remains in the garage, physio say "NO work on the car! Do your pelvic floor exercises."

For those interested my recent "re-bore" went very well, I urge everyone to get their prostate checked out.

I'm recuperating, I'm to lift nothing heavier than a pint of Rebellion Smugglers.

Great to see old AO Mark who has bought yet another GT6, I think he intends to have one in every colour.

This one is white, sat for several decades, body immaculate, but engine seized. Mark's had an epic struggle getting the engine to turn, but finally made it and another GT6 MK3 on it's way back.

Mark's best GT6 is a pale blue MK3 which he's restored so well he doesn't like to risk it on the road. I think Paul is going the same way, his Spitfire is nearly done, but he's becoming more interested in TR6s.

Andy, the only Triumph tonight, brought a fantastic coffee table book he's been involved in advising the author. "Triumph cars: 100 years" Some rare and stunning pictures and documents. We all took a note and will be sending the Amazon details to family.

# Cambridge Cheshire



Steve and Don arrived together, still no sign of Don's Vitesse and Steve's GT6 still not sold, although he's had an enquiry and lengthy phone call.

Food at Burattas was once again very good, we think Mr Buratta has retired and his nephew taken over. We don't like to ask as they're Italian and we don't know the circumstances of the takeover.

*Doug*

## Cambridge

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Tel. 07795 436149

We met at the Plough in the sinking summer sunshine as the sun shone across the Cam making the skies look glorious.



We chatted through trips we might try and organise for the end of the summer like a fish and chip run to Wells or Hunstanton or a flying-day trip to Shuttleworth Old Warden one weekend or a circular winding minor road trip around Cambridge one evening. Hopefully by the time of printing this writeup something will have been organised, and might even have been enjoyed too!

John brought along his missus who was able to confirm that she was very pregnant with their twins when their Herald last drove into the garage. Since then the leaky petrol tank has been removed, the original four-star poured out and it was de-rusted and sealed inside. However it has yet to be painted. And that is as far as it has got towards running again. We all offered to host an 'intervention' and just pitch up and get her running again. John's wife said that with the twins away shortly to university there might actually be a chance of something like that. We can as a club do this - our collective enthusiasm can help a member get over that feeling that it's just too much work.

Rob came down to join us which gladdened many of our hearts. His face is bright with clear understanding but frustration then when he can't quite find the words to reply. His semi-paralysed arm, hopefully only temporary, gets cold in the evening air so we headed inside to the bar. Howard has stepped up to keep Rob's role going in CT and it was he who kindly arranged to run Rob home again afterwards. We have all offered to do whatever we can to help, both him and the local CT area, in whatever way makes a difference. That's what clubs do - they help each other - the rivalries of our clubs of the 90s are a thing of the past now.

Mike fed back about the Borders Run for the centenary that he carried the Cambridgeshire flag for, and Toby and Mark enjoyed it too.

Paul Girling's vision was a great day out it sounds, from Clare in Essex to the borders of Norfolk.

Steve had quite an adventure to get to join us on the night. He got his Spitfire out early to be sure it was running right and ended up snapping off the last few millimetres of the key inside the steering lock. Try as he could he couldn't get

it out and the steering locked with the wheels at a steep angle. This meant he couldn't even get the car back into his garage! So he decided to dig out his drill. He was quietly proud of the swarf on his footwell carpet when he got to the Plough. We chatted through how he might fit a big red 'Start' push button to get her going with an ignition key switch hidden somewhere under the dash. It sounded to all of us a great idea.

Our next meeting is Monday the 4th of September at the Plough in Fen Ditton with the Barrington meet the Friday before on the 1st

*Tom*

## Cheshire

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The weather in July has been consistently unlike summer, with the exception of 3 days (7th, 8th, 9th) when the temperature made it over 20°. There seems to have been rain almost every day (sometimes torrential). So the morning of the 16th, Capesthorpe day, was quite cool and grey with rain and thunder expected in the afternoon. The cool weather had kept a lot of people (and traders) away which meant no queues getting in, and being sent up to rows A and B with a 1968 car rather than going to the nearest row to the entrance. Quite a few TRs and Stags, with at least one Spitfire and a pale blue GT6. Once again many conversations about many subjects (some car related). There were sprinkles of rain just after midday which required the hood going up, but it had cleared up to patches of blue sky by the end of the day, so it was a return journey with the hood down.

Last month I mentioned that Roger had commented on the state of Heap the Vitesse's windscreen rubber (weatherstrip) which was showing its age (some 54 years) by disintegrating. A new weatherstrip had been purchased in 2019, and had been waiting patiently to be fitted. Well, it's happened. Removal was easy (a Stanley Knife) followed by rock hard sealant stuck to the aperture. Getting the new weatherstrip onto the screen was somewhere between difficult and almost impossible, but it's now sorted and back on the car.

The wet weather has continued in August (it did rain on St Swithin's day) and the forecast for our meeting and run out was basically high probability of rain in the days before. But on the day, the Beeb forecast rain and the Met Office didn't, so I set off to the C&P in Hark the Herald with the hood down. At the C&P, I noticed a most unusual vehicle, which turned out to be a 'Triumph Formosa 120' belonging to Andy, said car being a 'kit' on a 1959 Herald chassis with a GT6 engine and a 3.63 swing spring back end. A small ensemble set off for the Black Lion in Butterton, a new venue for our runs out. A straightforward route ensued, all the numerous traffic lights being well behaved in allowing all of us through in one go. We informed Andy of our activities, and then Richard admitted to having drilled some holes in the back





# Cheshire - Cornwall

## Cheshire Continues

of the Herald Estate to go with a predicted towbar. I think the logic was that there were plans for a towbar specifying particular dimensions of steel, so one could produce a towbar from the right bits of steel, together with welding equipment and other similar everyday garage tools. We also mentioned Adrian and the GT6 but none of those present seemed to expect the GT6 soon. Steve (who we haven't seen for some time) also informed me about progress on his GT6 (which looks very smart indeed) and is only a few adjustments needed before going for an MOT. And I drove home with the hood down (with scarf, gloves, woolly hat and heater on).

My events list for September is blank, which mainly means that I haven't looked hard enough. Anyone volunteering to keep the event list up to date?

Our next meeting is on **Thursday 7th September at the Cock and Pheasant**. A 'normal' evening rather than a run out, so start at 8:30.

*Henry*

## Cornwall

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

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

**Tel. 07979 464643**

Hi all, well haven't we been busy ! Hopefully, the borders run event will be in this edition. What a great fun day we all had, a tremendous drive, which I thank Nigel and Mae for organising .

Before this event we had Wadebridge Wheels, a charity event with over 1,150 cars attending. A great display of triumphs, lovely to see our Cornwall Members and also to see Pete the A/O for TR register with his members and along with Club Triumph and Stag members. A new member called Dan attended with his lovely 1500 Spitfire in pageant blue, just like mine and the same year too. This was his first venture out since trailing it back from London. So well done Dan and I look forward to seeing you out and about soon. We had a couple of short rainfalls, but it did not stop our enjoyment on this lovely day.

After the borders run the following Thursday, it was off to Bocconoc to set up home for the weekend . Other members were already there and set up. With my tent up and equipment in, I travelled back home, and the next day came back with the Spitfire, to spend the weekend on this lovely estate.



I was joined on the Friday by my daughter Sarah and her children Dylan and Grace, their first time at a steam rally but not my daughters who used to come to this event when she was a child. We had the most enjoyable day together making some precious memories. My grandson was amazed by all the tractors and loved the steam engines but not brave enough for a trailer ride.



It was lovely also to see Malcolm with this family too who were over from Ireland his grandchildren also had a great day. Really good to see younger Triumph enthusiast in the making !

We had six members attending Bocconoc ,other members went off to St Buryan Rally for the weekend, like us they all too had the most

marvellous weekend with their triumphs. The Saturday of the weekend at Bocconoc was much kinder in the weather and very busy, but Sunday morning saw lots of rain. So, I decided to pack up and head for home. It was a shame but not fun in a tent or trying to get out of a rally field. Luckily, I managed to get out of the estate, but oh boy my poor car now needs a good clean, it's never been so dirty !

Our club nights have been busy at the New Inn in Goonhavern. They have been most accommodating to us at their busiest time. Please I do need to know of your attendance and whether you intend to eat. It's just I need to book those tables for us.

As I am writing this beginning week of August, we are now heading into the last shows of the season , more on some of those next months.

### Upcoming Events

#### September

**9th - 10th Lanlivery Vintage Rally Thursday 14th Club Night**

**15th -17th St Mawgan Steam Rally**

#### October

**Thursday 12th Club Night**

**Sunday 29th Car Run and Lunch organised by Nigel and Mae, numbers required please. November**

**Saturday 4th Fireworks most possibly at your AO'S TBC**

**Thursday 9th Club Night December**

**Saturday 9th Christmas Dinner and Dance at the Fowey Harbour Hotel**

**Thursday 14th Club Night**

Thanks all the news I have for this month so ...

Safe and Happy Motoring

*Carol*  
x

**Please Send Area News to:  
[courier@tssc.org.uk](mailto:courier@tssc.org.uk)**

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



# Cumbria - Derwent Valley Devon



## Cumbria

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**Roy. 01229 316501  
Nigel. 01229 717544**

Cumbria is the second largest county in England with an area of 6,768 sq km. and is exceptional in that there are three distinct types of terrain in the county. There is the flat marshy land of the Solway Plain, inland to the east there are the fells, valleys and lakes of the English Lake District with its three 'English Munros' (mountains over 3000ft or 914.4m) of Skiddaw, Helvellyn and Scafell Pike, and east of this mountainous area are the rolling hills of the Eden Valley, fine for dairy farming, winter grazing for the Lakeland sheep and building castles near rivers in Norman times. So when someone says "let's do a run around the County", it's worth reminding them that crossing marshes, mountains and lakes is not particularly conducive to motoring in classic Triumph cars (Amphicars excepted).

It was with this in mind that we decided for our Border Run on Sunday, 23rd July, to gather from distant parts of Cumbria and accept an invitation from Dave Fray to join up over the Scottish border with members of the TSSC clan in Scotland. On a miserably wet day five cars from Cumbria met up at Powfoot, near Annan for lunch with several mem-



bers from the Edinburgh and Glasgow areas. A good meal was enjoyed, new friends made and some very nice vehicles admired before we parted on our separate ways, having all expressed an intention to meet up again in the future. It's just a shame we couldn't see the stunning views of the Cumbrian Mountains across from the far side of the Solway.

Earlier, on 16th July, we were able to support the West Lakes Rotary Club with our attendance at the Rotating Wheels rally in Gosforth. With more local shows lined up for August we are now preparing for our "Five Bridges" tour of Northumbria and south east Scotland in September. Follow us on Facebook TSSC Cumbria for all the details. Nigel E.

30th July, we travelled to Ripon for our annual gathering at the Racecourse. Since Covid numbers attending shows has been considerably down on previous pre Covid numbers, but attendance at this show, according to Phill the organiser, surpassed all previous attendances.

Despite the poor weather forecasted, in the 15 years that we have been attending I don't recall ever seeing so many stalls and cars. Many of us bought numerous needy items and some not so needy. I bought a new QH clutch for my Spartan at half the price that I would have been charged elsewhere. The savings paying for the weekend away. Fortunately the bad weather stayed away, apart from the odd shower. The proceeds from this year's event are going to Dementia Research. One of our regular attendees has this cruel illness so we know that the money has gone to a really

good cause.

Monday 28th August, Bootle show, will probably be the last show that we will be at for this year. I am not sure if there are any shows in the area for September. Millom has not been held since Covid but could be on. Updates will be on our Facebook page.

After 20 years of being Cumbria AO, I have decided to step down as AO at the end of the year due to health reasons. I would like to thank everyone past and present for the support that you have given me over the years. If anyone would like to take on the role please contact me. Although I am stepping down I will still be doing the car valuations for insurance purposes.

Safe motoring,

*Roy*

## Derwent Valley

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Hi All. Our August meeting was held at The Bluebell at Farnah Green as we continue to vary our venue.

Some of our area supported the Leicester and Rutland area at their camping weekend. Thank you for all their efforts.

Our September meeting venue has still to be decided, if anyone has any suggestions for a meeting venue, please let me know.

*Bryan*

## Devon

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### Powderham 2023

Where do I start with this year's Show? An amazing number of beautiful cars on display on the TSSC stand and, despite some unable to make it, we had



around 30 each day. Everything from Jodee's wonderful Herald Coupe and Julian's Bond, through to

Stags and big saloons. With the Partridges two Acclaims, we had almost the whole range of Triumph production on show. We had fantastic help from members setting up and clearing up and huge thanks in particular to Dave Frost and Shane Botham who stepped up to parking duties on both days. We were delighted to see Sam's Mk1 Spitfire after a gap of around 6 years and, though not quite pristine, his car drew many people in to look at it and the others on display. The 2 days were spent chatting to so many people and, for



# Devon

## Devon Continues

me, undertaking a lot of Agreed Insurance valuations for members, all part of the service from Devon. We were delighted to see Lillian and Morten Hildebrand who are the Danish contacts for the TSSC. They are regular visitors to Devon. Cars came from Swansea, Cardiff, Monmouth and Bristol as well as our local regulars. After many years, the wonderful Powderham weather had to break at some stage, and this was the weekend for it! More showers than expected on Saturday and the Sunday provided us with biblical rain as well as a dry and sunny end. The Club event shelter was well used in the showers!

July Club Night at the Star was once again a huge success with loads of Triumphs out to play, along with Mat's stunning Mk1 Golf. For the first time for a very long time, we had the pleasure of Simon & Sue's gorgeous Mk1 2000, and Hugh's lovely Stag too. Three Stags in all, Hugh's, Steve's and Peter's. Bob's Vitesse, Dan's Acclaim, Mark's TR6, John's Spitfire and Julian's Bond.

Hard on the heels came the TSSC Borders Run on 23 July. What a huge success it was. Nearly 60 cars registered for our run, and around 40 took part. Cars from Robert's 1200 MAA through to Neil's TR7 and Dan's Acclaim. Loads of



lovely Stags, Spitfires, large Saloons etc. All enjoyed a great day's driving around 100 miles from each start point in the North, South, East or West, all converging in the afternoon at Okehampton's White House Services. Furthest travelled we think was Neil Carty from Staines, vying with John Lisle from Thames Area (though without his Triumph so not sure he counts). Several from Somerset too. The bravest paddled - Lorraine at Salcombe and Malcolm, Mandy and Zoe too. Salcombe Dairy ice cream was consumed in quantity of course. Everyone with a Triumph is always welcome in Devon. As always, this could not have happened without the efforts of Jon Chartres, backed up by Rob Lingard, and we all very much appreciated the 80 plus hours Jon put into this for us. At the end, the David Lingard Memorial Trophy was presented to Malcolm Huxtable from Little Devon, who is always up for helping and advising fellow members on their Triumphs. Who will win it in 2024?



COMING UP in DEVON

**Sunday 3 September – Saltram Rotary show at Lyneham House.** Hopefully see some of you there.

**Sunday 10 September** – after having to cancel the AO picnic planned for last month, we are hoping that it will be dry enough to welcome members at home. Let us know!

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

**Sunday 1 October** – join us for a joint South / North and all points in between meet up at the Countryman Inn, Crediton Road, Sampford Courtenay, Okehampton EX20 2SA. On the B3215 so easy to find and with a great car park. Lunch around 2.30pm. As usual, we **MUST** have definite numbers by 25 September.

**Sunday 5 November – Guy Faulkes Treasure Hunt** organised by Rob Lingard.

**Sunday 26 November – Annual Inter Club Skittles and Lunch at the Waie Inn at Zeal Monachorum, near Crediton.** Meeting 11 am for Skittles. Again, must have definite numbers by 20 November. Always a fun event, trophies for the winning team and for the winning Junior.

**Saturday 9 December – Book NOW for your Christmas Meal at the Dartmoor Lodge Hotel at Ashburton.** Held jointly with the Stag Owners Club and Dolomite Club. Menus already available, and **MUST** be prebooked and prepaid to secure the booking. Discounted accommodation available – book that direct with the Dartmoor Lodge and quote Triumph Meal.

Looking forward into 2024

We already have the dates for the **Isle of Wight weekend – 3 – 6 May**. Lots already booked into Waverley Park Camp Site – joining us there?

**TSSC Devon Trip to Brittany, May 2024**

We have now finalised details of what should be a fantastic trip. Fabulous scenery, open roads, little traffic and great food and wine.

And the trip is designed to be relaxed, flexible and fun – allowing you to do as much driving as you want.

We will be travelling on the Brittany Ferries Plymouth-Roscoff route – leaving Plymouth on an overnight crossing late on **Monday 20th May** (8pm sailing from Plymouth) and returning on a daytime crossing to Plymouth in the evening of **25th May**. We will be staying near Locronan, not far from the West coast and arranging a number of informal drives from this base during our four night stay. Do join us. More details from Sue or Steve Woollett – [stevewoollett@hotmail.co.uk](mailto:stevewoollett@hotmail.co.uk) Remember we have to book our own ferry crossings and accommodation at the hotel where Steve W has reserved 15 rooms for us.

**DEVON DIARY**

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

**Sunday 10 September Provisional date for AO picnic**  
in South Hams

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

**Sunday 1 October North & South Lunch at**  
The Countryman Inn – Booking essential

**Sunday 5 November Guy Faulkes Treasure Hunt**

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

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

*Sue & John*

## Essex

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

**Mike. 07860 708356**

On the second Sunday of the month we held our monthly area club meet at The Castle in Great Leighs, Chelmsford. Although there were only 6 of us we had a very pro-active time spent arranging for forthcoming events.

Hedingham Castle Classic Car Show

We met up in the Toby Carvery car park at Nottley Cross and then drove together to the castle in a nice orderly fashion.



Brian lead and we followed up at the back to keep all strays in line. We had a lovely drive through the countryside arriving in good time to get all the cars set up. We met Alan and his son Gary and Russell all from Dunmow who had tickets on another part of the field.

There were plenty of different cars to see, stalls to buy pies and pastries from, vintage stalls and you could walk up the stairs to the top of the castle. We recruited 5 new members who wanted to join our group and the TSSC so we gave out membership forms to them.

. Essex Area Border Run 22nd & 23rd July

On Saturday at Harlow we started with 6 cars, myself and Sue, Mark and Janice, Fred, Neil and David, Brian and Jean



and Arnie and Sheila we drove to Dunmow to pick up another 4 cars, Stewart and Kerrie, Tony and Caroline, Neville and Alan and Gary. As we left Tesco car park our car decided to throw a wobbly, me being me I put the bonnet up

and started tinkering lol. Thanks go to Stewart and Tony for returning to help and yes I did get it going again after a couple of hours. All the others went on towards Saffron Walden and stopped for a coffee then on to Clare Castle. We drove through Thaxted on a quicker route to meet them all at Clare. The weather wasn't that brilliant but everyone enjoyed the run out. Next was Clare to Maldon where we met up with Karl and drove via the coast there were 4 cars on this stretch, we finally arrived in Heybridge at 6.20pm 5 of us had a lovely meal at the hotel where we were staying the night.

Robin and Rachael started off at Clare Castle and were joined by new members Andrew and Anne in their Vitesse and finished at Maldon.

On Sunday at Harlow the starting group there were Steve, Janet, Stewart, Tony, Fiona and Paul who also went on to drive the east route from Clare to Maldon. A good day all round, breakfast in Thaxted, lunch in Clare and finishing with an ice cream in Maldon.

Sunday starting point from Clare was Brian and Jean, Neil and Maurice they drove the route to Maldon

On Sunday our starting point was from Maldon It started with ourselves, Janice & Mark in their MGB who had a flat tyre but Mark changed it in record time. We drove to Southend via Battlesbridge to pick up Alex in his 1500 Spitfire, but he had problems with his brakes so we met him at Southend. Chips & a cuppa on the sea front at Westcliff such nice weather. Janice & Mark parted company to go home & we carried on with Alex to Thameside nature reserve for refreshments.

Allan and Janet started at Southend at the Toby Carvery and drove along the seafront finishing at Thameside Nature Reserve for a coffee stop.

In total we had 13 cars who joined in on Saturday and 12 cars joined in on Sunday. Thank you to all who took part, hope you enjoyed the experience? It was a shame that the weather wasn't good on the Saturday but on the Sunday the sunshine made up for it.

3. Tinkering and Craft day at Robin and Rachael's.

We all had a really good time at our tinkering day and the



women enjoyed the craft day.

The men talking about cars and the women in their own little room learning how to use resin in craft techniques. It was good to meet a new local member Matt who popped in to say hello, he didn't bring his car as he had problems with it.

Afterwards sandwiches, rolls, cakes and many more goodies on the lawn. We also talked more on what we would like to do in 2024. After we left Mike drove to Matt's to see if he could help start his car.

**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 CM6 2JN - 10am onwards - Book online on their events page by RSVP**

**Sunday 10th - Club Meet at Barleylands Classic Motor**





## Essex - Gatwick

### Essex Continues

Show. We have a club stand contact Mike to reserve a place

**Sunday 24th - Essex Classic Vehicle Show, Lower Castle Park, Colchester.** Book online at <http://www.headwayessex.org.uk/headway-events/essex-classic-vehicle-show>  
**October 2023**

**Sunday 8th - Essex Club Meet - The Fox & Goose PH, Wyse's Road, Chelmsford CM1 3SN - Meet between 11am - 12 noon**

Robin has volunteered to be our mild mannered reporter some say superman! He will be a reporter on our new member's car of the month feature.

July's Car of the month is Mick and Marian's 1972 Spitfire called Primrose.

#### 1972 Triumph Spitfire 'Primrose'

epy TSSC Essex car of the month belongs to Mick and Marion, who have owned the car since November 2012. It was built in December 1972 and first registered in March 1973.



It has the optional Heater, 155x13 tyres and static seat-belt - luxury.

How did you come by the

car? Mick is a motor bike man and has owned a Honda 400/4 and a CBR600 so is a speed demon at heart. He had decided that to occupy their retirement a bike would be the answer, but Marion found getting on and off a large bike quite difficult, so what else could they get that would fill the gap and allow them to drive with the wind in their hair? So a sports car was suggested and after searching around and either finding cars requiring too much work, or outside of their budget they came across a Mimosa yellow spitfire on Ebay at a price that seemed too good to be true, but Mick went and saw the car and after a bit of haggling brought it for £2200, - which in 2012 was a good price for what turned out to be a good car. As was the tradition back then the group came up with a name for the car 'Primrose' which has stayed ever since.

Have you done much work on Primrose? Mick is handy with the spanners and has made a number of improvements over the years to keep the car in tiptop condition. This included overhauling the brakes, poly bushing the suspension and moving the front number plate to improve cooling. They also fitted MX5 front seats for comfort and fitted new speakers to these and a Bluetooth radio. A stainless steel manifold and exhaust helped breathing along with KN air filters, Mick said getting an expert to rebuild and setup the carbs was money well spent and I think a lot of owners agree as this transformed the car. Recently an annoying noise has been tracked down to the diff, so a good

second hand unit has been bought for a bargain price of £60, this is awaiting fitting as Mick has only just had a new hip fitted to replace an annoying noise lol

Do you get to drive it much? They have enjoyed many long trips in the car to the Isle of Wight TSSC meeting, regular and trips to the HQ, Dorset and Norfolk and they are regular attendees to Essex area meeting and gatherings. The car was originally first registered on the Isle of Wight so every time they go there they say the car is going home.

Any interesting stories? One time when they were going to the Isle of Wight Mick accidentally put diesel in the tank, he did manage to get the car started to travel to the event, but where ever they went they were followed by a cloud of smoke, something other owners ribbed him about. Their grandchildren enjoy grandad taking them out in the yellow sports car, including one time when they got to sit on the rear deck arms outstretched pretending to be flying a spitfire while Mick drove slowly along much to the disbelief of their daughter (disclaimer don't try this at home lol) Primrose is very much part of the family and their granddaughter has already said she wants the car.

Here are some pictures of Primrose over the years, Pic 1 shows as intended them driving primrose around the Old Donnington circuit with the wind in their hair Pic 2. shows the car not long after purchase Pic 3 shown new number plate position, Pic4 shows them proudly displaying the Apuldurcombe staff favourite cup which they won in 2016, note old number plate position. We all wish Mick a speedy recovery from his Hip operation and look forward to seeing them out in Primrose soon.

*Mike*

### Gatwick

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Hi all. Well it's been a busy month with lots going on.

First was the monthly meeting at the Crown which I was unable to take my spitfire to. Due to it being in at the village garage to get the brakes sorted. But she was not alone, Chris's Dolly was there too! And somewhere in the back, was Edward's spitfire.

The meeting was quiet with only Dudley, Colin & myself, but at least they were able to bring their cars!

Thanks guys

Next was the Bletchingly meet & despite the dodgy weather the sun did come out & so did many of the classics.

The usual group of triumphs were there along with a certain ing a com-cover of



GT6 which is becoming a feature of the the Courier! Morgan was there, but not in his vitesse, but his TVR! Very nice.

# Gatwick



Here's a nice shot of the spits together. Oh there seems to be a herald in the picture!

I have come up with a solution for my desire to have a GT6, but not being able to afford one. This has led me to go back to thinking of mods, that were done on my old Spitfire, KPO. So last week I traveled up to Leyland!!! To pick up an Ashley GT hardtop that I won on eBay! The idea, now is to turn my spitfire mk3 into a GT4! It'll still be a standard mk3, but now with a fastback!

Well the long awaited, Gatwick Border Run has finally come & gone. Here are a collection of pictures taken by those who participated on the run.

We had 10 triumphs in all, 4 from Surrey area & 6 from the Gatwick area.



road to the Jolly Tanners which was open, for that coffee!

The cars certainly drew some attention parked outside.



After our break it was time to move off again & eat up some miles.

We had a great run through some beautiful lanes & villages, despite me nearly getting us all lost!! But everyone seemed to enjoy the extra detour & we finally arrived on the A25.

After a brief stop at Bletchingly to swap leaders. Because



Cliff new where to lead us to, for the Carpenters Arms in Limsfield Chart for our lunch.



The first pictures are at the Ardingly meeting point with the two Sussex areas, West & East. Who doing a run down to Hastings.

On our way to Ardingly the heavens opened for a short period & it looked like we were in for a wet drive! But as we waited for the Surrey area to arrive the sun started to show itself. It was starting to look promising!



Unfortunately on arrival our parking had to be a bit random, due to Joe Public's parking. We were also running late, but the pub had held our table for us & we were all able to sit down for a great meal.

We were so lucky with the weather, the sun had been out for most of the time, when earlier it had been looking so dodgy.

In all the Gatwick Run, had covered 81 miles! I know a lot of other areas will of done far more, but for a small area like ours I think that's not bad. Well done everyone.

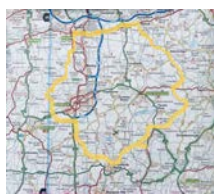
I think I can safely say that we all had a great time!

A few weekends later, it was back to the Bletchingly meet & back to the rain! Sadly there was only a small number of classics that turned up, but in the pub there were plenty of owners who had come in their modern boxes!

This beautiful TR3A came along for the first time & I hope to see it again in sunnier weather! Not many shows this month, unless you know better?

**Edenbridge motor show is on the 10th September & of course there's the regular Bletchingly meets 1st & 3rd Saturday mornings of the month.**

There has been talk of a drive out to a nice country pub for lunch one weekend, let me know if you're interested?



Shame the vans in the lay-by with us weren't ice cream vans!

It was a good opportunity to meet the two Sussex areas & chat to known & unknown members. It might be nice to do something together in future?

Before the Surrey area had arrived the Sussex's were off on their run.

Leaving us, waiting at Ardingly, but not for long. The Surrey area finally arrived & we could head off on our own run.



I hadn't realised how nerve racking it is to ensure that everyone keeps up with the convoy, but we all managed to keep together.

Our first stop was for a coffee break & a chance for a photo. We pulled into the first pub in Staplefield only to find it was closed!

With the weather at last starting to look as if we could rely on the sun, it was down with the hoods!

IMG\_8532.jpg

We then ventured across the





# Gatwick - Herts & Beds Isle of Wight - Leics & Rutland

## Gatwick Continues

Date yet to be set.

Our regular Gatwick meet at the Crown, is on the 12th at 8pm this month.

Hope to see you soon at one of the above gatherings!  
Keep enjoying your Triumphs

*Tony*

## Herts & Beds

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**Tel. 01582 750943**

Hi folks, pleased to say I am recovering and getting better each day until they decide what to do with my plumbing Ha !

Paul Guliiver (Gully) was awarded the Kingfisher sponsored shield picked by Paul the pubican at the Raven Monday 24th July, with his rather smart and very yellow GT6.



The Jaguar joint meet and BBQ will be over (Aug 21st and the Shuttleworth day Aug 26th will all be long gone.

I have backed off creating drives and outings as the committee have made the plan to visit ready organised events, rather than devise them themselves, to reduce the work loads. which seems a good idea just now, both myself and Barry are awaiting hospital ingress during August so that was one of the reasons behind cancelling our Duxford event, it was planned for September 10th but we had no option along with the hard rules imposed by IWM than that the last **Duxford is now CANCELLED**

So that's it, next pub meets are **September 25th & October 23rd at The Raven, Hexton, SG5 3JB. 8pm.**

I am still of the mind to relinquish the AO job in November so ANY Volunteers ?????? regards

*Pete*  
and team

## Isle of Wight

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It's stopped raining! Quick get those cars out!

Last month was hectic with the organisation of Jo and Roxey Hawkins' wedding plans. As you can see from The Courier cover, they used their Spitfire as their wedding car. The

weather tried to put a dampener on the day but everyone had great fun. Congratulations to you both!

The July brunch run saw a number of us on a drive out to Arreton for a full English breakfast at the Dairyman's Daughter, which was very enjoyable.

Hopefully with the weather improving we can get out for more runs and meet ups. If you are attending events on the Island then drop us a message and we'll try and join you.

Keep an eye out on our Facebook page and your emails to see what we're up to.

Happy Motoring!



*Elaine & Tracy*

## Leicester & Rutland

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Hi all, well what a weekend, only just got home from the 37th Leicester & Rutland Sunshine Rally and while the weather was not that kind to us on the Saturday the rest of the weekend was great, with the best weather saved for our show and shine on Sunday afternoon. I have to give a massive thank you to all who took no notice of the weather forecast and supported our event and made it such a pleasurable weekend.

Four early arrivals on Thursday night took to the village for dinner and don't ask me how but after entering the village pub quiz only went on to win, also winning the bonus box meant that some of the extra booze was also paid for.

With most people arriving Friday there was plenty of time to settle in before the customary Friday night quiz. Everybody puts a £1 in the bucket and the winning team shares the money, you just new it was going to be a nice weekend when the winning table gave us the money back and asked us to donate it to charity. Class act guys.

Saturday saw some very brave people armed with a map and route set off in the rain for a drive around a very soggy Rutland.

With everybody back safe it was time for Saturdays entertainment and a big congratulations to Mr. & Mrs Lister who won our Mr & Mrs Quiz, again a big thank you to all who took part and thankfully no divorce lawyers required.

Sunday and most cars set off for a drive around five of the most picturesque villages in Rutland. On entering each village you had to park up and complete a small treasure hunt on foot before setting off for the next village. With only one wrong answer our overall winners were Paul and Christina Girling. (Only one wrong, note to self must make it harder next year). Once all cars had returned it was time for our show and shine and for me one of the highlights of the weekend.

Thirteen stunning Triumphs most of which had just driven





# Manchester - Newbury North East



all over Rutland and been out and about in the rain for a big part of the weekend. You know how nice the cars are when in a peoples choice every car received votes, but the winner of the show and shine was a very nice Red 13/60 Herald owned by John and Donar Hill, with the car the Leicester & Rutland Area voted they would most like to take home being Jason Lee and family's very nice GT6 Mk1, but again big congratulations to all who took part.

Next years event will be the second weekend in August, Friday 9th to Sunday 11th. Hope to see you all again, take care, and drive safe.



*Dave.*

Pictures:- 1) Some of the Sunshine Rally cars starting to line up on the rally field.

2) Jason Lee and family, with their GT6 Mk1.

The car the Leicester & Rutland Area would most like to take home Winner.

3) John & Donna Hill, with their Herald 13/60, Peoples Choice Winner.

## Manchester

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We did not hold a meeting in July, mainly due to myself being on the return journey back from the Le Mans Classic Weekend. This was again a fabulous time, camping with the Club on the Circuit. A massive thanks to the Club Team for the effort, arrangements and facilities provided, can't wait for the next one.

On to the area business, we met up on the first Wednesday in August (2nd) as usual at The Sheldon, Ashton under Lyne. It was a small but very friendly group, discussing some local events, cars we have owned and the ones that got away.

**The next meeting will be on Wednesday September 6th at 8.00pm.**

Hope some new faces and some regulars will attend.

If the time, place or date do not suit, please contact me to discuss. We are open to moving the venue, time or date if necessary.

*Jeff*

## Newbury

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Club nights continue to be well attended and our summer 'on tour' programme is now in full swing. Running from May to September, these nights provide members an opportunity to explore different venues across the area. August's trip was to the Red House in Marsh Benham.

We alternate our 'on tour' club nights with nights at our

home, The Craven Arms. Club funds are doing well thanks to members' support for the raffles that we hold there. If we continue in this vein there should be a reasonable sized subsidy for the Christmas meal. Sorry to mention the 'C' word in the middle of summer!

A number of area members went to the Bloodwise Classic Car Show on 6th August. It was at its new venue of the Newbury Showground and was very well attended by both exhibitors and the general public alike. There was a lot for people to enjoy: charity stalls; traders; birds of prey exhibition and demonstration.

Our stand had 9 cars: Ian in his TR6, Nigel in his TR7, Malcolm in his TR7, Roy in his Midge, Andy and Thomas in their Bond, Phil and Jackie in their Spitfire, Steve and Sue in their Dolomite, Matthew in his TR7 and Dave and Mary in their Herald. It was good to see Malcolm again and we also met old friends Patrick and Jean. What a fabulous day.

With plenty more opportunities to get the cars out over the summer, including our very own 'Cars in the Park', there is sure to be more to report in the next update.

Happy travels everyone!

*Robin*

## North East

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**Deryck. 07939 068976**

Summer has arrived !!! We know that as it has rained most of July, it Rained so heavily that we had to abandon the centenary run, only 3 cars turned up that morning and Deryck decided it was not worth getting soaking wet to take a few photographs. We have decided to reschedule this event for later in the year, possibly the end of September, and hope for a better turnout.

We did have a good turnout at our August meeting, the forecast for that day was not the best, but we all woke up to bright sunshine, the first really dry bright day that we have seen for over a month, it brought the cars out as well with 8 club cars parked outside, including prospective new member David' from Durham in his Spitfire mk 4, he has owned the car for nearly 40 years, its a real honest car, its 100% original car as he has never tampered with it, hope to see more of him at future events

**Upcoming events.**

**Whitfield show 10th Sept** A small country show that we have attended here in the past and always had a lovely time.

**Brunton Airfield 22nd Oct** This is a large show but weather critical, it is located on a disused airfield in Northumberland and if its windy it can be a bit of a challenge but lots to see, and we usually have fish and chips somewhere on our return journey

It's only halfway through the summer and I have to raise the C word Christmas ----- we are looking at booking somewhere to have our gathering either a sit down meal or a buffet, more info when we have explored our options.

On the car front. We have received Steve's gearbox back



# North East Northern Ireland

## North East Continues

from the repairers after a full rebuild and It should have been fitted before our next meeting.

Joseph has also had gearbox problems and had to have his Spitfire trailered home, it turned out to be a circlip that had come adrift inside the box, but it's all sorted now.

Kevin has replaced the rear spring and all the bushes on his GT6, if anyone wants help and advice on how to do this on a Rotoflex back axle ask Kev, he will probably tell you to go away, it's a nightmare job, lots of cursing and swearing involved.

That's all for now

*Geoff*

## Northern Ireland

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Hope you enjoyed reading last month's report as much as I enjoyed writing it. I do have a problem though and that is that I find it difficult to supply photographs that clearly show who or what was there, they seem to be too far away. Any help on this matter would be gratefully appreciated. July was a busy month for us in that we had two runs one of them being the "Ice Cream Run" in lieu of our July monthly meeting.

Not a bad turn out saw us with seven vehicles with three being Spitfires in the hands of Peter (M), Stephen (K) and John (G). Two other Triumphs were on the road in the form of TR's in the hands of Alan (For) and myself as we met up close to Carrickfergus Castle. Two other crews were there in modern cars to make up the numbers for the evening. Thankfully there was no fishing expedition this year as Ernie (F) held on tight to his money and so there was no panic before leaving. In previous years we had been caught up in the local band parade, but this time Peter ensured that we all moved off promptly through the town up Woodburn to reach the Middle road to get ourselves clear of the town. Passing through the Belttoy area saw us take to the Ballyhone road, that we had used in previous runs, so that we could avoid the difficult right turn in Gleno. Once through the Ballyhone area saw us use the Rectory road to climb for a short period away from Gleno to then drop down the other side to the Shore Road (A2) at Glynn. Once there we had a swift run along it towards Whitehead before making the left turn and on to the Island Road Lower.

Crossing over the railway bridge brought us safely to our stopping location, The Rinkha, in the local area of Ballystrudder, coincidently, on another named Middle Road! Good use was made there of the ice cream facilities, as we have done for several years now, with some having small and others having larger versions of what was on offer although a few were disappointed that Ernie didn't pay this year!



When at the Rinkha it has become the norm for us to visit the home of the Spurle family further up the Middle road on the pretence that we are looking at Brian's Spitfire to find how much further he has progressed in returning it to a road worthy condition. In truth it is more to do with the cup of tea/coffee on offer and the sampling of the chocolate brownies supplied by Ciara and an update from Siobhan for Heather and Valerie on the progress of the garden and craft situation during the previous year. I might add that we did look at the Spitfire and there has been some progress, but we were shocked to see "stuck" in the corner of the garage - an MG. All I can say is that thank goodness Alan (F) was unable to make the visit, only joking Brian, I think! Looks like it will take a while before it's on the road, hopefully after the Spitfire.

Once again, a big thank you to the Spurle family from the club for the annual invite to your home and the provision of the goodies. Sat 15th July saw the "Sperrins Run" taking place with us meeting, as usual, at Dunsilly Park and Ride, Antrim with seven cars and crew turning out. Only three Triumphs this time in the hands of Peter (M) in his Vitesse, Alan (H) in his Stag and myself in the TR6 with the four others in their modern vehicles.

Leaving the car park, we had a short burst down the A26 taking the first left just after the Ramble Inn to make our way along the Craigstown Road to bring us straight to the outskirts of Randalstown. Joined the M22 motorway for a short time to meet the old A6 towards town to take the Staffordstown road so as to make use of the Aghaloughlin road to come alongside the motorway, before heading towards Lough Neagh on the Derrygowan road and rejoining the Staffordstown road again to Toome. Through Toome and another view of the lough as we took the Creagh and Airfield roads to join up with the Ballyronan road towards the village of Ballyronan. As our final destination for this part of the run was Magherafelt we then took the Ballynagarve and Loves roads to join the Aughrim road to bring us to our stopping point at King street.

(Photo six here) A quick walk through the town brought us to our coffee shop, the Olive Tree, for a quick bite to eat and then the proverbial walk to the shops. Break over and on the road again as we used Bally, this and that, roads before getting to the main A31 for several miles before taking Carnmean road and lane to the A29 Desertmartin road for a short distance to Gortanewry. Using the Carncoose road as we made our way up to and through Iniscarn forest to its height with Slieve Gallion above us and to our left before using the Longfield road back down again to the centre of Desertmartin.

Crossing over the A29 we took the Dromore road and Loney Lane to bring us to the main Magherafelt road to cross it to the Rosgarran and Glenmaquill roads to Curran. Straight through here to jump across the A6 to Knockloughrim and on to Gulladuff towards Portglenone. Rather than go



# Northern Ireland

## Notts



straight on we took the Dreenan road as we made our way towards Tamlaght O'Crilly to take the Inishrush road to and through the village then on to Clady to join the main A42 road to Ballymena. As we were running late and didn't wish to miss our meal slot at "The Millside", Gracehill, we continued to travel there on the main road to make up for lost time. A good meal here again and enjoyed by all, as I understand it. Even better for me I had nothing extra to pay when it came to me to settle my bill!



Just about to go to press when I received this from Colin (L). I'm making some room by selling my red 1200 convertible project. It's a 1963 1200 convertible registration 227 HYH. All matching numbers, original engine, gearbox and differential, loads of very early original parts fitted and a great history with original bill of sale and all tax discs from the first year until they stopped being used. It's been off road since 2008. Chic Doig rebuilt the bulkhead, bonnet and chassis so they're all practically brand new. Sadly, and totally unnecessarily I sold the rear tub as it was rusty and the unrestored replacement Chic Doig sent me wasn't just as good. The chassis was professionally resprayed two years ago; bulkhead, bonnet and new Fitchett front valence are in primer. There are two rear tubs, one saloon and one convertible from which to make one good tub. Doors are as original, untouched, as is the boot lid. Engine has been refurbished, gearbox rebuilt with diaphragm clutch and alloy bellhousing, differential rebuilt. All new UJs, all new suspension and bearings with full polybush kit all round. Walnut dashboard, dashboard surround, instruments, completely brand-new wiring loom and new boxed hood, unfitted, full interior in black, bar carpets. If the rear tub was repaired or replaced it would be an easy project requiring only respray and reassembly. At present I don't have the time or the room. It's a good project, will be almost as new when finished - which I may never do - but if anyone wants to take it on, I'll take £1900 for it as it is. The cost of the individual components is more than that. It will all require trailering or transporting away. I don't want to see it broken up; it's my guilty conscience as, after all, it was me that dismantled it. So, if you are keen on this project, please contact Colin (L) if it hasn't already gone.



(Photo nine here) Looking at my last year's report for this time of year I note that I had to leave the conservatory four times due to the heat ranging between 30C and 90F! No chance of that this year, unfortunately for me.

What have we to look forward to in the coming weeks ahead? Wed 6th Sept, Area Meeting (Nortel 7.30 pm), Sat 9th Sept, Area Run Mournes, Alan (F), Sat 23rd Sept, Area Run County Down/Armagh Area, Colin (L) and finally, Wed Oct 5th Area Meeting. (Nortel 7.30 pm).

That's about it then for this month and a big thank you, in advance, to Peter (M) and Alan (H) for looking after the events in August. Please come along and support the members who put in such an effort to make the area runs enjoyable.

*Douglas.*

**Please Send Area News to:**  
**courier@tssc.org.uk**

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

## Notts

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I can not believe I'm already doing the September write up, where is the year going again!!! It was great to see so many of you joining us on Wednesday 19th July at the White horse in Ruddington. Can't beat a pizza and a pint for a tinner. The night was kind to us most of the night as we know the weather is so unpredictable at the mo. But we sat in the marquee chatting and having a catch up after our trip. Myself and Nigel joined the Leicester group in the Border Founders Run on the Sunday.

Great journey around Rutland waters and finishing up at a farm shop come tearoom. We took the Spartan and got slightly wet but not too wet. On Sunday 30th July we managed to attend the great British car show who have events going off around the uk. This one was at Chatsworth house for the first time and they have said they are coming back there next year which means for Notts TSSC we would like to take more of you with us. As normal the weather was a little damp.

The layout is the same as the Thoresby show we received a plaque for attending, there were plenty of food and drink stalls. Great location so I'll keep at look out for the next one in 2024.

We also went to the TR@70 show down in Shepton mallet. Good weekend variety of TRs and one yellow Spitfire which was Phil. There were some more TSSC members attending and they came to see us in the TSSC stand. Nigel went for a rummage on the flea market on the Sunday which was huge by all accounts.

So in September we have on the **3rd of September a local show at Acacia in Annersley Woodhouse**, FREE entry, get in from 9.30am till 4pm, great little show. In Shardlow there is the **Shardlow festival** to which you can bring your classic cars along to the boathouse and it's FREE to display and enjoy a wonderful weekend of canal boats and craft stalls with alcohol and music throughout the weekend this is from **Saturday 9th-sunday 10th September**. No need to book just go to the boathouse shardlow marina. Another event in September which is great is at Sywell pistons and props it is a camping weekend or just go for the day. Google the event to get tickets. Great period weekend.

Then for us two we will be marshalling in Scotland for this years **Club Triumph Round Britain run**. Raising money for the Huntingdon's disease. So support these guys, its a very hard endurance drive around Britain in 48hours.

We Apologise for having a later meet in August but good turn out at Southwell chippy.

Don't forget we text out and put out on TSSC NOTTS FACEBOOK page details of what we are up to, so you need to give us your contact number or email address to be kept informed of the events. I do put events on Notts Website page which is on the Triumph Sports Six Club page. (Where I Can).

Looking forward to seeing you on **Wednesday 20th September**. Look out on social media as to where we will be. Thanks again for your support through out the year. (psss PS we need to chat about Christmas !!!) look forward to seeing you soon.

*Nigel & Di*





# Scotland Central Somerset

## Scotland Central

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Dear All I am sat here typing up the area news and not sure how to fit in everything we have done over the last month or so, Glamis Castle event was again a fantastic success with around 1000 exhibits on the field over the weekend, we had our usual dramas with 50 year old cars, one Herald decided it wanted to pump fuel over the exhaust pipe, turned out to be a worn pin supporting the float chamber, we had another Car with a sudden lack of power which appears to be some form of air leak at the manifold, thankfully everyone managed to get home safe and sound,

We organised a Border run with our colleagues from TSSC Cumbria and we agreed to do Sunday lunch at the Powfoot



Hotel near Annan, we had car from all over the central belt of Scotland meet at the Abingdon services ( junction 13 M74 ) and then took a scenic journey down to the Solway firth, most of us arrived at the services in the dry but as we drove further south the weather got worse with persistent drizzle by the time we arrived, the location and setting was fantastic and would have been even better if it had managed to stay dry, A big thank to Nigel and Roy for organising for there cars to come up and join us, we will definite use this hotel again in the future, it was great to catch up with the TSSC Cumbria team and chat about all the adventures they have had recently, this was our first join meeting since before Covid and we definitely need to do more regularly going forward, it could even become an annual event.

I would also like to thank Cameron for all the wonderful photographs that he took of the event, if you haven't see them have a look on our Facebook page

This month I would like to say that we have all been following Jim and his adventures with his Triumph 1500 FWD, Jim set off on a 900 mile trip around the north of England which took in many motoring related visits along the way, Check out his story as it unfolded on our Facebook page, it great to see cars out on the road and being used, look forward to seeing you all soon



*Dave*

## Somerset

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Hi all, just got back from a couple of days at the West Somerset Railway Association rally. The forecast was not great, but actually only a couple of



showers on Saturday morning it was dry and perhaps more importantly ground conditions were very good.. It got very windy Saturday afternoon to the point we took the gazebo down. Sunday was much better, visitor numbers up and lots of comments and questions on the cars. So many people have either owned/parents have owned a Triumph at some point. Vitesse and Stags were the most common models I think. The run on the steam train was apparently superb on Friday evening.

No mechanical issues this month with my Vitesse or TR I'm pleased to say. My neighbour Dave was using his car for a family wedding to transport the bride and groom from the church to the reception venue.

His 1200 Herald was suffering from a hard brake pedal which we traced to an almost seized master cylinder, all sorted once we had cleaned it up and replaced the seals. I also found out over the weekend that another person living in the village has just bought a Spitfire Mk3, three Triumph owners within 250m of each other.

I am away on my summer holidays in September, so will not be at the club night. However, I am beginning to think about our Xmas meal. The last couple of years we have been to the Brent House Carvery, but I am thinking about another venue, any suggestions let me know.

Lots of shows at this time of year, so plenty to choose from, summary of what I know below. Let me know if you intend to attend, and I can put you in touch to save you going along alone. Additionally Upton Bridge Farm have a Sunday breakfast meet, Eli's at the Rose & Crown and Jadlam Racing all have regular meets, most of which you can just pop along too. Sure there are others too.

August

28th Baltonsborough Village Show  
September

2nd - 3rd Beaulieu Auto Jumble  
3rd Haynes Breakfast Club

3rd Alice Park Cafe Marque Show, Bath

23rd - 24th Somerset Festival of Transport, Frome  
October

8th - Haynes Breakfast Club

23rd Sidmouth Classic Car Show

Keep an eye on our Facebook page for latest details  
Cheers

*Steve*

**Please Send Area News to:**

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

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

# Southern - North Staffs



**Southern**  
**Tel. 01252 722432**

Hi folks, here we are halfway through summer, we have mixed weather at the moment.

The 8th July we attended the Swanmore village fete , left home , hood down, should have known better.

After joining the A35 it started to spit with rain, nothing we couldn't drive through.

Planned to meet up with Dave H at the West Meon Hut and just before we got there it had started to rain quite heavily. Luckily Dave was already there under the overhang of a large oak tree and we manage to get the hood up.

When we arrived at the show Mark was already there in his Vitesse and we were joined later by Paul in his TR5.

When the rain did stop it turned out to be a nice sunny day , a good show with a fair selection of cars.

Sunday July 9th. We made our way to Petworth, hood down, "no I will never learn". It looked very black in places and after a few miles we had a few large spots of rain on the screen. We drove through it and by the time we reached Petworth to meet up with Dave in his TR6 ( with the roof already up )the rain had stopped.

Onwards to Bognor Regis and the " Drive Through Time "show. We met up with Derek and Jackie, also a very good friend of ours , Ken in his Abbot Zephyr estate which is his daily drive.

Sunday July 16th saw Barb and I set off for an early start to Amberley. I could not believe the amount of traffic on the road that early. Normally we have the roads to ourselves at that time of day, then it dawned on me that the Festival of speed was on so all roads around Goodwood were very busy. We arrived around 8.30am , parked up and enjoyed the day out.

Saturday 22nd July we met up with Dave h and made our way to Netley marsh Steam fair. The weather was predictably rain later. We decided to have a quick look around the extremities of the show . An excellent array of all sorts of vehicles of all sorts and steam.

We watched a couple of events in the arena then the rain started about lunch time. A very miserable rest of the day , added to the fact we could not get out until 5pm by which time we were well pi+\*^d off.

Sunday 23rd July, Barb and I had a change of vehicle. We took the Honda Prelude to a Japanese car meet.

I have never seen so many Japanese cars in one place. There we all makes and models , some of which I have never seen before. I met up with three people who had 5th generation Preludes like ours. Weather wise it was a dry day with some sunshine. An enjoyable day all round.

I left home for the Swanmore show in brilliant sunshine , but by the time I had only travelled a few miles the heavens opened. Undaunted I carried on fearing I might be the only car there or that the event might be cancelled. Anyway it would have been a jolly out.

There were two other cars there when I arrived and about fifteen minutes later Mike and Barb arrived in the Stag with Dave H in tow. Paul arrived fashionably late and the weather started to brighten up and by twelve it was time for a beer for Mike and myself. More cars arrived to make a decent display of around forty vehicles.

A wander around the show with the usual local Village stalls and the local Lions club selling burgers and hot dogs with a side helping of salmonella. By two o'clock it was time for the second leg with Mike so we sat there drinking in a light shower. Sorry to say that the Spitfire fly past had to be can-

celled due to the weather.

It was nice to roam out to the Flower Pots for the Thursday meet. Oh my, how it's changed. A big extension and a bar serving it and the outside area.

We started off outside on one table but soon overflowed to another . The car parking area on the grass was taken over by the TVR club but we put up a good show, Two Stags, an Austin 3ltr, a Vitesse, Spitfire, TR5 and an XK120. A really nice evening to be out although it did try to rain at one point.

The regular meet at the Stars had quite a good turn out despite the weather forecast. We had invited the local MG's up as we normally do for the August meeting.

We had eleven club cars there and although the MG's had thirteen, six of them were modern. Thank goodness they didn't bring the Chinese ones as well.

As for me I have been plodding on with the convertible Vitesse and it's a case of two steps forward one step back and jobs you think are only going to take an hour ending up half a day, but progress is being made.

**Up and coming events**

**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)**

**17th Sunday roaming meet. The Angel Hotel GU34 3NN**

**October**

**3rd Regular meet, The Seven Stars GU32 3PG**

**15th Sunday Lunch Meet, The Fox, Bramdean SO24 0LP**

**November**

**7th Regular meet, The Seven Stars GU32 3PG**

**19th Sunday Lunch Meet, Fishers Pond, SO50 7HG**

That's all for now folks. Take care

*Mark*

## North Staffs

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Hello All. Well July has not been a good month with another week of poor weather which probably was one of the reasons that the border run became a non event, in that no one turned up on Sunday 23 July which was disappointing.

The weather was not looking great but it wasn't as bad as forecasted with just one short shower, I went on to the JEC gathering at Moorville Hall which had invited a number of local car clubs.

A good number of cars attended with some from the TR and MG clubs and a mix of vehicles from Stoke classic car club, a decent turnout despite the weather.

The last meeting had just one member and two guests so little to report I hope to see more of you next month.

Events attended last month included Alrewas Show which had just two members going, with a weather forecast of high winds and heavy rain there was still a descent turn out of other cars.

There was a few short showers now and again until late afternoon when it did start to rain heavier which led to many vehicles leaving but not to bad a day.

With poor weather yet again forecast for Audlem Transport festival I was surprised at the number of vehicles that



# North Staffs Suffolk - Surrey

## North Staffs Continues

turned up at Hankelow, where the cars gather before the parade drives down to Audlem and through the town.

I was in the tail end of the parade which was a very slow one, I believe that all the tractors went first which probably contributed to the slow pace causing a number of cars to overheat, or getting into the red zone on some cars including a TR6 which was following me.

Fortunately the Stags temperature only went up a little thanks to the electric fan.

There were 335 vehicles including tractors and commercial vehicles also a number of Triumphs in the parade with just my Stag, five other Stags were booked in but didn't turn up. Other Triumphs that did turn out were Herald's Vitesse, TR3a, TR4 TR6 TR7 GT6, and an Acclaim HLS I only managed to speak to the owner of very nice TR6 who was in the TR club, but has now left it.

Events for August Cromford and Betley with rain forecast yet again all day many have pulled out these shows, hopefully when Tatton, Sandon, Capesthorpe and the Cheshire Game fair come around later in the month things will have improved with the weather.

Some of the events for

September Biddulph Classic Vehicle (TBC) 9th Sept,

Amerton Farm Road & Rail Festival 10th Sept,

Bodryddan Hall 10th Sept, Mill meace Rally

16-17th Sept, Stone Classic Car Show

23rd Sept, Huddlesford Heritage

Gathering 23rd-24th Sept & Sywell

Piston & Props 23-24th Sept.

Next Meeting 26th Sept

*Dave*

## Suffolk

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The 1st of August saw eleven of us round the outside tables at the Sorrel Horse.

Mathew and Justine had arrived via Ikea, which also involved dropping in on Brian Pringle to check on how his knee operation went. Thankfully he looks well and was keen to show them round all his trailers, despite needing to rest that newly re-constructed leg. Mathew has also been busy painting some Triumph panels in his temporary tent workshop, which seems to be working very well indeed. The results are giving a really good shine!

Mike and Kim arrived in their GT6/4, sporting a pair of LeMans alloys on the rear. Mike manage to pick up 6 at a very good price, as they were being taken off a Fairthorpe kit car and had been painted black. He's re-painted them in Old English white, which is far more suited to that style of wheel. He just needs to find 2 more now, to make 2 sets.

Having returned from LeMans with no issues last month, my 2000 brake master decided to spring a leak and the servo gladly sucked all the fluid out, down the vacuum pipe and into the engine, resulting in some impressive plumes of white smoke and no brake pedal. Thankfully, I was only moving the car out of the garage to get the lawnmower out. If it had happened on a Peage in France, that would have been a flatbed recovery home! I plan to take both master cylinder and servo to Past Parts in Bury for repair.

As part of his work, Colin has been exploring East Anglia's sub stations. In one, is a Stag that's been stored there for

some years, but has been kept very dry. He knows the owner and it looks like the car might be available for much cheapness, providing the buyer can get it out. His other exploration involved another station with an infestation of edible dormice (Glis Glis), which apparently are an expensive delicacy in some restaurants. General consensus round the table was recovery of the Stag may be easier to turn a profit on.

Final piece of news for this month, long term member Lyall Robertson has decided to part with his Herald Convertible, affectionately know as the HerVitBondFire due to the variety of parts it's been built out of. He's owned the car since the 1970s and the last MoT expired in October 2021. I know it's always been dry-stored, so shouldn't need too much re-commissioning work after only 2 years. Asking price is around £2500. If you're interested, please send a message to Colin.

See you next month, on the 5th September.

*Russell*

## Surrey

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Hello all, well the summer just keeps getting better, I actually saw the sun the other day, don't tell anybody! The news of the month is the drive out last 23rd, and a great success it was too.

Plan was to meet up with the Gatwick group as due to accessing Tony at both Surrey and Gatwick meets we were able to plan our group wanderings. Paul, Jeremy (bloke who is often to be found on the front cover of the magazine) Justine, Tony, Chris me and a few other folk who I cannot recall by name sorry, all met at Ardingly.

About 15 cars had just left en-route to the coast, we were heading around the Surrey, Kent, Sussex borders with stops for refreshment and tyre changes if necessary. First stop Staplehurst for a coffee, it was about 11am and a phone call to the pub from their garden confirmed we had been spotted. "Can we get a coffee please there are 10 of us. Sorry love we don't open till 12 try the Jolly Tanners across the green", phoned the Tanner who were pleased to take our money, how strange!!

A pleasant stop, sun shining, tops down, photo (below) and off to the next stop. Lunch at Limsfield Chart, that's almost Surrey but its called Kent. We were running late but whizzing along, had to phone the pub to request they hold the table for 10 and fortunately Tom was on hand to maintain decorum and drink beer. Anyway all made it and I must say the drive scenery was lovely.

Well done Tony for devising the route. I missed the last Wellhouse meet due to yet another holiday





# East Sussex - West Sussex



but I gather locals were able to entertain some new folk who turned up a bit lost.

Other bit of car news, the B meet as ever a bit of fun and also the Goodwood breakfast meet on Sunday. I was with my MG mate and we were a bit confused at Petworth - to the rescue a Bentley 4.5 Litre from the 20s which passed us about 60 and then changed gear. We followed but I could not keep up. Three blokes and Mr Toad driving. MAD. Anyway we got there and planted the Vitesse on the track, some grumpy people who did not get the Chocolate Factory ticket but hey ho.

Stopped off at a beam engine pump house on the way back which was fun. Right next stop Yorkshire Dales in a modern car unfortunately but I'm with you in spirit.

See you soon and hopefully some other bu...er will be on the front cover.

*Cliff*

## East Sussex

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JULY, the seventh month of the year, named after Julius Caesar. I believe he had a Triumph Chariot Mk 11. As per last month our members and cars were out in all weathers enjoying their "chariots".

The breakfast run this month was to the Bessemer Arms at the Bluebell Line, Sheffield Park Station. I was feeling under the weather that morning so arrived later than most just wanting a cup of tea. Just as well because it appears the breakfast service was a little slower than usual resulting in a long queue. Luckily for me there was no queue for a cup of tea! After breakfast there was the usual chatter in the car park.

On Sunday 16th July we drove down to the Yew Tree Inn, Chalvington and joined up with the Past 'n' Curious car group which has a mixture of classic cars, American cars, hot-rods, trucks, you name it! Seven Triumphs (Vic & Jean, Andy & Lynn, Ian & Chris, Pete, Kevin, Clive and Wendy & Geoff) parked up between some huge American cars (I reckon our little Vitesse would have almost fitted into one car's boot). A dry morning was spent looking at what was on display as well as feasting on bacon butties.

The big day dawned and the sun was not shining through the window upon waking. The forecast was not altogether ghastly so with sandwiches and coffee prepared we left the house on Sunday 23rd July. The big event was the TSSC Border Run for East & West Sussex Groups, planned months ahead in advance. Visits to each other's monthly meetings had taken place along with much head scratching over start and end points and finally the choosing of a route. George from West Sussex did a couple of trial runs and provided a link to Maps for everyone to follow. So, on a wet Sunday morning, 20 Triumphs met at Ard-

group. When the time came to head out, George led 18 cars off for



Newhaven whilst the two Gatwick Triumphs went off the join others in their own group run. The route took us via Haywards Heath to Burgess Hill and then onto Ditchling, where we turned towards Ditchling Beacon, a very steep climb over the south downs. Only cyclists and Triumph owners are afraid of this hill and after crawling up, sometimes in first gear, behind the odd cyclist we managed to crest the hill and run down to the A27. Then followed a nice run along the A27 dual carriageway before turning off to Kingston and finally to Newhaven West Beach, where we all parked up on the quay wall, backs to the sea. Whilst the East Sussex group sought refuge from the strong wind behind some abandoned beach buildings, the West Sussex group disappeared off to the pub just down the road. Having feasted, someone suddenly noticed that waves were beginning to break over the quay wall. The tide had come in and soon our cars would be subject to being splashed by salt water. Quick, move the cars away from the quay to safety further away from the waves! Soon it was time to depart and for everyone to make their way home. A very enjoyable day out! Thanks George!

Despite the ghastly weather some 16 people still made the trip to the monthly club meeting at the Halfway House Pub on 2nd August. There was discussion around starting up a WhatsApp group for East Sussex and members were asked if they wanted to be included. More on this during the next month. Thanks to everyone for supporting the monthly meetings!

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 September:-

**Floral Fringe Fair at Loxwood Meadows  
on 2nd / 3rd September**

**TSSC monthly meeting on Wednesday 6th September**

**Laughton Autumn Show on 9th / 10th September**

**Breakfast Meeting at Old Barn  
Nursery, Dial Post on 17th September**

**SCS Classic Car show proposed for  
24th September - details TBA**

Photos this month are from the Border Run along with one photo taken by Luca reading his Courier whilst flying in to Italy (check out Mt.Vesuvius in the background).

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)



*Geoff*

## West Sussex

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**Nigel. 01403 253034**

**George. 07508 853397**



ingly; 10 from East Sussex, 8 from West Sussex and 2 from Gatwick

Hello, I hope you're all well. We had a brilliant turnout at our July monthly meet which included 7 Vitesse's, 3 Herald's, 2 GT6's, 2 Spitfires and also a couple of new faces. It

## East Sussex Continues

was great to meet Ollie in his stunning mk1 GT6, absolutely mega car with a 2.5L engine swap. It was also great to meet



Vince and Paul, Vince showed me some photos of his MK1 Vitesse convertible, it looked amazing and was his first car when he was 17 in 1981. I really hope to see Vince and his Vitesse at our future meet ups, since we met he has been busy tinkering getting the car back up and running.

Some of our group met up at the Torque Moto Cafe for the timeless classic breakfast meet, Me, Richard, Morgan Brian and Mike enjoyed the meet and the trip out in the cars.



It was also nice to meet Callum and his Triumph 2000 and Lorenzo and his Triumph Dolomite.

Some of our group also went to the Hurtwood Park Polo club retro car meet. I enjoyed the drive down to the polo club with Alan following me in his Herald. Nigel, Mike, Morgan, Richard where also there in their Triumphs. There was a great amount and variety of cars there which included lots of other Triumphs, it was good to bump into Callum and Lorenzo again at the polo club.



The TSSC border run was a great success for us. We met in the morning in Ardingly with the TSSC Gatwick and East Sussex areas. We all enjoyed chatting and looking at all the cars together. The



Gatwick group went off and did their own route and the 2 Sussex groups drove off together taking the scenic route to Newhaven west beach. It was a brilliant drive and we all enjoyed the route and amazingly managed to

aged to all stick together which was impressive considering there were 18 Triumphs on our border run.

Me and Alan fixed the brakes on his Herald. As mentioned in last month's article, Alan's brakes failed on the way home from Le mans classic. We managed to bodge it in France to get it back home but we have now fixed it properly with new brake calipers, brake hoses, brake discs, brake pads on the front and now Alan is very happy with the brakes.

I have been busy doing some repairs on my Vitesse, this month I have fitted a new prop-shaft, new rear wheel bearing and rear trunnion on the driver's side and I have also done some rust repairs on the chassis. I had to weld 1 patch on the front and 2 large patches on the back.

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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Hi All. Pop along to the meetings, give me something to write about, We had a few new members come & said hello (& they lived to tell the tale). I have been having fun try to sort out the Vitesse indicators ( flasher unit in the end, don't take for granted that your spare one is any good), a big thank you to George for sorting them out. We had a great time on the Founders run.

Some of us are booked up for the RAT on 14th October book your tickets through the Watcrress Line, come and join us

### SOCIAL MEETINGS -

6th JULY, THE FAIRMILE INN COBHAM

A lovely sunny evening sees us dining out front this evening, I have the great company of George B, Chris C, Paul & Marnel, a BIG warm welcome to Philip B & Guy both on there first visit with us. Philip has an early Herald convertible & Guy has a Spitfire 1500. Other Triumphs in the car park were Chris C new brought TR8 looking lovely in its gold paint work, George's Vitesse & my Vitesse. Work on our Triumph's has been Paul & Marnel are bleeding the brakes on their Herald Saloon. Philip has work to do on the carburettor of his Herald. Guy is running in his Spitfire engine after refurbishing it himself. Chris is getting to know his newly brought TR8. We also had 2 members of the ADO16 group join us, a wonderful evening with lots to see & chat about

16th JULY, THE GEORGE INN WRAYSBURY

More sunshine this evening, to keep me sane i have the great pleasure of Tony H, John P, George B, Graeme C. Chris C, Paul & Marnel. We have a busy car park of Triumphs belonging to Graeme TR6, Chris TR8, John Vitesse, George Vitesse, my Vitesse. Tony has sold his Stag & is looking for a new venture. John brakes are working wonderfully. Graeme is getting to grips with fitting a tonneau cover to his TR6, Paul & Marnel have bled there Herald brakes. Talk was of the Founders run on the Sunday coming & booking a trip on the Real Ale Train on the 14 October ( go to the watercress line to book your tickets)

### SHOWS & EVENTS - 23rd JULY FOUNDERS RUN

For this we planned to use the HAIRPIN RUN done by Con & Liz ( i believe) back in 2010, and still open to use at SEM if requested. I did a dry run the weekend before to check for any changes or closures. So the Sunday started a bit grey as we gathered at Leatherhead Leisure Centre for a 10 am departure, only four Triumphs were entered with a possible three more unconfirmed. Our happy adventures were Graeme C in his TR6, Marnel & Paul in their Herald 1200 Saloon, Andy & Paul in their Herald 13/60 Saloon & Julie & i in our Vitesse, so off we headed through the pretty country side to Box Hill out through the Surrey Hills to Shere , stopping at Wotton Hatch for coffee break. Once refreshed & a quick look at my failing indicators on towards Leith Hill, going to Dorking & heading back to Leatherhead. We then drove to Ripley to eat at the Half Moon Inn. Thank you to Graeme , Andy both Pauls, Marnel & Julie, I hope you all enjoyed it as much as me.

### UP COMING SHOWS 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  
OCTOBER

1st classic car show NEW DATE Beale park Reading

# North Wales South Warwickshire



8th Autumn Motorsport Celebration Brooklands

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  
@ Wraysbury

Any enquires please call me on 07773623807.

*Mickey & Julie*

## North Wales

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Hi, folks. Our Border Classic Car group meeting on Thursday 6th July went very well. June had been a busy month, beginning with Classics at the College. The organisers have just announced that this event raised in excess of £4000 for their very worthy cause, this being Hope House Children's Hospice.

There was a good attendance at the Vale & Vintage Show in Oswestry, and smaller presences at Holywell, Bronington, Kelsall, Denbigh and Gredington shows, but we are out there, doing as many events as we can. Our group also had a turn-out at the Llangollen Transport weekend, which is always a good show. For £5.00 entry fee you get free transport into Llangollen and Corwen by classic buses or trains, or if you choose to you can just sit and enjoy chatting to friends and like-minded visitors. Neil Wallace had organised a great lunch run so, as you will see, June really was a busy month.

Sunday 9th saw a clash of shows, these being Caerwys and Ellesmere, and our group had representation at both. After some horrendous rain earlier in the week, the sun did manage to poke through at both venues. Terry took his Amphicar into the Mere at Ellesmere, much to the delight of the crowds, and he received the best car award.

Dolywern, a village in the Ceiriog Valley, presented their first show on Saturday 15th July, so a few of us decided that we would attend and give them support. Free bacon or sausage baps and cups of steaming coffee and tea were a certain lure. Unfortunately the weather was horrible, with rain on and off all day, but this did not stop the locals from coming to have a look. The day was really enjoyable.

Sunday 23rd was the Wem Vehicles of Interest show. As usual there was a good turn-out of vehicles, with around 200 cars displayed, including some lorries. This is a tried and trusted show having run for several years. RAF Shawbury had one of their helicopters on display, and it's a matter of keeping clear when it takes off to return to base, but the pilot did a circuit above the showground, and the co-pilot was leaning out waving at everybody. The weather was pleasant, and our group were some of the last cars to leave. Another good day in lovely company.

The weekend of 28th-30th was the Oulton Park Gold Cup. The MSV website was a nightmare to navigate:- there were problems getting tickets, even though our cars were already registered. The day was very dull, turning to rain by the end, but a good events shelter and plenty of rainwear kept everyone dry. Apart from the racing, which was really good, there was a classic car auction to keep attention. A Hillman Imp with 87 miles on the clock went for £14,000:- such a gorgeous car!

That's all for now, so don't forget that our meetings are held at the **Trevor Arms in Marford on the first Thursday**

of the month at 7.30 p.m. And remember that all are welcome, it does not matter what car you have got, we believe that a classic is a classic. However, please note that there will be **NO MEETING** in September.

**Forthcoming events:-**  
September

2nd September:- Llandegla Show.

4th - 8th September:- Peak District Tour at the Yorkshire Bridge Inn (for those who have booked).

7th September:- No meeting this month.

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.

October

5th October:- Monthly meeting at the Trevor Arms, Marford.

26th October:- Lunch Run.

Regards,

*Helena & Roger.*

## South Warwickshire

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**Tel. 07989 104324**

Hi all. This month we had two new members, both Spitfire 1500 owners - Neil Levings and Rob Fernie - they both brought their very tidy cars along, and we did very well in the car park with 8 Triumphs (and one interloper as pictured which we won't talk about but which I think I fixed with a Triumph badge!). We also have another new member



added to the Whatsapp group - Anthony Collins (another Vitesse owner). Welcome to all of you!

The aforementioned, Philip brought his Vitesse, Roger "Two Stags" brought his yellow one, Edward brought his 13/60 convertible, Dave B brought his 948 convertible, Richard came along again in his Marlin roadster, I brought my Vitesse, and Wayne walked over cos he's still playing about with the tuning of his 13/60 convertible (although he says he's mostly sorted it now - good stuff!).

It's been quite a busy month again since the last meeting - first off there was the Club Triumph/TR drivers camping weekend at Gaydon that I attended, first in the GT6 and then (cos we're so close) I nipped home and swapped it for the Vitesse. That was partly also cos I needed the boot space to put all the band gear in cos I was there providing the evening's entertainment with the band (Syn City Rockers from Reading), playing ACDC and Thin Lizzy! We went down well enough and I had a great time. The Sunday afterwards was really good as usual too, with all the BLMC cars lined up around the museum car park - truth be told, I'm quite partial to the odd Marina and Wolseley Six...

Anyway, since then I've been beaver away on my "new" GT6 - the one that's been off the road since 1982(!). Ted, my neighbour across the road from me, who's in his mid 90s and is a grey Ferguson tractor owner, has been advising me on how to unseize the stuck engine. I tried everything - big bar bolted to the front pulley, plusgas, diesel and ATF





# South Warwickshire Wessex

## South Warks Continues

down the bores, kettles of boiling water in the water jacket, propane torch, pry bar on the starter ring gear, rocking the car in gear, head off and hitting the pistons with a block of wood. Anyway, I was just about to give up and pull the engine for a full rebuild, and then... it moved! Once it moved, I was in - I could move it back and forth, and it soon freed up. So the next day, the head was back on, and the day after that we started it up! Clouds of blue smoke of course, but I took it on its maiden voyage - to Southam cricket club show on Thursday 10th Aug - and it got there and back safely. After day 2's trip to the tyre place and then to Leamington, I can report that it's definitely freeing up and burning less oil so I think we're good - oil pressure is very healthy (2nd gear synchro is less so but we'll manage!).



[insert pic from Southam show - filename ending 902]

Aside from the monthly Southam Cricket Club show on the 2nd Thursday (which was very well attended), there was also the monthly Kineton show on the 2nd Wednesday, which Edward, Roger and Dave B went to, and on the Tuesday, I think it was, there was also the Gaydon gathering which Richard went to - I'll try to get to those next month but reports are all very positive about these shows.

On the border run, which other areas had done something for, unfortunately we came up short due to lack of people's availability, but at this month's meeting we arranged a run out for 9th September instead - we'll be meeting at Harbury Club carpark at 10am and travelling together to the Wellesbourne show that morning, staying for a couple of hours and then following on to Gilks' Garage and Café for tea and cake or a fry-up. Should be a nice day out. No need to pre-book, but preferably send me a text if I don't already know you're coming so that I can warn the café of expected numbers.

Finally, on the technical side, Anthony was chatting on our Whatsapp group about some trouble he's been having starting his Vitesse - apparently there's no click when trying to start, so we suspect a bad earth to the solenoid or battery, or a bad connection from (or in) the ignition switch to the starter solenoid. Apparently it starts when the solenoid contacts are bridged, so it has to be a problem somewhere between the ignition switch and the solenoid, or the solenoid itself. Lots of helpful comments in the Whatsapp group to help Anthony diagnose it, so hopefully he'll have it sorted soon.

By the way, I'm constantly impressed by the way that this group has found a life of its own, and the enthusiasm that you all have - it makes a very healthy group and I'm pleased to say that we're going from strength to strength! See you all next month at Harbury Village Club and Institute, Crown Street, Harbury, near Leamington Spa CV33 9HE. The club car park is accessed from Hall Lane (a one-way street) - so set your satnav for the Bull Ring Garage at Harbury CV33 9HL and continue round the tiny one-way section until you see the Club car park on your right. Just ring the doorbell to be let in! Cheers!

Mark

## Wessex

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Our last three monthly meetings have been at the Avon Causeway and I am sure we will be there for the September get-together. We will not make it official until we are sure it will be suitable, at the moment, it is more of a Hobson's Choice! We have had several over the years and for whatever reason moved on. The first, The Winston Churchill, is now a nursery for under fives; The Skittlers has been flattened and houses built; The Pure Drop had it's car park built on, yes, you guessed, more houses; The Flying Club needed more revenue than the likes of us were giving them; by far the best location being at the end of the airfield, though you did have the mozzies to contend with. I think it was then that we stumbled on the Avon Causeway, followed by the Tyrells Ford, which has now closed for renovations and maybe a change of use. So back to the Avon Causeway for the time being.

The run to Old Sarum Aviation Museum to celebrate 100 years of Triumphs, went well. The weather could of been



better, roofs up! On the whole though, not bad, with dry spells & drizzle.



The route took us through all the little villages between Ringwood and Salisbury, with quaint lit-



tle cottages, the likes of which most of us can only dream of purchasing. The run was long enough that several including myself had to pull over to answer the call of nature and the way some pulled over with a sense of urgency, obviously left to the last conceivable moment! The museum did us proud when it came to the buffet, plenty for all and a good variety. On top of that, the museum was well worth it, with several exhibits that you can actually get in to and play with the controls, including a mock-up of a Lancaster cockpit, kitted out with genuine equipment.

Salisbury Summer Fair, Wilton House, is where we should be; instead I am here at home writing this, with the rain and wind for company, also wondering what we can do today. A shame, as it was for the Salisbury Hospice, a worthy cause. What made it seem worse, two hours on, the sun appeared, but true to form, the British weather, or to person- alize it, Storm Antoni, thereafter produced a mixture of sun and torrential downpours on a regular basis, so all in all, not to go was the right decision.

**31st Aug – 3rd Sept, Bournemouth Air Show; 8th-10th Sept, BPCC Swanage Railway Rally; 8th – 10th Sept, Goodwood Revival; 9th & 10th Sept, Beaulieu Auto-jumble;** As these events are the same weekend, the consensus

# Worcestershire North Yorkshire



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.

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*

## Worcestershire

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August already and it seems like the year is flying by. Le Mans seems like a distant memory despite all the anticipation of it arriving, although a good time was had by the group. Firstly, I would like to thank Vicky for arranging the trip as well as Andy and Marcus for their hard work at Tertre Rouge, fetching and preparing the food each day for breakfast and dinner and all for only 40 Euros each.

Anyway, down to the business of the meeting as I have had a request for a write up this month by Clive, telling me off for not writing one last month, despite being in France! So here goes Clive!

We only had a small turnout this month with 9 members and 3 club cars – no not mine again – I want to give it a shake down after it passed it's MOT closer to home before venturing a distance, in case of any problems with it being off the road for nearly 2 years. Several of us had some food, yes the kitchen was open and the freezers must have been working! Very nice it was too, especially the Sundae which Vicky and I were tempted into having. Whilst we were eating, we noticed a lovely red Spitfire 1500, R reg pull up and then briefly pulled away again. If the owner is reading this and were looking for our group, yes we were at The Red Hart and please do come along next month.

However, sadly Andy, we did not have a raffle again, so if you need sponges or cable ties, I'm afraid you definitely will have to go out and buy some!

My stock is also running low.

I've also been requested to remind people about the Wednesday runs, kindly organised by Roger. Check in with him if you're interested in coming along.

The Borders Run was also undertaken last month as a celebration of Triumph's century and a total of 14 cars took part, some with passengers. Unfortunately only 11 finished as Ben had to leave early because of work and 2 others were lost in the afternoon as some wrong directions were taken and some cars were missing at several points although the day was enjoyable, finishing at Vicky's. However, everyone got home safely which is the main thing.

CALENDAR PICTURES. Yes, Vicky wants some pictures of

your cars so that she can produce a calendar, she's not sure what month it will start (hopefully January 2024) but she wants the pictures by MID OCT. Please ensure they are large format (best quality, 10MP+) for clarity.

By the time you read this we will also, hopefully, had a lovely club BBQ at Vicky's on 27th August with some members venturing to the Twyning car meet beforehand. Keeping fingers crossed that the weather was pleasant or at least dry! Again, thank you Vicky, for organising this.

Well, I'll sign off now and don't forget the next meeting on **4th September**. As I shall be across the pond visiting my eldest son and grandkids, I shall see you all in Oct.

Take care now and enjoy your Triumphs, Volvo, Land Rover or whatever classic you have – just enjoy them!

Regards to you all.

*Stef.*

## North Yorkshire

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With all this changeable weather mainly on weekends it is somewhat spoiling the show season but hopefully you are working around it and getting out in the cars, our monthly meeting are going well both at the Hare and Hounds and the Motorist have had good turnouts, speaking to Keith L he is doing many camping events and runs out in his very nice Spitfire, also speaking to Keith M he is having trouble with the brakes on his GT6 his wife helping out bleeding them but pressing the clutch instead prompted a new brake master cylinder before the problem was found.

We have had our long awaited trip around Drax Power Station unfortunately it was one of those very wet days but we



had twenty two turn out but only one in a TR3 photo to prove, with members of TSSC along with TR Register members coming from other areas made it a good afternoon out.

Our next big event will be the **York Knavesmire show held Sunday 17th September** we plan on having a club stand so if you plan on going please put on your form TSSC the forms are available on the York Historic Vehicle Group web site, also please email me and I can book a site for the required number.

We still have not had another meeting in the northern part of North York's so if you are interested in having one either in Pickering or NY500 please contact me and we can plan one in?



## West Yorkshire

### West Yorkshire

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Hi all. Very little to report this month as the area meeting falls tomorrow the day after press day  
However I can pass on the good news that Alan Heaton is

now out of hospital and recovering in a respite home.

I've been to two shows Walton, near Wakefield and yesterday I went to Hebdon Bridge (a two day show). The first day of the weekend, Saturday, was very wet but fortunately Sunday (when I attended) was much drier. Mine was the only Vitesse there but a fabulous show of other makes and models.

The weather is forecast to improve so get the Triumphs out on the road and enjoy

*George*



## New Booklet

**More Details From The  
Triumph Sports Six Club  
Area Liaison Officers**

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

**Tel. 07584 000442**

## New AO/s Wanted

**Please Contact**

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

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

**Tel. 07584 000442**