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THE COURIER NUMBER 521 NOVEMBER 2023 TRIUMPH SPORTS SIX CLUB

THE COURIER

NO. 521 NOVEMBER 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



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



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



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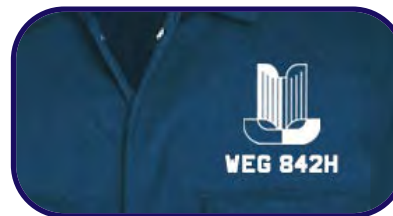
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THE November 2023

COURIER

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5 BRIDGES RUN - CUMBRIA
HUNTINGTOWER CASTLE, PERTH.
PICTURE SUPPLIED BY
ROD MOORE

Courier Copy/Area news



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THE GET OUT

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COUNCIL OF MANAGEMENT 2023/24 meetings:

27th November - 23 - Zoom

Sun 14th Jan - 24 - HQ

Sun 3rd March - 24 - HQ

Sun 14th April Agm - 24 - HQ

Sun 9th June- 24 - HQ

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

**Chris Gunby, Riverside Forge,
Water lane, North Witham, Lincs,
NG33 5LJ. Tel. 07843 435190**

or email: chairman@tssc.org.uk

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

Ship Shape Club Shop

Doing more with your Triumph sometimes means doing more to your Triumph first.

Those things you do to your Triumph usually need great parts at great prices. Great parts at great prices come from a great **Club Shop** with a great shop manager.

The Club's great shop manager, Julian, has made some important strides to improve the club shop. He has carried out a rolling stock check and gone through the stock displays and from this we have discovered quite a few old stock listings on the database that we definitely don't have, which will ultimately need writing off. Julian has been improving the descriptions on the shop items to add their part numbers and to make the search facilities better. There are also the never ending price increases that seem to be coming at us from all directions at the moment, and he has been sorting these out too. All of this is a work in progress.

Together we have identified that we will still need to tidy up quite a lot of the shop entries and this year's annual stocktake seems like a perfect opportunity to try and break the back of this work. As a result our stocktake this year will need a short closedown and I hope that our members will bear with us. If we find more mess than we were expecting then there is a chance we may need to close down again in the new year to finish the process.

Julian has some great aspirations for the shop and, if you've ever rung and asked him anything you'll know he also has a great knowledge of our cars and the parts that make them up. Sourcing great quality parts at great prices and making new quality supplier relationships is what he would like to be doing but keeping on top of our shop's current situation is taking most of his time at the moment.

If we can get the shop ship-shape, he will be freed up to try and make some of them happen.

Our **Club Shop** is going great places; I hope you can forgive the short periods we might be closed whilst we improve it.

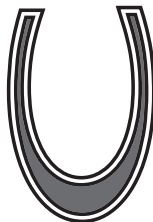
We are doing more with our **Club Shop** so that you can do more to your Triumph all so you will be free to ...

...Do More with Your Triumph!



TOM HARTLEY

COUNCIL OF MANAGEMENT



EVENTS CALENDAR

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TSSC NATIONAL, REGIONAL & EUROPEAN EVENTS

See also further adverts in Courier

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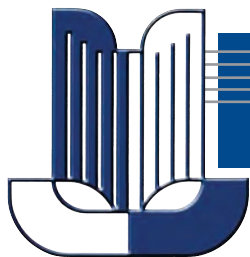
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P - PROJECT - The vehicle is usually in need of a full restoration of all its components.

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NEWS REVIEW

Monthly News of a Triumph Nature

Membership Fees

Dear member,

The **TSSC Council of Management** are always looking to deliver the best for the club and its members for the price of the membership,

CoM have made the decision that we have to increase the membership fee to cover the ongoing costs of the Club for the first time in several years.

Every home and business has been affected over the last eighteen months by costs rising and the TSSC is no exception.

From the 1st October 2023 the Membership Fee will rise to £56 a year or £48 if paid by direct debit this still offers fantastic value for money with everything the TSSC has to offer.

At last year's Agm the Com proposed that we introduce an Electronic Membership to our **Overseas Members**, this was voted on and carried unanimously in favour.

We have now worked on the technicalities and we will be launching this by the end of 2023.

An electronic Overseas Member will receive access to a PDF version of the Courier magazine but **NO** printed version, with a reduced membership fee meaning overseas member's will receive their magazine quicker and at the same time as UK member's rather than having to wait sometimes weeks for the mail.

Should the overseas member still want to receive a printed Courier they can still do this but with postage costs added, applicable to their own country.

The Council of Management want to see how this works for our Overseas Member's First and if it is successful we will look at launching this into the UK as well, giving the TSSC UK membership the choice of either a printed or electronic membership.

Chris Gunby
TSSC chairman



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Young Members Co-Ordinator

youngmembers@tssc.org.uk - Conor Lukeman

Hello, I'm Conor Lukeman, a 23 year old brummie with a passion for Triumphs and I have recently been appointed as the Young Members Co-ordinator for The TSSC.

My goal is to encourage Younger Members, like myself, to do more with their Triumphs! How am I going to achieve this? Well, I'm hoping to organise events, road runs and hopefully some members can write into me about work they've been carrying out on their cars to publish here in The Courier or across our social media platforms.

I guess I shall get the ball rolling and talk about me and my Triumph. I own a 1975 Spit-



school car park, I just loved the shape, especially that particular car with an Ashley gt Lemans style bonnet fitted, and the noise it made as it drove past

On the 23rd of June 2016, after nearly three years of saving, I purchased my car. I was looking out for a restoration project, something I could build over a few years and put my stamp on. I stumbled across my car on Gumtree, it had been sat under a tarp down in Croydon since November 1984, it was a complete rust bucket but it was a complete original car with its original engine and a nice registration plate too. Just £500 later, the car was mine and a few days later it arrived. I knew it would be bad but I didn't realise at the time what I'd let myself in for.

Not one to be defeated, I cracked on, body welded, chassis, engine and gearbox rebuilt with upgraded parts to make it more usable in modern traffic,



fire 1500, I had wanted a Spitfire since the age of 13 when I first saw one parked in my high

just blew my little mind away, I instantly went home and got studying.





resprayed in Ford Radiant Red with a brand new black leather interior, reupholstered by myself in my parents living room and sporting a new set of Dunlop D1 alloys, she was brought back from the dead ... it only took seven years. I'm very proud of my achievement and I'm looking forward to yet another summer of fun and adventures in it.

I have a small list of jobs that need carrying out over winter which I'll publish here for you all to read about and **if any Young Members would like to do the same** then please contact me, I can't wait to hear from you!

Connor

e-mail: youngmembers@tssc.org.uk



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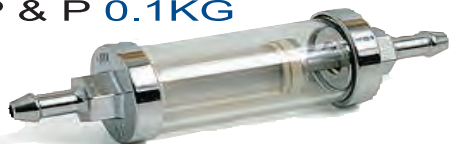
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***"At the eleventh hour on the eleventh day of the eleventh month -
we will remember them."***

Lest We Forget ...



1600, Mk 1&2

DAVE RUMENS vitesse@tssc.org.uk

Amps or Volts?

Hello Folks. As some of you may have seen, at the end of this year I will be giving up the Vitesse Registration Secretary post. More of this next month. Looking back over the articles I have produced over the last 20 years I realised it is some time since I covered the subject of Amps and Volts. So, let's have a re-visit.

In the past I have received a number of questions concerning the fitting of an ammeter, [Pictures 1 & 2](#), or a voltmeter, [Picture 3](#). There has been much



Pic.1.

confusion over the roles of these two means of measurement, I guess it's back to physics to ex-



Pic.2.



Pic.3.

plain their individual purpose and how useful it is to us. So let's start with the instrument that has been on the dash from the early days of motoring, the ammeter.

The electrical system on most pre-war cars was marginal in so much as its generating capability was only just capable of meeting its demands. This was recognised as a problem and an ammeter was fitted to enable the driver to manage the demands and ensure these did not defeat the system, resulting in a flat battery. So the ammeter measures the electrical current being taken out of the battery, discharge, and the electrical current flowing back, charge, into the battery. Though over the years the dynamo output has increased, so has the electrical equipment. Therefore, the same is true today when driving your Vitesse, if you stop in traffic and have the headlights, heater, motor and wipers on then the battery will rapidly discharge. You need to reduce the consumption by switching off some of the electrical equipment or by increasing the revs of the engine. Looking at fault finding - if the ammeter shows a constant discharge then the dynamo, control box may be defective. If the ammeter shows a constant heavy charge then either the dynamo or con-

trol box or battery may be defective.

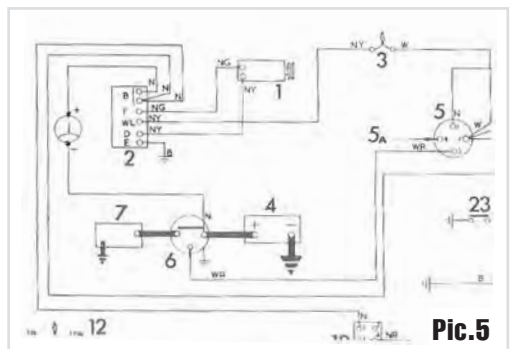
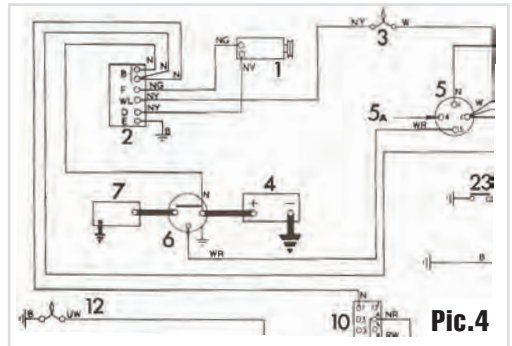
The normal running reading should be around 5 amps charge.

As the electrical power (watts) is made up of both current and voltage ($\text{Amps} \times \text{Volts} = \text{Watts}$) we can also measure the voltage of the battery to monitor the car's electrical system and to some extent the health of the battery itself. At switch-on a fully charged battery in good health without the engine running or any electrical equipment on will give a reading of 12 volts. When driving the car and no other electrical equipment switched on the reading should rise to 14 volts. This indicates the battery is being charged. If the voltage is reading 16 volts and above then the battery is being over-charged. If you are stuck in traffic the battery will be discharging and the voltage will slowly reduce below 12 volts. The normal running voltage should be between 12 and 14 volts. If under normal running conditions the voltage drops below 12 volts or above 15 volts then the dynamo or control box or battery may be defective.

Now on to the pro and cons of each method. The ammeter will give an immediate indication of the discharging and charging of the battery. It will also give an indication of the rate. However, it won't tell you how long either have been taking place. You have to remember this to determine the battery's state of charge. As for the voltmeter it will not give any immediate indication of battery discharge or charge or rate. But, it will show charge condition of the battery, if the discharge has been going on for some time the voltmeter will indicate a low battery voltage and it is running down. It can also show if the battery is defective and not able to hold a charge. Both the ammeter and the voltmeter will show overcharging.

What are the pro and cons of installing each – There are a number of disadvantages involved with the ammeter and they are as follows - As the ammeter is measuring the current flow in and out of the battery, excluding the starter motor, its installation requires a break in the main system wiring between the battery and rest of the electrical equipment. (That is excluding the starter motor which draws too much current and is feed directly from the battery) As a result the installation requires greater knowledge and skill compared with the voltmeter. If

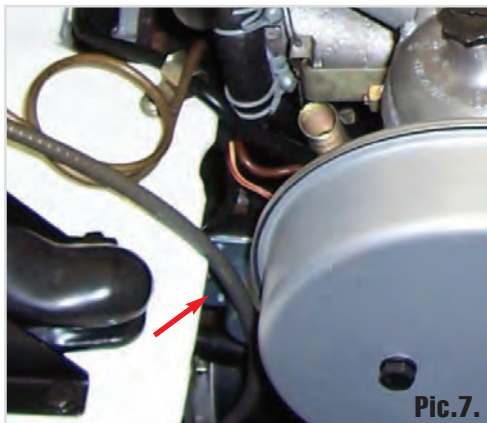
it has not been carried out in a competent manner there could be a risk of fire. The second is having all the main power running through a meter fixed to the dash. The third reason is even though high current leads must be used (45 Amp) their presence and the ammeter itself will introduce a small voltage drop which will reduce the charging current.



In practice the ammeter is inserted in the large brown lead between the control box and the starter solenoid which carries the supply to and from the battery. [Picture 4](#) shows the unmodified circuit and [Picture 5](#) shows the inclusion of the ammeter. On the circuit diagram, 2 represents the



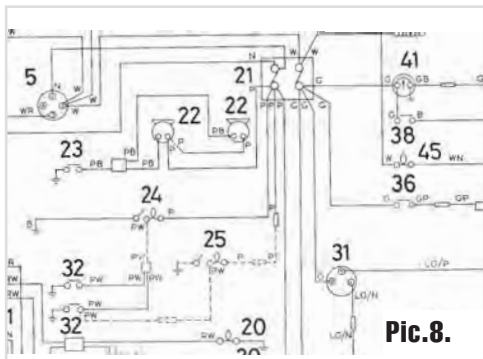
control box and 6 the starter solenoid. If you find the ammeter shows a charge when there is a discharge then reverse its connections. On the early Vitesse, 1962-1963, the starter solenoid is situated on the left hand side of the bulkhead, [Picture 6](#). From late 1963 the mounting of the solenoid was changed to the right hand side of the bulkhead. You can just see it in [Picture 7](#) hidden behind the air cleaner box. To keep the voltage drop to a minimum and to safely handle the



Pic.7.

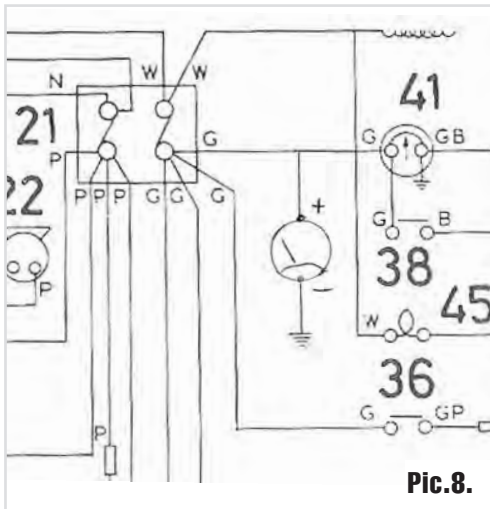
current I would estimate you should use a cable with at least a 45 amp continuous use rating to wire up the ammeter. This applies when the standard dynamo with an output no greater than 36 amps is in use.

In contrast the voltmeter is a lot more straightforward to install as it is fed from the ignition switched supply and ground. However, as you are dealing with the car electrical system there is still a need to ensure the voltmeter is correctly installed and there is no chance of its live supply shorting to ground. Therefore in the interests of



Pic.8.

safety I would suggest the voltmeter is fed from the fused ignition switched supply which is a dark green cable and can be found on the fuse-box. [Picture 8](#) shows the circuit for the 1600 Vitesse and [Picture 9](#) the inclusion of the volt-



Pic.8.

meter. The voltmeter is fed from the same point on both of the 2 Litre models. The voltmeter should be wired in place with 5 amp continuous use rated cable.

I believe with the better charging rate of the alternator and generally speaking more knowledge is required to interpret the readings of the ammeter, has resulted in a move away in the last 50 years from using this method of monitoring the electrical system.

Some voltmeters keep it really simple by just having a green section between 11.5 and 14.5 volts and red sections either side.

Those are the facts and I will leave it to your choice to either fit an ammeter or a voltmeter. Though the pictures do show either being fitted on the dash if you do not wish to cut holes then you can fit either below the dash using a mount bracket. These are still available from a number of suppliers who market the meters.

One final point. If you have a high output alternator fitted then due to the higher current I would recommend that you fit a voltmeter and not an ammeter.

That's it for this month.

Safe Driving & Keep Running On All Six
Dave



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TR 4/4A/5/250/6

BERNARD LITTLEWOOD tr4-tr6@tssc.org.uk

A Few Issues on my TR

Due to the current prohibitive price of Snicker bars, I have managed to pull together a report from my post Covid lockdown maintenance notes

As with all other Classic car owners, my 4A had suffered a lack of use due to the Covid situation. I used the car to travel for my first Covid "jab", one reason being that I wanted to drive the car and the other because lack of use causes deterioration.

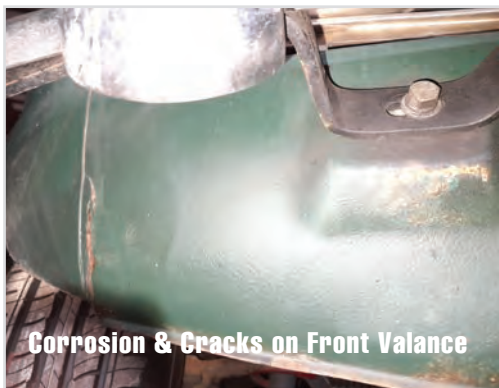
As I took one tight left corner as I left my house, I thought I detected a slight "knock" from the rear, but this happened just the once, so did I imagine it, or was the sound that of a stone or something else thrown up by a road wheel?

Fast forward a few weeks to when we were al-

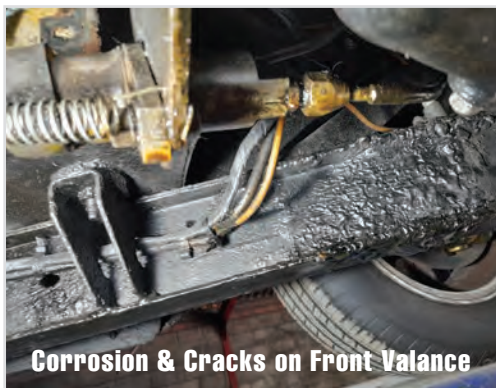


TR on my lift

lowed to travel within Wales. My son Jack and I took the TR for a run to Llangorse Lake. On one or two of the twists in the B roads, I thought that I heard that slight knock again. So, one of my driveshafts required some attention. As the knock occurred on tight lefthand bends, it was the N/S



Corrosion & Cracks on Front Valance



Corrosion & Cracks on Front Valance



Access to Drive Shaft Bolts



– passenger – left hand driveshaft that needed examining. It's never a good idea to leave it too long to address an issue like this as it can result in severe and expensive wear (coming from me that's rich, but I always action any issue that could impair safety immediately). I have replaced universal joints on many driveshafts for other people over the years that have been left too long (even my own Spitfire in the 70's because I needed it for work every day that I eventually repaired in the road outside my house), if it's the UJ's, damage can occur to the yolks and left even longer they can become

dangerous (although the UJ's usually make a "ticking" noise which gradually turns into a knock).

I believed that the cause of the knock on my TR was the splined sliding joint sticking occasionally.

I also wanted to give the car a good examination in general and as I had a couple of days before a non-Triumph marque club were hiring my unit and lift for 3 days for their members to work on/service their cars (an excellent use of their local area funds), I thought that I would carry out the work in comfort without having to bend my knees so I took the TR to my unit and placed it on

my lift.

A quick examination showed up the following obvious (when viewed at head high) issues.

- 1) **Corrosion on the front valance under the bumper**
- 2) **The stop/start leak from the clutch slave cylinder had damaged some paint on the chassis**
- 3) **Paint a bit thin/flaky on wheel arch lips**

I checked the NS driveshaft to see if I could feel any play or see if any of the UJ's had been spinning in the yolks (the latter would be the more likely sign as I have only ever been able to feel play in UJ's if they had been **EXTREMELY** bad),



Driveshaft Removal

but all seemed good so I decided to remove the driveshaft for a better examination. With the rear roadwheel raised off the lift (jacked off the chassis near the wheel and an axle stand further forward)



Driveshaft Assembly



2 Halves of Driveshaft

it was removed. With the hand-brake off the brake drum was removed and the 6 nuts which hold the outer shaft to the trailing arm were undone using a socket through the holes provided in the hub flange. The 4 bolts with nyloc nuts that hold the inner driveshaft to the differential output shaft were then removed and the complete driveshaft assembly was easily drawn through the trailing arm (all the brakes stay in place so no need to disconnect any brake lines, not like Spitfires etc where it's usually easier to remove the driveshaft complete with outer hub, brakes etc).

With the complete driveshaft assembly on the

lift, I removed the clips holding the central dust cover/boot in place, unscrewed the knurled collar (using pipe grips and being careful not to crush it as it is quite thin walled) and separated the two halves of the shaft. The rubber cover/boot was split around where the one clip had held it and there was grease on the underside of the TR in that area, so it looked like grease had been escaping from the sliding spline joint, this was borne out by the fact that the splines were pretty dry (hope-



NEW Versus BROKEN COVER

fully meaning that the "knock" was the joint initially moving after sticking due to lack of



Sliding Splines packed with Grease

lubrication). A stroll to Rocketdog racing provided me with a new cover/boot for £2.50! Complete with tie wraps to secure it!

I packed the sliding spline joint with grease, fitted the new boot/cover and re assembled the two parts of the driveshaft, again being careful not to crush the knurled collar. The 2 UJ's were examined for any sign that they had been spinning and all looked good. I was tempted to fit new UJ's while the shaft was out, but it had only been a few years ago that I had replaced them and with the evidence of the dry sliding splines and the fact that I had been sure that the noise was not a UJ issue I decided to grease the UJ's

while the shaft was out.

Also, I wanted to know if the sliding joint had been the cause and I wouldn't be sure of this if I had changed the UJ's as well at this point.

The re greased and booted shaft was re-instated in the car using new nyloc nuts for the outer hub and the yolk to differential output flange. The brake shoes required adjusting in to enable the drum to be re fitted (no doubt because I had altered their position when removing and re fitting the drive shaft) and then had to be wound out to adjust the brake. The roadwheel was fitted and the car lowered onto the lift.

Whether 1 job or 6, my TR's in good nick!

Bern



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TR7

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STAG

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TR6

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Gearbox (exchange)	£600.00
Mk II front side/flasher lamp 216149/216150	£42.00
HT lead set	£18.00
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STAG

Ben Carney stag@tssc.org.uk

Keeping your Cool – Revisiting a Cool article from Phil Willson

Hello again, some months ago I was asked about problems with the cooling system, including regular maintenance, and I responded by pointing to a series of articles by the late Phil Willson.

I've been asked the same questions again by a new member, who does not have access to the original articles. Therefore, I think it would be prudent to revisit Phil's articles, to help new members, but also make people aware of the great contribution that Phil made to the Club.

So, here is an abridged version of Phil's article about the cooling system.

The Stag Cooling System.

Almost everything else on a Stag is the same or very similar to other models in the Triumph range. The engine is, however, unique as it was not used on any other model, although it has a family connection to the slant fours used in the Dolomites and TR7s.

The cooling system is mostly conventional in that a pump takes cooled water from the bottom of the radiator, passes it through the block, cylinder heads and inlet manifold then out via a thermostat to the top of the radiator. It is then cooled and sinks to the bottom ready for the cycle to start again. A smaller outlet pipe from the back of the left hand head sends hot water to the heater radiator and returns it to the pump. While the engine is warming up and before the thermostat opens, the coolant is short-circuited back into the pump input. My take on the coolant circuit is shown in [picture 1](#).

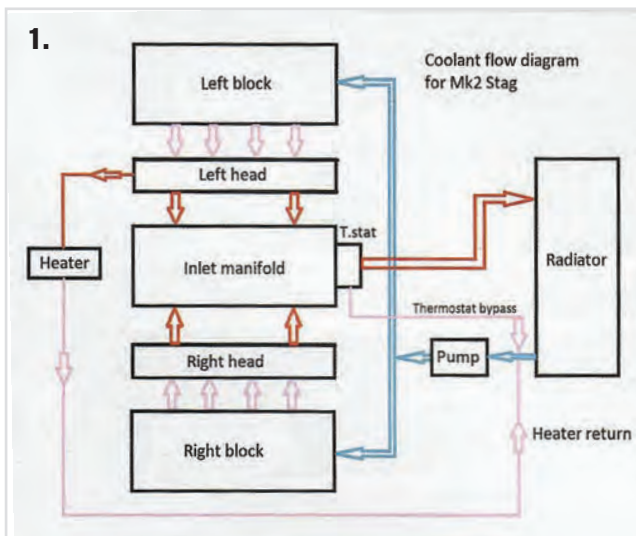
The system is pressurised using a radiator cap. Early cars (up to LE10000) had a 13psi cap on top of the radiator and a plastic bottle that

caught any excess that was expelled. The 13psi cap raises the boiling point of the water/antifreeze mix to around 124C.

A 20 psi cap was fitted to later cars (LE10001 onwards) to take the boiling point up to around 130C. Instead of being on the radiator, it is on the top of a plastic expansion bottle. The idea here is that expelled coolant, once the engine cools down, is sucked back into the main circuit by the partial vacuum caused by the volume of coolant contracting.

It goes without saying that the higher working pressure will put a bit more strain on the system and it is recommended that good quality reinforced hoses are used throughout.

The engine thermostat also changed from 82C pre engine LE20881 to 88C from LE20882. The



later engines had the type of thermostat shown in [picture 2](#) with the extra plate that closes off the bypass circuit when the thermostat opens.

Early cars had a 6-vane rotor in the pump, but this was later increased to 12-vane for improved



circulation. All the while the pump works then it should be fine providing the coolant level is kept above it. The pump is at the top of the engine, so it is vulnerable to the coolant level dropping too low. Regular checks on the hoses etc. are important but many people fit a header tank to keep a reserve above the pump.

As with all cars, radiator performance drops over time. Regular flushing and the use of soft, de-ionised or distilled water in the coolant mix instead of hard tap water can be of benefit. Later cars were fitted with smaller radiators in the factory, which is counter to any logic but probably a cost saving measure. Most of these have probably been swapped out by now. Standard radiators have three rows of cooling tubes, but 4-row units help improve matters. The table in [picture 3](#) is a table of measurements carried out several years ago that shows how flow rate changes ac-

cording to engine speed, radiator core type and the water pump type.

All very simple so what could possibly go wrong?

Keeping it clean

Some early cars had casting sand left inside the water jacket, so water flow was restricted. This either killed the engine or it was cured by flushing. Either way, that issue is (hopefully) well in the past. Engine and radiator can still silt up; however, a regular (annual) flushing should deal with this.

Electrolytic corrosion due to the reaction between the aluminium heads and the cast iron block. This is made worse if the system has been filled with plain water or a poor antifreeze mixture. The problem is held at bay with the use of good quality blue antifreeze containing corrosion inhibitors.

Again, an annual flush out is a very good idea with new blue antifreeze going in. The recommended life of ethylene glycol antifreeze is only 2 years anyway. The main standard to look out for seems to be BS6580 (2010) although, apparently, this has been superseded by ASTM D 3306 & ASTM D 4985. A 33% antifreeze to water mix should be good down to a rather chilly -20C (-4F) while a 50% solution takes this down further to -36C (-33F). Failure to use an inhibitor will lead to the heads being gradually eaten away causing head gasket failure. Do not use an OAT (organic) antifreeze.

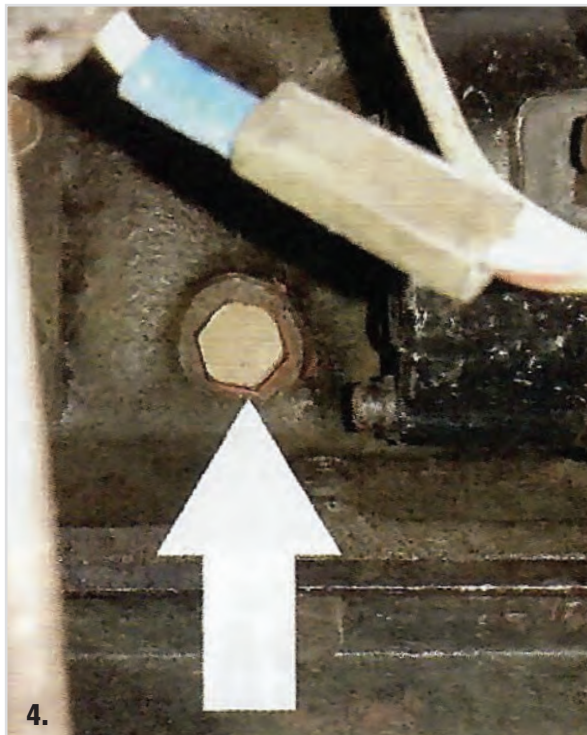
Regular maintenance is the key, possibly along with some aftermarket improvements. It is well known that BL did not spend much money on sorting out the problems of the Stag as their priorities lay in their mainstream models. It was left to the owners, the clubs, and outside companies to sort out the issues - and they have done that

extremely well. I will go through the basic maintenance here.

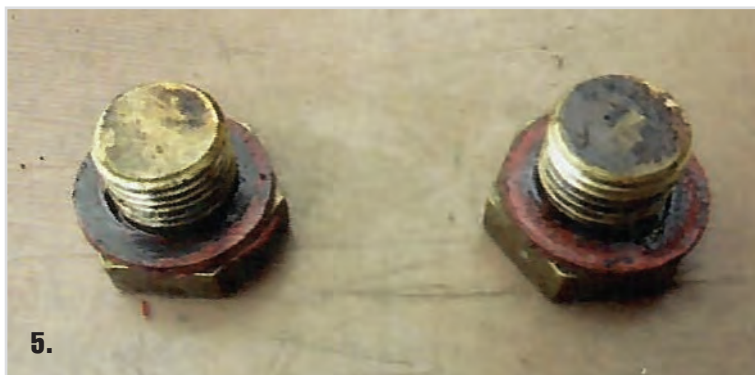
To flush out the system you will probably have to remove the bottom heater hose. Earlier cars had a drain tap in the radiator and on the block, but these have mostly gone by now, or have clogged up.

Engine speed (rpm)	6-vane pump 3 row radiator (litres/min)	12 vane pump 3 row radiator (litres/min)	12 vane pump 4 row radiator (litres/min)
2000	47	57	66
2500	55	68	78
3000	64	86	92
3500	77	96	107
4000	89	107	122

I like to remove the thermostat housing and flush the block through the hole. The water should come out of the hose from the water pump. That should take care of the manifold, heads and upper passages in the block.



Having done that, I then remove the two block drain plugs, one on either side of the engine (Pictures 4 / 5) under the exhaust manifolds.



They are brass and have $\frac{3}{4}$ inch heads. I have been lucky so far and the coolant has poured out of these. It is common for them to silt up in

which case you should try to dig out the silt with coat hanger wire or similar. Once coolant is running from these, flush again. Finally flush the radiator. Once all is clear then replace the drain plugs (having checked the state of the fibre sealing washers - replace if in doubt), hoses etc., and fill with new coolant, as mentioned earlier.

Run the engine with the heater valve open until the thermostat opens, which should clear any airlocks. Then you can top the system up. Check it again after a short run. Although I have never used them, there are proprietary cooling system flushing agents available from people like Holts and Wynn's.

The overriding message is that the engine should never be allowed to boil. If the temperature gauge goes well into the red, i.e., much higher than normal, then stop the engine and sort out the problem. Driving on in the hope of getting to your destination or a garage can easily wreck the engine. My insurance policy has been to fit a header tank and an electric fan plus performing a full flush of the system each Spring.

Phil Willson

Well, a big thanks to the late Phil Willson for sharing his experiences. Have you had any similar experiences, then email me with your stories, other readers can benefit from what you have to say. Disclaimer: Phil's comments offered here are from his vast

experience of owning and working on his own Stag, but are only provided in good faith, not as a guide for undertaking any work on a Triumph Stag. For full technical details of undertaking any work on the Stag, please refer to the Triumph Workshop Manual.

Best wishes to one and all.

Keep those V8's purring!

Ben



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A Sywell Meeting

I was at Sywell Aerodrome for the Classic Pistons and Props event a few weeks ago and was pleased to see a few Spitfires on display.

I was lucky enough to meet one of the owners Jane and her partner who told me all about their beautifully restored 1500 and with a little arm twisting I was able to persuade Jane to write her story down so I could share it with you...

Janes 'Little Spit'

I first saw Little Spit, as she has come to be known at home, in summer 2020 whilst out on a bike ride, sitting on the forecourt of a local garage. I had no plans to buy another car, certainly not an old one, but she tugged at my heart strings. I loved her curves, and her daintiness - and the fact that she was a relatively locally built classic car. If you look at the "before" pic you'll perhaps see why she reeled me in! Several days later, having parted with too much money, as I later learned, she was at home with me.

She's a 1978 Spitfire 1500, finished in the one-off Flamenco Red, and sitting on chrome wire wheels. She has around 86k miles on the clock and drives 26



Little Spit - Before with Hardtop

well. As far as I know she's lived most of her life in the Midlands, with her registration number hailing from Wolverhampton, and



a Work in Progress

prior to me, she was owned by a gentleman on the outskirts of Birmingham, he having bought her from his neighbour! She'd been through the car auction system before landing on the

aforementioned forecourt.

We had a great summer in 2020, including a trip out to what remains of the Standard Triumph factory in Coventry (the social club!), just for old times' sake.

When the winter came, she went into storage. She had a few bits of obvious cosmetic work that needed to be seen to, so I started to look for some help for her. I settled on a reputable Triumph restoration business and off she went. I asked the team there to give



Not so pretty under the Skin!....

her a good look over while she was there. And so it began - photos of rust (and of filler) started rolling in, more and more bad news, week after week. I spent too many Saturday mornings at the workshop seeing the widespread decay for myself, with only a finely brewed cup of tea for solace.

I could have walked away, but I felt she deserved a chance. Above all else, I wanted her to be made safe, and to be future-proofed. So we addressed everything we found. What started out as a few cosmetic bits became almost a full restoration. And as work

progressed the photos & visits became much more encouraging.....

She has had significant work completed on the body shell - including new inner & outer sills, new front floor pans, new rear valance, and new door skins.

She's had a full suspension rebuild, a full overhaul of the braking system, a new exhaust system, new oil cooler pipes, a new wiring loom, a bare metal re spray, her hard top has been restored and re-headlined, and the old vinyl hood has been replaced with a mohair one. Inside she has had the gauges refurbished, a new steering wheel & boss, new dash trim, new carpets, and a new radio.....

We've left as much as possible of the original car both from an originality point of view and from a cost perspective, so she isn't perfect showroom condition. But she's safe, she will see many more years, she looks very well, and she sings again!

If I'd known, on that fateful bike ride, what I know now about the size of the job to come, I probably would have left her on that forecourt - but as it is, I feel privileged to have been able to have been able to help preserve this tiny piece of relatively modern & local British motoring history, and I'm so glad about that. She will stay with me now for as long as I am able to drive her.

Jane Humphreys.

Jane, thanks for the article and the photographs. I think she looks fantastic, and I think your being modest when you say she isn't showroom condition! I would also add you can't put a price on happiness and the happiness 'Little Spit' appears to be bringing you is priceless.

I attach a few photographs of the other



Looking amazing at Sywell





Spitfires I spotted at the show, if one of them is yours I'd love to hear from you and publish

your story....
Cheers,

Steve



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How much Triumph?

This month I'm falling back on my tried and tested formula and bringing you three Triumph-based cars that are up for sale as I write, well, one was actually recently sold.

I'll start with the red car, **POL439G**, which is due to be auctioned by the now famous Mathewsons company from Pickering in Yorkshire. The auction date is a few days after I'm writing, so you could probably find out how much it achieved. The catalogue estimate is £8,000 to £9,000.

The Mathewsons web site has many photos of the car, and I hope they don't mind that I've borrowed a couple to show you. There is also a short video of the car, where one of the sons shows us around it. We don't learn much, as Mr. Mathewson admits

he knows nothing about it. The catalogue text is brief, with spelling corrections by me:

"Current V5 present. Paperwork includes some printed history about the vehicle, MOT certificates, and various invoices and receipts for parts and work.

The vendor has supplied the following:

1990 recreation of a 2-seater open top 1950s racing car, manufactured with a glass fibre body, aluminium bonnet and wings, on a Triumph Vitesse 6-cylinder chassis. Full tonneau cover and seat belts."

So, we really only have the photos to go on. Got to admit, it's a striking car. We can see from DVLA and DVSA websites that the car is still registered as a Triumph Vitesse. It is shown as having a 2000cc engine and it has a current MOT.

Now on to the silver HTM250F... I de-





scribed the first car as striking, what do I call this one? *Striking in spades?*

which the car is supposed to be a recreation. Here's some of the interesting bits:



"... this really amazing recreation of the original Italian 'dream machine' was reputedly built some 25 years ago by an aircraft engineer and was carefully reproduced to retain the look and feel of the famous race car.

100s of hours have gone into its development and represents an incredible opportunity to own a

This car was sold by carandclassic.com auctions back in the summer, I'll defer telling you what it went for.

In contrast to the Mathewsons catalogue, the text for **HTM250F** goes on a bit. It includes a history of the Maserati 250F grand prix car from the 1950s, of





replica motor racing legend. This road registered car doesn't come with any specific build information or maintenance history.

The minimal recorded mileage is also unconfirmed, so it is a case of what you see is what you get - what you get, however, looks amazing and is cleverly engineered. With a degree of maintenance, it should offer an incredible driving experience.

A strong chassis sits beneath the body and comprises of braced 2" main rails and a tubular ladder-frame, similar to the original 250F construction. Having been built some years ago, we can see some superficial surface corrosion to parts of the painted chassis, inner framework and suspension.

The most significant departure from a genuine 250F is the inclusion of a BMW 325i derived engine with reasonably comparable performance figures of around 215 bhp @ 6,500 rpm (The Maserati A6 straight-six produced around 220 bhp @ 7,400 rpm)."

I admit to always being slightly suspicious when I read, **"Built by an aircraft engineer"**, but I've no reason to disbelieve. There are one or two other issues with the catalogue description. Looking up the car's registration shows it is registered as a Triumph Vitesse, blue with 1998cc engine. This doesn't match with the photos of a silver car with, according

to the auctioneers, a 2500cc engine. The car is shown as having passed an MOT in July, presumably it was put through by the new owner.

What do you think the new owner paid for this one-off car? I'll tell you, **£49,250**. Yes, you read that right. Possibly a world record for a Triumph Herald/Vitesse based special?

These two cars clearly come in the category of "special" rather than "kit car", and both show an impressive degree of application and skill on the part of their builders. Interesting that both cars have been submitted for MOT by their current owners, and it is interesting to me that the fact that both cars come up on the government system as "Triumph Vitesse" didn't bother the testers.

Twenty years or so ago we kit car owners were told that the registration document should reflect what the car looked like, and it would fail an MOT if it didn't. It was at that time I got my Moss Malvern inspected, and the registration document was officially changed from Triumph Herald to Moss Malvern. The rules for naming cars may have changed, I don't keep up.

One more car this month, **LWY821**, one that, as I write, is on Ebay, third time around, with an asking price of £17,000. This car is a kit rather than a special; I have written about the A352 before and the kit can still be bought today, from a company called Old no7, based near Dorchester in Dorset.

Here is a truncated version of the Ebay description: **"Triumph A352 Le Mans.**

Body mould from D Type Jaguar, shortened and narrowed to fit MK IV Spitfire. Built in 2017 on a 1972 MK IV Spitfire donor. Good strong chassis, floor and sills, rotten doors, boot lid and bonnet, so ideal donor.

I built the car myself and have a full port-



folio of the build from start to finish. A real head turner and great fun to drive. Sounds great too! Megabucks looking car with masses of nostalgic 1950s race car appeal, that's cheap to run, maintain and insure. Used fairly regularly, but not enough to warrant keeping her!

The car is stunning, but is 51 years old. No warranty given or implied."

The seller does give a long list of new parts fitted, which I have left out. I do find his comment that the car is 51 years old a little odd; which bits of this car are 51 years old?! Surely, if you're going to assign a build date then 2017 would be the most appropriate?

Checking the registration shows it comes up as a Triumph A352, and it apparently last passed an MOT in 2019. This gets me on to another aspect of the current law of the land... can this car claim MOT exemption? The rules for MOT exemption are explained by our government under the heading Vehicles of Historic Interest. Most of you will know that a car qualifies as a VHI when it reaches 40 years old, and can then be exempt from a formal MOT. The cars are not exempt from being to MOT standard, however, and when you tax a car that does not have a formal MOT you effectively have to make a declaration that the car achieves MOT standard.

As with all laws, there are caveats. One such with the VHI regs is the **"substantial changes"** rule. As it reads it seems clear that if you have made certain changes to a VHI within the last 30 years you cannot claim MOT exemption. My reading is that changing a Spitfire MkIV into an A352 qualifies as a substantial change. Hence, A352 LWY821, converted in 2017, cannot claim MOT exemption.

I did broach this, tactfully, with the seller, over Ebay messaging.

He replied that he has confirmed with the authorities that his car can claim exemption.

I left it there.

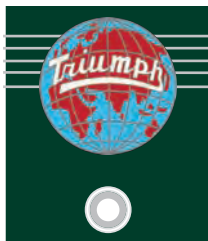


I think most will agree that the three cars I featured are very good looking, though I would like to see all three with a driver sitting in... to check that they look like they are IN the car and not ON the car, a subject I've written about more than once. All three do, in different ways, raise issues over their paperwork. I am no authority on current laws on naming or testing of home-built cars; I do advise anyone considering buying one or building one from the start to check directly with the relevant government department, remembering and there is DVLA and DVSA, which seem quite separate.

If anyone reading this does have recent experience with the authorities on registration or testing of Triumph-based kits or specials please share them with me, and I can share with everyone else.

Trevor

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



INTERNATIONAL LIAISON

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California Dreaming

At a time of year when many of our members are just entering the distinctly cooler days and longer nights of winter, it's always lovely to hear from members who write to share a little bit of their sunshine with us.

You will recall Lance Smith's lovely tale of the Herald he has owned for so many years, that we ran in the August 2023 Courier. Well, we're delighted to be able to tell you that Lance



UK -12/50 ?



Herald was **"drawing a great deal of attention to itself"**. We're not surprised, as she's a little beauty.

But his main report covers Triumphfest 2023, in San Rafael, California, hosted over a long weekend by the:

Triumph Travelers Sports Car Club (<https://triumphtravelers.org/>) of the San Francisco Bay Area.

Over to Lance:

"The event is open to all Triumph

has been in touch again, to send us some pictures to bring more California sunshine into the magazine.

We begin with these pictures of an intriguing Herald 12/50 with sunroof, spotted at a Hot Summer Sundays event, in Danville California - intriguing as it is not only right hand drive, but also still carrying a 1967 Exeter, UK registration. Lance says the



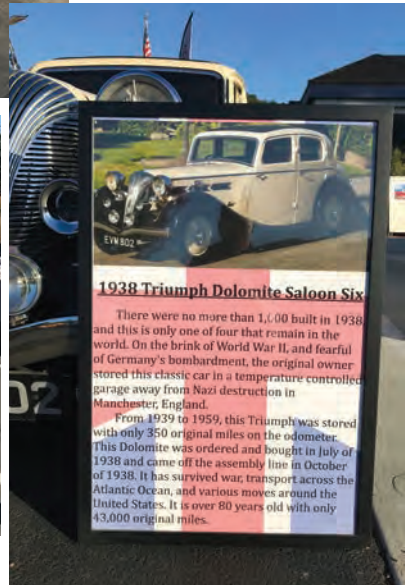


Jim Caine

usual suspects showed with their Heralds and Vitesses and some other interesting cars as well. Cliff Watts brought his beautiful shiny red Herald Estate. Jane Hamer brought her metallic blue Vitesse. Steve Hedke trailered in a barn find 1600 Vitesse complete with rat's nests that he had bought only a few days before. Jim Cain showed his red with white stripe 1600 Vitesse.



Cliff Watts



Jane Hamer



1938 Gloria

owners and fans. If I understood correctly there were over 200 registrants and 150 showed up. This was a very good turnout.

There were drivers from as far away as British Columbia and Colorado.

My focus is on the Heralds and Vitesses. The

Three very unusual Triumphs were on display as well, a 1938 Dolomite, a pre-war Gloria (with both side and downdraught carburetors?) and the 102nd Italia 2000."



Wonderful Waterfall Dolomite



Glorious - Gloria



Steve Hedke



102nd Italia

Thank you Lance - it's great to hear from you again and to see so many Triumphs getting out and about in your area.

Next we hop to Malta - somewhere we usually associate with warm, sunny, weather. But as John Pullicino's last report told us of blistering heat and this one tells of rain and the near



Bahrija Sunset

miss of a serious storm, we may need to reconsider our stereotypes.

John's report tells of their 3rd run of the year - which turned out to be a more modest event.

Malta group Run 3, 2023 - only the brave

warning was issued for storm Daniel.



Those of you who have heard about the massive destruction and loss of life as it hit Libya later, would surely excuse any Triumph enthusiast for



"Way back in June 2023, some of our British friends were interested in attending one of our runs whilst on holiday in Malta and a tentative date was set for Saturday 9th September. I had fears that this could coincide with a massive storm which is typical in the Maltese islands after a long hot summer. So it was, and a storm

not bringing out their cars. Our bays must have been sighing in relief as within a few days all boats were lying on the hard. The storm just missed us but even the light rain kept most of the Triumphs indoors.

Nevertheless, Elizabeth and I had Patrick and Anne as guests on board and ventured out in our Toledo, joined by Richard and Margot in their pristine Spitfire. I helped Richard raise the top during a light drizzle joined by James and our English friends Brian, Anne and Jenny.

We drove through to Bahrija where we had a great evening together enjoying dinner after being welcomed by a glorious sunset.

The Triumph turnout was poor due to the rain forecast, but the evening was immensely enjoyable. We're still determined and looking forward to Autumn Sunday morning runs and to doing more with our Triumphs.

Finally, we have a brief visit to Belgium, thanks to **Stefan Vandendijk**, our long serving Belgian Country Contact.

A Spa Treat

Stefan visited the 30th Spa 6 hours, reporting *"Beautiful weather, cars and atmosphere. I talked to some UK visitors and all confirmed that, while not replacing Le Mans, it was better than Le Mans in many ways, especially Pit access, Pit lane outside races and Parking for oldtimers with a beautiful mix."*

Stefan also said that he hopes to see a TSSC visit again next year as the last time was "10 years ago (could be 5, 7 or ...)" We can sympathise with increasing year confusion - time really does fly.

All we know for sure is that it must be at least 6



years, as it's certainly before our time.

Thank you to John and Stefan and to all the TSSC members across the world who write to bring us stories large and small, to be shared with the TSSC world.

Do please keep getting in touch, whether you're a regular or might just tempted to write for the first time.

We're eager to hear from you at :

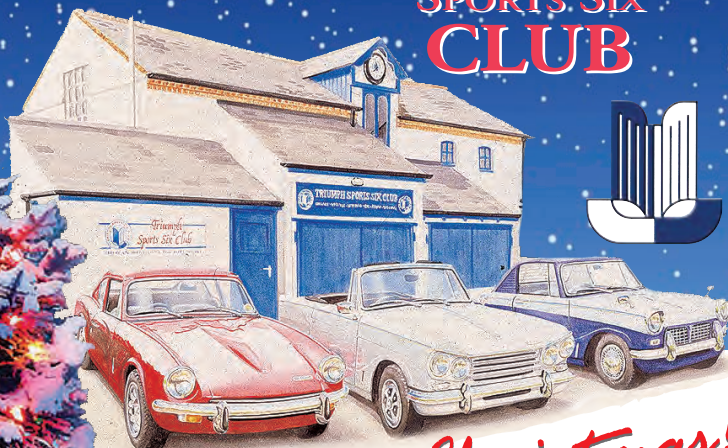
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Jess & John



Very Rare Morgan

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Let's talk about Insurance

As many of you who have read the amazing restoration stories in The Courier over the past few years or have seen the incredible standard of finish on restored Triumphs at shows and events recently will know, preserving a Triumph can turn into a costly business.

With rising costs and demand in professional restoration workshops both playing a factor, it's fair to say that we enthusiasts are finding that we need to invest more and more into our Classic Triumph passion.

Even if you have simply maintained your Triumph at home over a period of long-term ownership, you may find that the value of your Spitfire, Herald, Saloon, Stag or TR has increased to rather more than you might imagine.

All this means that the importance of ensuring you have an up-to-date agreed value on your Triumph is essential. This is also how buying insurance from a price comparison site online may fail you in the future in the event of a claim. Non-specialist insurers will simply lumber you with the book price from the second-hand car industry without possibly considering the true value of your particular car, its unique story and indeed the investment you have made into preserving it.

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at which you can insure your car. A TSSC Agreed Value valuation represents a figure that you should insure the replacement of a car for. It is the value that you might have to pay to get a car of comparable status in all the areas you currently have, today if you had to replace it. It does not simply represent the market value of your car if you were to sell it but the cost of buying another just like it if you were forced to try and replace it – a major difference between our offering and non-specialist cover. You can find the exact process for obtaining this valuation printed elsewhere in The Courier or online at: <http://www.tssc.org.uk/tssc/valuations.asp>.

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Don't forget the tools and the parts!

If you have restored a Triumph, you'll know just how many tools and spares you accrue. In fact, even just keeping one on the road ends up creating a garage packed with essentials that would impress a commercial facility! All these of course have a tremendous value if you sit down and add it all up and they aren't always included in your home insurance cover.

So, TSSC Insurance can add tools and spares to your policy to make sure that it's not just peace of mind we can offer on your beloved Triumph, but all the essentials that keep it going as well.

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Cumbria 5 Bridges Run

by Rod Moore & Ray Crellin

Each year Cumbria group goes on tour for a few days. This time Nigel Entwistle organised for us to follow Hadrian's Wall over to the North East then wander up to Edinburgh, St Andrews and Dundee taking in 5 significant bridges.

Five cars took part: Triumph 2000 automatic - Nigel and Christine, James in a Dolomite automatic, Dolomite Sprint - Ray and Gill, Herald 1200 - Eileen and Dick, 2L Mk1 Vitesse Estate - Joan and Rod.

We met at a garden centre to the north of Carlisle before setting off in convoy on the A69 towards Newcastle then turned off to follow the old Military road that runs beside Hadrian's Wall. This Roman road runs dead straight for miles but with roller coaster ups and downs. Going the other way was a steady stream of

older exotic cars including several DB4's and a lovely Bentley. We stopped to eat at the elegant single track Chollerford arched bridge over the Tyne near Chesters Roman Fort then followed minor cross country roads to Cragside House, this being the first house in the world to be lit by electricity. Passing over Wallington bridge, our

first night was in the Northumberland National Park at Clennell Hall, Alwinton.

Driving there involved much hand waving at several Triumphs going the other way.

Day two was on to Edinburgh via our next bridge, the long single track Union Chain Bridge over the Tweed. We found that only one vehicle is allowed on the



bridge at a time so our planned photo shoot was a bit chaotic what with the narrow approach roads and other cars and bicycles also wanting



round Inchcolm where we saw the Abbey along with numerous seals basking on the rocks. The next two nights were spent in Leven and visits were made to nearby castles and places of interest, all of us enjoying a barbeque at an almost deserted long, sandy, Tentsmuir beach in St Andrews Bay

to cross. Eventually all five cars managed to get to the same side where a few quick photos were taken and onward to the Jim Clarke motor museum at Duns. There is a choice of scenic routes available to get to Edinburgh; two cars followed the coast to visit Dunbar and

where Joan and I swam (Rod skinny dipped; I don't know what it is about our trips that makes him want to do this).



The final bridge was the Tay bridge, however our photo stop plans at the south end were thwarted by with road works, cones everywhere, and nowhere to stop. In the confusion Ray man-

North Berwick the others going more direct.

Next day we were to cross the fabulous new Queensferry Crossing bridge, but first met underneath it for a boat trip. It was here Nigel played his trump card as two bridges (the old Forth road bridge and the railway bridge) were to be passed underneath. The boat trip went



Ballathie House



aged to get accosted by a Scotsman who noticed the Triumphs in the lay-by, and being a Triumph "nut" himself had to investigate our cars, had a good craic with him. It appears he has a 2000 and would be at Scone Palace the next weekend for a car show.

He also recommended the Dundee Transport Museum, which we visited. When we got there we noticed a sign saying closed due to staff shortages, so contemplating what to do next, a guy came out and we explain we were car club passing though with an interest in old cars, so he let us in to view lots of old cars, Morris Minor police cars few early Jowetts.

For the rest of us it was straight over the Tay



Bridge and into the V&A car park at the Dundee end. After a look round this amazing structure and the city it was off to our final hotel at Ballathie House Estate, near Perth. Here we at last

managed a proper photo session although it was interrupted with the usual questions from interested onlookers.

Wherever we went the cars generated interest,

as summed up by an American lady overheard saying 'I don't know anything about cars, but I like the little blue one best!'

Next morning we parted to go our various ways, but not before, unsurprisingly, three of us first went to Chic Doigs as it was only a few minutes' drive from the hotel, all coming away with a selection of goodies.

Scottish roads proved to be just as bad as English ones with poor surfaces and potholes. A word of warning; towns and villages have 20mph speed limits coupled with raised pedestrian crossings and countless speed humps that are more like tank traps to our cars. All the cars ran well in spite of the heat from day after day of blazing sunshine in cloudless blue skies although James reported ominous vibrations and rattling from the Dolomite.

Visions of being ignominiously trailered home were dispelled when the cause was eventually found that the badge bar on the front bumper had come loose. With luck, next year he may have one of his two Spitfire rebuilds finished. We drove over five bridges and passed under two in total. However many bridges it was, thanks go to Nigel for organising the trip, bbq and hotels, we all had a really wonderful time.

Several of our members could not come for various reasons.

All were missed, especially **Roy Ross and Anne**. Roy is stepping down as AO and on behalf of the Cumbria group I would like to take this opportunity to acknowledge both of them for all they have done over the last 20 odd years and generally keeping us all in line.

A really big 'Thank You' from Cumbria.

Rod Moore & Ray Crellin.

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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	

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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+ - SERVICEABLE: The vehicle must exceed A1 - SERVICEABLE and with a little effort could be considered to be Concours. The vehicle's components should be free from any but trivial faults and should work efficiently.

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

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

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

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

TSSC INSURANCE - CAR VALUES

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

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

Please remember originality and rarity will always add to value

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

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

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

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

Above Values Revised as of 01/01/2023



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BOND EQUIPE

GUY SINGLETON guy@bondequipe.org

Factory Photos

You may have noted that the picture of the Bond Factory in action I used in last months article, is a 'new one', not one that has been previously circulated, or known to the Bond aficionados!

It is one of a small group of photos which have recently been found, so I am now sharing the others with you, with a few comments or observations – happy for you to join in and point out anything I miss!



Photo 1.

Photo 1 - 1300 GTs, likely to be September 1968 - October



Photo 2.

1970, due to black sills on the body, 2 litre cars can be seen behind the 4s, there were only 570 1300 4s made as opposed to 1933 1147cc models and 1431 2 litre cars.

I think looking at the supporting posts this is in India Mill prior to moving across to Ribbleson Lane for more assembly.

Photo 2 - Again I think in India Mill – and I assume a Scooter Ski Hull under construction.

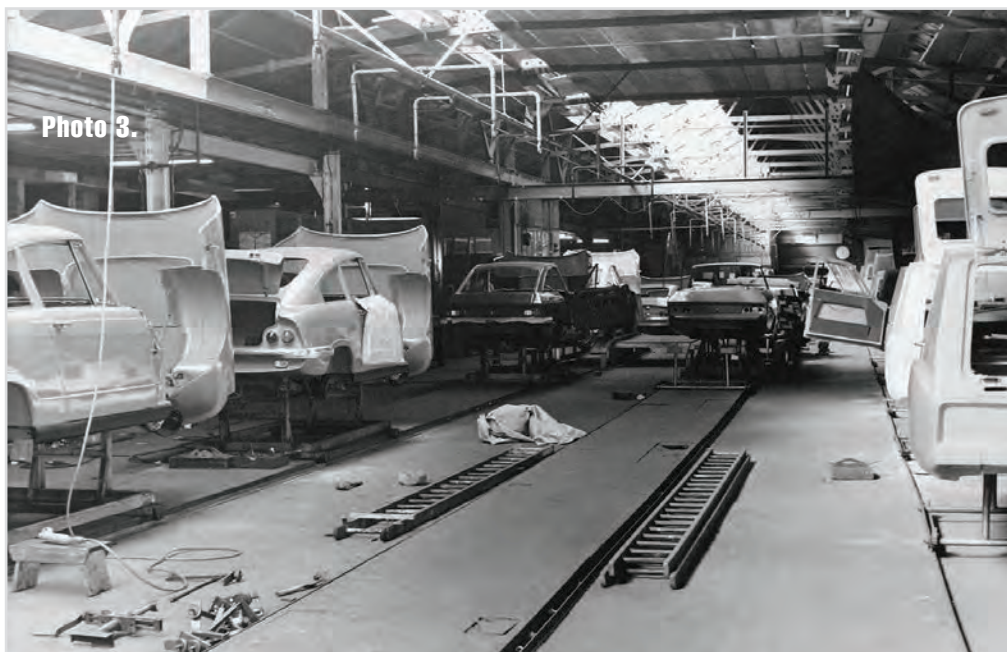


Photo 3.

Photo 3 - Now in Ribbleton Lane, showing three 1300 4s, two 2 Litre Coupes and a Convertible and 875 3-wheelers under construction. The furthest 1300 4s would appear to be almost complete with bumpers fitted and on its wheels. In

front of the convertible there looks to be something stacked, and in front of that another open bonnet, probably another convertible.

Photo 4 - Cars nearing completion, the 2 litre Coupe having its headlining fitted, also one can



Photo 4.



Photo 5.

see an original exhaust, and I see that there was a rear silencer with an exit pipe following the line of the underside of the car. The convertible in

the foreground seems to be having its hood fitted. **Photo 5** - 2 Litre Coupe in the spray shop, one would assume it's in for remedial works as



Photo 6.



Photo 7.

everything except the bonnet scoop and wiper arms are fitted, it would appear to be quite major work to be carried out at this stage of the production.

Photo 6 - Three 2 Litre Coupes parked up beside a Mk A or Mk B minicar, these are likely to be 1968 or 1969 cars, due to black sills and having the Equipe GT badge on the bonnet – in January 1970, the Equipe GT badge was deleted, and BOND letters fitted to the front of the bonnet.

Photo 7 - Assume this picture is at the 1969 Earls Court Motor show



Finally, a query via Face-book from **Adrian Todd** – do you know if this car **HLC 163C** exists? – it shows as unlicensed in 1988 on DVLA Website, so I think it is long gone – unless of course you know better!

Guy



948/1200/1250

Finn Adam Egeland-Jensen MBE

herald@tssc.org.uk

The Hatch! - Part 1

In this section of the Courier I did not want to keep bombarding you with technical fixes and things that I was sorting for my cars.

Luckily, as I had hoped, having settled into the role of Register Secretary for early Heralds, I am now beginning to get friends and contacts in the TSSC starting to offer detailed stories about their cars, especially if they are iconic, intriguing, special or individual.

This month therefore I can offer **Part 1 of 'The Hatch', with current owner Rob Newton-Allen**, whom I fêted in my opening article in July as having been register secretary from Apr 2006 until Feb 2011. Also with the car having been found, bought and restored by our current TSSC Chairman, Chris Gunby, a really intriguing car for everyone to learn more about.

Before I get to that I will cover what is going on for me at the moment. I hope everyone has had a good October, for me it has been a busy one, but not with respect to getting things done on either my 948cc Coupe, and I am still waiting to resolve some special parts to put the Coventry Climax Engine back in my own version of a Brabham Herald. Critically, as I will be moving to alternative work supporting Defence after over 42 years in the Royal Navy, I had the opportunity to take some resettlement training. Having looked at the options there was nothing too exciting apart from the opportunity to formalise the 49 years of maintaining and building bicycles for myself and others. Thus, I have been back in Devon attending the 'Cycle Systems' training facility at the former Seale Hayne Agricultural College near Newton Abbot. The latter is worth looking up as it has a very

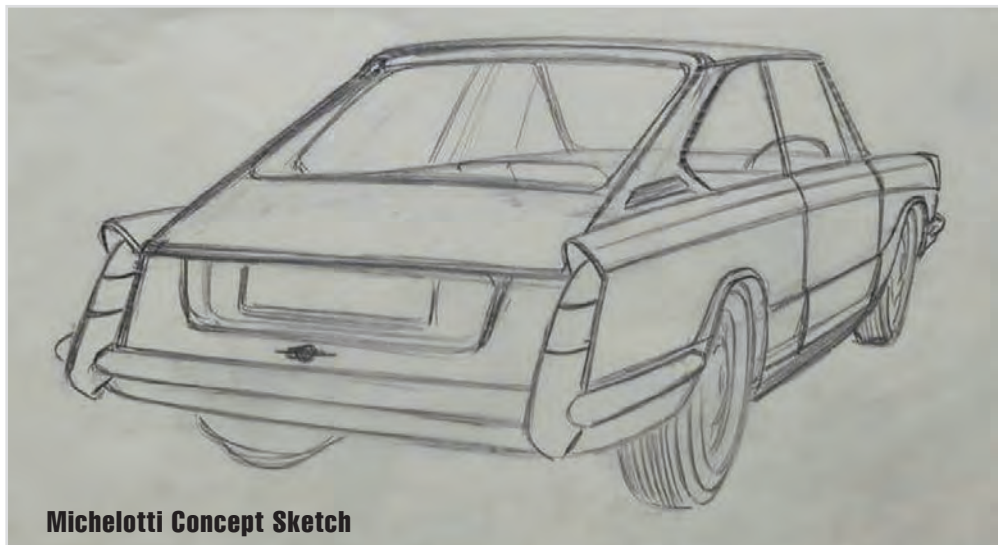
interesting history from the start of Charles Seale Hayne, a local land-owning Liberal MP, who wanted to ensure a strong future for Devon Farming. The facility was built between 1912 and 1914, thus it ended up being used initially as a training centre for the start of the Women's Land Army (WLA) then as an experimental Military neurasthenic Hospital to help those suffering from 'Shell Shock', with pioneering work being overseen by Sir Arthur Hurst.

By the time we get to the second part I will be fully qualified with a Level 3 Diploma in Cycle Maintenance able to work as a Professional Cycle Mechanic, which may be part of what I will eventually retire to do! But let us move on the start of the story of the Herald Hatchback; did Triumph miss an opportunity, should it have become part of the range, and, as I tend to think this way, will more information about the prototype trigger anyone else to build their own?

'The Hatch Part 1'

When the Herald 1200 arrived in 1961 Standard Triumph offered the car in many guises, saloon, coupe, convertible and estate in many model variants but there was no hatchback option because there was no appetite for such a thing. Within a decade everybody would go hatchback crazy, but in the early sixties the Renault 4 and Austin A40 Farina Countryman were the only mainstream products.

Triumph could see which way the wind was blowing, and in 1965 it commissioned Giovanni Michelotti, their favourite freelance designer, to come up with a Herald hatchback. Michelotti had styled the Herald, and having designed four body styles already, creating a fifth wasn't going to be difficult. Thus, a Wedgewood blue Herald 1200 saloon was taken from the production line and trailered to Michelotti's studio in Turin, nobody knows what the brief was; it was a question of, here is a Herald saloon, please turn it into a hatchback. As is often typical with prototypes, there was a different treatment for the C-pillar on either side of the car, but they are not so radically different that you notice this, one side there is a



Michelotti Concept Sketch

window that opens and the other does not. Few people spot that the off-side C-pillar is chunkier than the near-side, or that it features a grille for cabin ventilation, only on the driver's side.

Michelotti made any changes, aside from the fitment of a fixed rear panel where the lower section of the boot lid would be. The roof is thought to be an adapted estate panel to give the necessary extra length.



The Hatch when Built

The tailgate was presumably taken from a contemporary production car and modified to fit the reshaped Herald; the struts that hold it up are the same as from the estate. Michelotti built a unique fold-down seat, and the rigid parcel shelf is a one-off too, as is the headlining. But most of the hatch was carried over from the saloon. As a result, it would have been very cheap and easy to put the car into production, but Triumph clearly felt that it was too much of a risk when it already offered a Herald with a fold-down rear seat, and a single-piece tailgate in the estate version, so the hatch was declined and never put into production.

Soon after the hatch was built, it was sold to a Triumph employee to use as regular transport, and by 1970 the Herald was sadly already derelict as seen in the final photo.

Forward of the B-pillar and below the waistline, the hatch is identical to the Herald saloon; it's only the rear section above the waistline that

As a prototype not intended to be driven, the Herald wasn't rustproofed, which hastened its demise. That Triumph employee who bought the



Hatch Nearside Rear Quarter and Hatch Offside Rear Quarter



hatch then sold it to someone who intended to fit a Vitesse 2.0-litre engine, but the car was already too far gone to be worth reviving. So in-

stead, it was stored outside where it gradually sank into the ground.

Chris Gunby (TSSC Chairman) saw a picture



Hatch Tailgate

in Classic & Sportscar in the late 1980s, with a picture of the Herald hatch, asking if the car had survived. He found the car fascinating as nobody knew anything about it. He wanted to find out whether or not the car was hidden away somewhere, it took a lot of digging to get anywhere but finally the car was located.

Unfortunately for Chris, the car had sunk into the ground up to its wings, with everything having rotted away, but there was some light at the end

of the tunnel. The owner knew exactly what he had, so he had removed everything that was unique to the prototype and stored it carefully away.

That was 2007.....

Onset of Winter

Through September into October, it has not seemed to be much like Autumn, yes there have been days of heavy rain, but in general it has been more of an Indian Summer. But do remember as you wait for the second part of 'The

Hatch' story to think about essential Winter preparations, either for taking the car off the road to preserve it, or to conduct bigger maintenance tasks, but especially if going on with Winter use of the car. If the latter, do think about vehicle spares, cold weather support items if stranded, and potentially Winter tyres.

That is it for this month, next time you will be hearing from 'Bicycle Repair Man'! (For the younger ones amongst you that is a Monty Python reference.

Adam



Not Quite a Car! - 1980's

Look after each other

This month I was very pleased to receive some words from Shropshire Joint AO, David Embery. It's the story of Debs & Boris the Herald 13/60 and their adventure to the Goodwood Revival, so let's get straight into it.

TSSC Members Looking Out for One Another and their Triumphs!

Recently, a few of us from Shropshire Group went down to Goodwood and enjoyed the Revival. Something of a 'Bucket-List' item for sure and it did not disappoint. Certainly more of a social occasion as opposed to your conventional car show for sure. Something on hand for everyone to enjoy from classic car racing to as much Ice Cream as one could take!

The later item was a definite for all who attended the Revival as it started as a hot weekend and then just got hotter!

Debs is one of our newer group members in Shropshire. With her sister, she embarked on the weekend in her superb Herald 13/60 con-

vertible (Boris!) with much energy and enthusiasm. Whilst chatting away over dinner on our first evening, Debs described what had happened earlier in the day. Before leaving the Midlands, she and her sister had reason to visit a local garage to sensibly check engine oil and coolant levels. The 'mechanic' they spoke with



advised he had found Boris's Radiator Cap was effectively in bits (Pic 1 & 2). Instead of advising its immediate replacement, he advised he didn't have one in stock so he put it back as he found it and let Debs leave for her long journey to Goodwood. This amazed me, bearing in mind the important safety function the Radiator Cap fulfils and the long journey Debs and her sister were about to embark on in Boris.

Despite the fact Boris's Radiator Cap was effectively in bits and therefore not likely to function in anything like the purpose for which it is designed, Boris made it down to Goodwood without incident, I thought it was pushing everyone's luck too far not to try and rectify the situation so that Debs and her sister could then return home with Boris as safely as possible. As I said before, the problem was that the Revival is not your conventional classic car show in terms of



lots of spare parts being on hand. So, the only realistic solution was to fall back on the 'brother and sisterhood' that is the TSSC membership. A phone call went out to Nigel Ayer and George Ashborn of West Sussex Group. Happily, both were also going to the Revival over the weekend



and both could source a new Radiator Cap for Boris (Pic 3 & 4). Problem therefore solved as they met with Debs at the show and sorted matters so



that not only did Debs and her sister safely enjoy travelling around the Goodwood area for the remainder of the weekend but also safely complete the long journey back home to Shropshire.

Huge thank you to both Nigel and George of West Sussex Group. Their help was very much appreciated and shows as a great example to us all why our club is so great. Members looking out for one another and their Triumphs!

David

Just to finish off a couple of great pics of Debs & Boris! (Pics 5 & 6).

That really is what this great club of ours is all about, always help at hand when you need it.

Air Dryer

During the summer last year I wrote a series of articles about painting your Triumph at home, hopefully you found them interesting and maybe even gave one or two of you the confidence to give it a go. As a little follow up to that I thought I'd talk about one of the many painters' enemies and that is contaminated air. If there is water, oil or other contaminants in your air as it leaves the gun it will create all sorts of issues in your paint such as fisheyes, silicones etc. Top end body shops will have spent £1,000's on stopping this happening, using a combination of refrigerated Air Dryers

and multi-stage filtration to provide breathing quality air, most of this is beyond the home painter.

Since my articles last year I have gone from single to two stage filtration, this removes particles down to 0.01 microns. In last month's article I wrote about my compressor upgrade, whilst this is helping considerably with better air delivery, a bi-product is that it seems to be producing more moisture in the air. The two stage filters are coping with this water, but to prolong their life I wanted to try and reduce the amount they have to deal with.

If you can't stretch to a professional Air Dryer to reduce the water, these are around £1,000, then you have two more cost effective options.



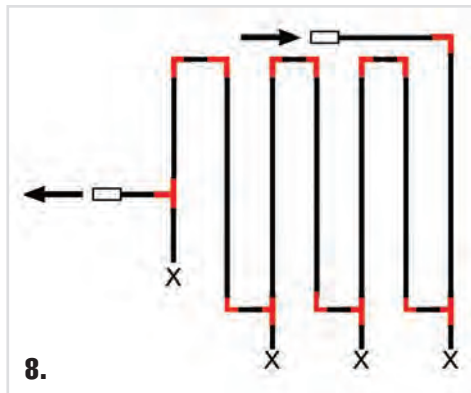
Option 1 – Fit an intercooler & water trap in between the pump and receiver (Pic 7). The intercooler rapidly dries the air as soon as it exits the pump, the water trap then collects the condensation and delivers considerably dryer and cooler air into the receiver/tank.

Option 2 – **Create an Air Dryer** using copper pipe and ball valves. This is a series of long runs of copper pipe in U-shapes, at the bottom of each U-bend is a lower tail with a ball valve. The copper is a good conductor of heat, so as the air cools moisture gets trapped in the tails of the U-bends and then at the end of each day you crank open each valve to let out what has been collected.

I liked the intercooler idea and may consider that at some point, but as I'm running dual compressors it would mean doing it twice, so doubling the cost, so I chose the Air Dryer option as it could be mounted in a separate workshop where the hose runs from the two compressors has already joined, so just a single set-up.

So what do you need? I bought 6 x 2m lengths of 22mm copper pipe (I needed a bit more than this

but I had a couple of 1m lengths already), 4 Ball Valves, 4 Tee Connectors, 10 Elbow Connectors, 22mm Compression to $\frac{3}{4}$ " Female BSP (x2), then a reducer to $\frac{3}{8}$ " BSP (x2) and $\frac{3}{8}$ " BSP to 10mm hose barb (x2).



Pic 8 was my quick design I knocked up so I could work out what I needed. You could have more pipe runs & valves if you want, adding extra will of course help as would the length of the pipe runs. Pics 9, 10 & 11 are the pipes all cut to length ready for assembly, on the ground



soldered together and fully complete and mounted on the wall. Pic 12 is the connection needed to join 22mm pipe to an airline with a 10mm ID. It comprises of a 22mm compression to $\frac{3}{4}$ " BSP fitting, then a $\frac{3}{4}$ " to $\frac{3}{8}$ " BS $\frac{1}{8}$ re-



water coming out of the 3rd & 4th valve, indicating the air reaching the two stage filters is pretty dry.

Workshop News

Simon's TR4a is still with me and progressing



ducer, then a 3/8" BSP to 10mm Barb.

It's only been up and running a couple of days, early signs are that it's working well. At the end of a working day, as you work along opening the drain taps, there should be a decreasing amount of water in each. So far there hasn't been any

well. The body, 4 wings, hinges, doors and the inside of the boot lid have all gone into colour.



Prep has started on all the remaining panels, though some will need remedial work.

See you next month.

Darren



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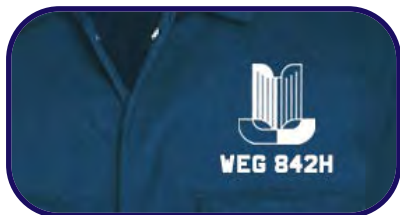
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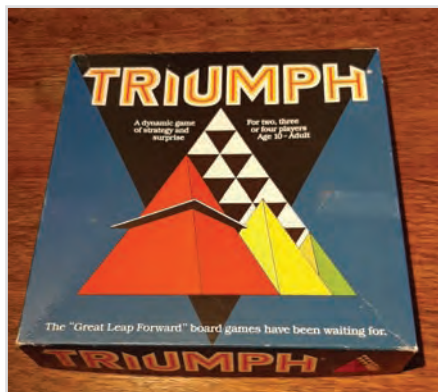
SUZIE SINGLETON spitfires@cadley.org.

Playing the Game...

I think I may need to ask forgiveness this month as I don't seem to have much Spitfire related to share with you. If you wish to prevent this calamity in a future Courier please send me your photos and words about your cars – or anything vaguely appropriate for these pages.

As you will all know by now I do try to stick to the titled subject – Spitfire Mk 1/2/3 – but do occasionally come at that at a bit of a tangent which I believe does open up the topic for any contributors.

covered it was way back in 2005! It was always on the 'to do' list to play the game to see what it was like but I never realised back then how long it would take to do so.



Some time ago I bought – and featured in these pages – a board game called 'Triumph'. When I looked for that article I dis-



I had also more recently picked up a car-based game, this time called 'Touring England', that I'd first spotted a few years ago, but being averse to paying full price for anything I was pleased to pick up a copy at a car boot sale a few months ago.

It seemed that a canal trip would be the ideal opportunity to try these games out and even better as we were to have some crew this year so it wouldn't just be Guy & I. So I duly packed both games for our holiday on our shared ownership narrowboat in July – and brought them back again untouched in the bag they went in. Hmm, possibly too much vino and chatter be-

fore we thought about the games.

Undaunted, when we were preparing for our second trip this year (we have 2 week and one week holidays in alternate years) the games went with us again. This time with 3 additional crew (my brother Ian and his partner Andy and Wendy Manser from Southern Area) it seemed the ideal opportunity to give the games a try. The first couple of evenings we again were having too good an evening with food, wine and chat but on the 3rd evening out came the games.

We started with Touring England, which I understand was a re-issue in 2007 of a game dating back to the 1930s. This is a 2-4 person game consisting of a playing board with various towns and cities identified with the various roads shown between them. The playing pieces are 4 coloured wooden racing cars and there are a set of cards each with a town or city on it and a fact about that place. The board, of course, had no



motorways on it and many of the cities had only simple facts such as being a 'Cathedral city' or a 'seaside resort'.

The game is played by each player taking 8 cards, the backs are in one of 4 colours so each player has 2 of each colour, thus ensuring their towns are spread randomly over the whole board. then working out a route through all those towns and back to your chosen starting point. There were a few obstacles along the route variously making the player miss a go, have another throw of the die or having to return to the last town they were in.

To play each player in turn throws the die and moves along the roads by the marked intervals. What we did find a little slow going through was that a player could not even start until they had thrown a 6, and to reach their intended town they must throw the exact number. It took me a long time to get a 6 to get going and poor Andy took forever to throw the correct number to reach Gloucester – then she again got snarled up around Aberystwyth.

We came to the conclusion that a workable and slightly more exciting version of the game may be to omit needing to throw a 6 to start, and to only need to go through the various towns on your list, even if an exact number were needed to complete the tour.

So, has anyone else played this game and created other versions of the rules?

Anyway, that was Sunday night's entertainment so the following night, after our Chinese takeaway, we turned to 'Triumph'.

This was another 2-4 person game, and this one featured a 2 sided board, one to be used for 2 or 3 players, the other for 4. This game has elements of Drafts, Chinese checkers and a little bit of Chess.

The pieces are laid out in a triangular layout from their matching coloured edge. Pieces can move one place (only the black triangles are used) either forward or sideways relative to their home edge, but not backwards. The aim is to reach one of the 3 edges in the other half of the board to your own home colour edge. Should your piece be next to a piece of another colour and there is a space beyond it, you can hop over and 'take' the opposing piece, as



in Drafts or Chess. Multiple pieces can be taken if they are all two spaces apart and in a straight line forward or sideways relative to your home edge. Once a piece reached the opposite side it gains a triangular 'crown', this gives the piece the ability to go in any direction including backwards, but again only one space at a time or leapfrogging and removing other pieces.

We only had one game of this and it was difficult to come up with clever tactics, it



was all a bit “let’s go this way and hope it’s a good idea”, although Ian’s brain seemed to be working harder than the rest of us and he did somehow manage to outlast everyone else, knocking most of us off the board and becoming the eventual winner.

I’m not sure I can see myself getting hooked on this game, but if it suited the way your mind works I can imagine that in time you could develop quite an eye for the game and enjoy working out tactical moves.

Again, has anyone else played this and, if so, what did you think?

And finally, during our latest canal trip I was just too late to take a photo of a narrowboat with a ‘trailer’ of a mini boat for my ‘trailer’ series, so went to my solution in these situations – google – to see if I could find a photo of it. I didn’t find that particular one but did find a few

alternatives which may be even better, all on Facebook.

The first I found was a narrowboat towing its own little greenhouse built into a dinghy. This was uploaded by Wendy Williams (at top)..

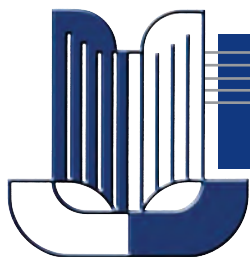
Then I found two instances of narrowboats towing their own land transport or Reliant 3 wheelers, possibly Regals. It’s not very strange



to see pushbikes, or even a moped or motorbike carried on a boat, but these are much less common.

The yellow version (uploaded by Katie Charnley) appears to be fully built into the rest of the boat, providing some cover for steering. The other one, however, was followed up by a note from Allan Jones saying that he remembered taking the photo in 1974 and passing it on to Canal World. He noted that all the owner had to do was untie the pontoon from the main boat, turn it though 90 degrees and drive it straight out onto the towpath.

Suzie



Readers Write

e-mail: courier@tssc.org.uk

Herald Engine Rebuild Video

Dear Bernard,

Recently I have begun the rebuild of a Triumph Herald engine. It's my fifth. I do them because I find the process tremendously satisfying, keeps my brain working and away from loitering aimlessly 'pon corner. Into the shed I go, music on and lots of tea.

Once finished I wrap them in clingfilm and put them carefully away in the shed, just in case I should ever need a spare.

Once I had three completed engines in there, even I began to see that things were getting a bit silly. I will never need three spare engines! Also, it was becoming a bit difficult to move around in the shed.

So reluctantly I sold them, making space for more.

For the last few months I've been getting into engine rebuild videos on YouTube, as well as watching great channels like 'Pakistani Garage' where these amazing mechanics working out of shacks carry out the most amazing engineering with only basic tools but bags of ingenuity, skill and also manpower.

The repairs they perform are top class, easily matching the work carried out in main dealerships in this part of the world. In fact they go one better because they can repair anything to as good as new rather than simply chuck parts away and fit new ones like we do over here.

Inspired by the rebuild videos, I decided to have a go at making my own. So here's a link to my first one: approximately fifteen hour's work edited down to six minutes. There'll probably be two or three more until the final one where there'll be the grand first start-up!

Please note I proceed very slowly! I only

go into the shed when I feel like it, I really take my time and am meticulous to the point of obsessive, so the start-up won't be for a few weeks/months.

I'm sure there are other ways I could do this, eg Instagram etc, but I'm not into that stuff and wanted to keep it small and minimise the risk of being cancelled for getting the wrong pronoun for a gudgeon pin.

I'll do my best to answer and send the Q&As to all in this group.

My email is: cgha@sky.com

Videos on:

www.youtube.com/watch?v=8WvhlATKwJM

Best wishes and keep firing on all four.

Chris Apostolides



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

Rich Mixture Issues

Over the last few years I've not been able to set the mixture properly on the rear carburettor on my GT6.

Even on it's leanest mixture setting the mixture has been too rich on the rear although the front carb was fine to adjust.

It's all a bit strange as I replaced the carbs with new ones back in the early 90s and had no issues adjusting the mixture properly on the rear carb until a few years back.

I changed the spark plugs recently and the rear 3 cylinders had pretty sooty carbs so I decided it was time to resolve the issue. Especially as I was doing the Club Triumph Round Britain Run in 3 weeks time (now in the past as the run was in October) and I want the car to use as low a fuel as possible over the 2,000 mile run as the petrol cost will be several hundred £!

The GT6 is fitted with Zenith Stromberg CD150CDSE carbs. Unlike the early GT6s which have adjustable jets to set the mixture by raising and lowering the jet from under the float chamber, the CDSE carbs have a fixed jet and the mixture is adjusted by raising and lowering the metering needle. This is done by inserting a tool with a long Allen type key into the top of the carb after removing the damper, the hex key fits into a hex socket screw to lower or raise the jet,



Stromberg CDSE mixture adjustment tool

the tool also has a spigot with a pin to engage in the carb piston to prevent it from rotating which could damage the diaphragm. The jet is raised to richen the mixture by turning the Allen screw clockwise or lowered to weaken the mixture by turning the screw anti clockwise.

My rear carb was still too rich with the key rotated fully anti clockwise and the needle in it's lowest setting.

The fixed jets are an interference fit pressed into the carburettor bodies, the top of the jet sits a little way below the bridge in the carb tract. I decided to check the height of the fixed jets in both the front and rear carbs by removing the carburettor pistons and using the depth gauge on my digital Vernier calliper. To my surprise the rear carb jet was 116.5 thou below the bridge whereas the front carb jet was only 78 thou.



Checking the jet depth below the bridge with a digital vernier calliper



Rear Carb Jet depth was 116.5 thou



Front Carb Jet depth was 78 thou

I can't actually find anywhere that states the correct setting, even the factory manual doesn't have that information and although I found information on some other marques of cars with Strombergs the setting differed between cars. I therefore de-

cided that as it was possible to adjust the front carb to a correct mixture that the jet in the rear carb was obviously too low.

I removed the float chamber and float from under the rear carb and used a nylon faced Thor hammer to tap the jet upwards. It took a fair bit of gentle tapping but I ended up with the rear jet 80 thou below the bridge which was close enough to the front carb setting.

After reassembling the carbs, starting the car and getting the engine up to temperature I adjusted the mixture on both carbs using my trusty Gunsons Colourtune and it was possible to get the correct mixture on both carbs. I then balanced the carbs using a Webber Synchrometer to set a balanced tickover. I had already adjusted the tappets and checked the timing in the last few days before tuning the carbs.



Using the adjustment tool to set the mixture by adjusting the height of the metering needle



Tapping the rear jet up using a Nylon faced Thor hammer



Checking the mixture with a Gunson's Colourtune



Balancing the carbs with a Webber Synchronometer

If you want some more details on Carb Tuning then refer to my article in the May 2014 Courier, see the from the archives section below.

Round Britain Run

The GT6 is now fully prepped and stickered up ready for the CT Round Britain Run.



My GT6 all prepped and ready for the CT RBRR

So by the time you read this the Round Britain Run will have been and gone, full write up next month on my exploits and hopefully successful completion?

If you can't wait that long then take a look at my blog where I intend to issue updates on my way round.

<https://cook1e.blogspot.com/>

Also, it's still not too late to sponsor my team

for the nominated charity the Huntingtons Disease Association, a big thank you to those who have already sponsored me. Here is a link to the just giving page and a QR code <https://www.just-giving.com/page/andrew-cook-1691241902233>

QR Code for my Just Giving page



Letter and Pictures from Neil Smith

I received a the following letter and a couple of pictures from Neil who has sent in letters and pictures of his tidy MK1 in the past.

"Dear Andy,

Thought I would send you these photos that were taken at the Buckle Classic Car Show. One show's my friend Elphin O'Rourke holding the rosette and certificate I received for having a rare car, Elphin herself is a classic car owner having a Mustang King Cobra. The other photo shows myself with the GT6 and Dave Campbell with his Jaguar D Type.

All the Best

Neil Smith"



Elphin with Neil's Rosette and Certificate



Neil's GT6 with the Jaguar D Type

Pictures from Adam Tarshish

I also received some pictures from Adam Tarshish, I met Adam a few years back when I used to work for a living before I retired as he had his GT6 parked outside one of my employers offices in Newbury back then..

Adam sent the following



Adam's GT6 MK3 with Porsche 914.

has a flat 4 in the middle, and that the Porsche is about a foot wider than the GT6!"

From the Archives

If you want some more details on Carb Tuning then refer to my article in the May 2014 Courier where I covered this off. Back issues of the Courier are available in .pdf format on the TSSC website here:-

<https://www.tssc.org.uk/tssc/courier.asp>



"Attached are some photos of my GT6 parked next to a Porsche 914, same year (1973) same engine size (2L) and even the same colour, but the cars couldn't be more different in design.

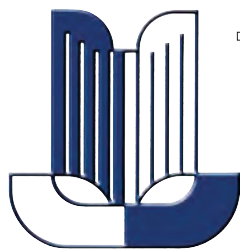
The obvious differences are that the GT6 has a huge straight 6 at the front, while the Porsche



Website account as access to recent magazines is restricted to members.

Most back issues are available to anyone to freely download but to access the very recent ones you'll have to log in using your members Club

Andy



THE

COURIER

Classifieds

GT6



1973 MKIII. Bare metal restoration involving total strip down, photos available. Original condition with electric fan and electronic ignition. Recent TSSC Valuation £22,000. £13,000 offers. **Dave Marshall (Aberdeenshire) 07786 143520.**



MKIII For reluctant sale. Valued by TSSC at 18k. The car comes with a ring binder of paperwork all the way back to the original Triumph passport, MOTs and Heritage certificate. Original 65,496 mileage. £13,500. **Ben Westwood (Walsall, West Midlands) 07794 661637.**



MAGENTA 1972 MK3. Owned since 1984, now not getting use it deserves. 81,000 miles. Major restore/rebuild 2002, always garaged/dry use since. TSSC valuation May 2022 £17,500. Price, £12,500 **Pete Wright (Maidstone) 07821 762010.**

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Herald



13/60 CONVERTIBLE. Sherwood Green, new hood, new MOT, new tyres, refurbished, painted some years ago but still looks good. Runs well. £5000 (or VNO) **Melvyn Morgan (Ashby de la Zouch (Leicestershire) 07519 749953.**

Spitfire



1968 MK3. Great little car, been garaged for 8 years. Starts fine and runs, good hood, stainless twin exhaust, alternator conversion, and new battery. Needs some TLC £4,500. **Jeff Unsworth (Reading) 0792 0052973**

TR6



1971 TR6 CP150. UK supplied RHD CP150, O/Drive and all Unleaded up-grades - head, metering unit, pump. Plus H/torque starter, stainless exhaust, electronic ignition, Spax all round. £23500 ONO **Nicholas Haines (East Somerset) 07884 547801.**

Vitesse



1970 OLD ENGLISH WHITE MK2 CONVERTIBLE. Good runner. MOTed. May23. Overdrive. Electronic ignition. Recent engine overhaul. Fiesta seats. Tonneau. 118500 miles. Large history & receipts file £11,000 **John Burt (Stafford) 07484 149267**



MKI CONVERTIBLE WITH OVER-DRIVE CONVERSION. Original condition Needs wash & good service. Owned by neighbour since 1986, by me since 2002. Sound body & mechanics. Stored & not driven since 2011 but running again. 1967. 92,000 miles. Unrestored. £7000 ONO. **Richard Tillard (Chiddingfold, East Sussex) 07789 984595**



MKII CONVERTIBLE Almost £5k spent on new parts & upgrades. Recent MOT. Please email **tony.batchelor3@outlook.com** to request more details. £11,500. **Tony Batchelor (Oxted, Surrey (J6 - M25) PLEASE EMAIL for Details.**

Parts for Sale

MIKE PAPWORTH GEARBOX'S STD AND H/D - OVERDRIVES A - D - J TO ORDER, HALF SHAFT'S STD AND ROTOFLEX.VEHICLE MOVEMENTS, PROJECTS CARS REQD. (Trade) Mike Papworth (Coventry) 07768 775170 email. mike.papworth1@btopenworld.com.

STAG BODY SHELL Needs LH sill fitting (supplied) and some minor repairs but is generally in sound condition with only surface rust. £850 ONO Vivian Arthur (Evesham, Worcs.) 07812 718862

MOTOLITA STEERING WHEEL 13" wooden Motolita steering wheel for sale. Very good condition and comes with centre boss. £120 ono **Geoffrey Scarborough** (Crowborough, East Sussex) 07833 944847.

DUNLOP 5.5 X 13 X 16 (5.5J) STEEL WHEELS. A set of 4. 4 stud holes equally spaced on a 3.75" PCD. Stored for some time & need tidying up but are otherwise sound. £400 ono. **Les.** (Alton, Hants.) 01420 84586.

HERALD/SPITFIRE 1/2/3 DIFF 4.11. Good condition £35. **Steve Hall** (Essex) 07375 130038.

GT6 MK3 REAR (PR) LAMP BODIES (Only). Slightly pitted. Fixing Studs are good. £20. **Nigel Ind** (Wilts) 07860 532974.

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ACCLAIM 81 TO 84 HAYNES WORKSHOP MANUAL. PLUS TRIUMPH PARTS Acclaim Manual Good Condition £10 Plus £5 P&P. ALSO x 3 Triumph 2000 Starter Motors £25 each plus £10 P&P. Original fuel pump TR6. **Peter Payne** (Dorset) 07788 668325.

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Triumph Cars Wanted

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WANTED VITESSE CONVERTIBLE MKII. Abandoned project, NOT interested in a Basket Case. **Brian Arnall** (Lincolnshire) 01507 450795.

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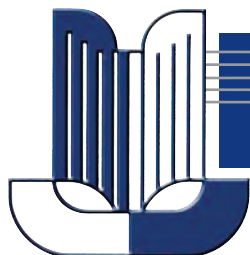


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Finn Adam Egeland-Jensen MBE, 15 Tebourba Drive, Alverstoke, Gosport. PO12 2NT
Tel: 07770 427602. e-mail: herald@tssc.org.uk

HERALD 13/60

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

SPITFIRE Mk I/II/III

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

SPITFIRE Mk IV/1500

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

VITESSE 1600/ Mk I/II

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

GT6 MkI/II/III

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

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

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Paul Lewis, 14 Northbourne Drive, Nuneaton, Works. CV11 4GA.
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SCOT N. EAST	Danny Stroud: 07823 539047 Various - Contact AO	LAST THURS. EVES.

NORTHERN AREAS

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

MIDLAND AREAS

COVENTRY	New AO/s Wanted Contact Paul Girling. e-mail: tsscareas@gmail.com	
DERWENT VALLEY	Bryan Clayton: 07580 959027 Top Club.- Stanley Common, Ilkeston, Derbyshire, DE7 6FY.	1ST TUES. 7.30PM.
LEICESTER & RUTLAND	David Smith: 07770 650802 Soar Bridge Inn , 29 Bridge St, Barrow upon Soar, LOUGHBOROUGH, LEICS. LE12 8PN	1ST TUES 6.30PM
LINCOLNSHIRE	David Samways: 07709 565118 The Kings Head - 31 High Street, NAVENBY. Lincs. LN5 0EE.	2ND TUES. 8.00PM.
NOTTS	Nigel Hill: 07976 163006 Sandy Pate Sports Bar - MANSFIELD TOWN FC. NG18 5DA.	3RD WED. 7.30PM
NORTHANTS	Nigel Hawes: 07879 491778 Overstone Manor - Sywell - NORTHANTS. NN6 0BB.	2ND WEDS. 8.30PM.
OXFORD	Thomas Cope: 07972 039532 The Duke - Clifton - OX17 3QR	3RD TUES. 6.30PM.
PETERBOROUGH	Charlie Noble: 01780 666045 The Gordon Arms, PETERBOROUGH. PEW2 7DH	2ND MON. 7.30PM
SHROPSHIRE	Bill Bate: 01952 581391 David Embery: 0770 1049881 Simon Morgan: 07786 806189 Kevin Cain: 07515 834594 CONTACT AO's FOR MEETING VENUE	3RD SUN. 10.00AM
SOUTH STAFFS	New AO/s Wanted Contact Paul Girling. e-mail: tsscareas@gmail.com	

MIDLAND AREAS Contd.

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

EASTERN AREAS

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

SOUTH EASTERN AREAS

EAST BERKS	Doug Brown: 07974 709954 Buratta's at The Royal Oak Ruscombe Lane, TWYFORD, RJ10 9JN,	2ND TUES. 6PM.
SOUTH BUCKS	Daniel James: 07818 052276 The Harte & Magpies - Coleshill, AMERSHAM BUCKS. HP7 0LU	3RD WED. 8PM.
CANTERBURY	New AO/s Wanted Contact Paul Girling. e-mail: tsscareas@gmail.com	
GATWICK	Tony Locker-Lampson: 07775 564427 The Crown , East Street, Turners Hill, NR CRAWLEY RH10 4PT	2ND TUES. 8PM.
HANTS & BERKS	Alan Fulbrook: 07795 096394 The Twesledown , CHURCH CROOKHAM, FLEET, HAMPS, GU52 8DY.	1ST TUES. 8PM.
HERTS & BEDS	Peter Lewis: 01582 750943 The Raven PH , HEXTON, NR HITCHIN. SG5 3JB.	4TH MON. 8PM
ISLE OF WIGHT	Elaine Hawkins: 07842 249591 Tracy Cleaver: 07754 751672 Various - See report in Area News	CALL FOR DETAILS
SOUTH LONDON	Richard Robinson 07968 702564 The Greyhound PH , Commonsides, Bromley, KESTON, BR2 6BP	1ST TUES 7.30PM
WEST KENT	New AO/s Wanted Contact Paul Girling. e-mail: tsscareas@gmail.com	
NEWBURY	Dave Rumens: 01635 868640 The Two Water Mills , Newtown Rd, NEWBURY, RG14 7HB The Craven Arms Skinner's Green Ln, ENBORNE. RG20 0HG.	2ND WED. 7.30PM 4th Wed. 7.30pm
SOUTHERN	Mike Goolding: 01252 722432 The Seven Stars - STROUD GU32 3PG	1ST TUES. 7.30 PM.
SURREY	Clifford Darby: 07853 793341 Wellhouse Inn - Chipstead Lane - MUGSWELL. CR5 3SQ.	LAST WEDS. 8PM.
EAST SUSSEX	Geoffrey Scarborough: 07833 944847 The Halfway House - Rose Hill, ISFIELD SUSSEX. TN22 5UG.	1ST WEDS. 8PM.
WEST SUSSEX	Nigel Ayre: 07799 660212 George Ashborn: 07508 853397 Selsey Arms - Coolham, - HORSHAM. RH13 8QJ	3RD WEDS 7PM.
THAMES	Mickey Hazell: 07773 623807 Fairmile Inn , Portsmouth Rd, - COBHAM. KT11 1BW George Inn - 29 Windsor Road, - WRAYSbury. TW19 5DE	1ST THURS. 8PM 3RD THURS. 8PM

SOUTH WESTERN AREAS

ANDOVER	Guy & Suzie Singleton: 01672 514241 <i>The Clatford Arms</i> , GOODWORTH CLATFORD, SP11 7RN	2ND WEDS. LUNCH 12.00PM
AVON	David Dyer: 07860 878058 <i>Ring A.O. for Details</i>	1ST TUES. 7.30PM.
CORNWALL	Carol Coventry: 01726 824523 <i>The New Inn</i> - Newquay Road, GOONHAVERN. TR4 9QD.	2ND THURS. 8PM
DEVON	Sue & John Franklin: 01548 821348 <i>The Star Inn</i> - LIVERTON. TQ12 6EZ. <i>Ring A.O. Details</i>	3RD WED. 6.30PM 1ST SUN. LUN
NORTH DEVON	Darren Groves: 07806 351499 Andy Luckhurst: 07971 413045 <i>Crealock Arms</i> - BIDEFORD. EX39 5HN.	1ST THURS. 7.00PM
DORSET SOUTH	Robin Nicholls: 07920 549474 <i>Oily Rag Breakfast Club.</i> - Bob Lucas Stadium WEYMOUTH, DORSET - DT4 9XJ. All Year Round	1ST SUN. 9.00AM TO 12PM.
GLOUCESTER	Jane Rowley: 07802 171227 <i>Fromebridge Mill</i> - GLOUCESTER GL2 7PD.	3RD MON. 8PM
SOMERSET	Steven Polden: 07504 516623. <i>Contact AO for meeting venue</i>	2ND THURS 8PM
WESSEX	Trevor Carlyle: 01425 475376 <i>TBC Contact AO</i>	LAST THURS. 8PM.
NORTH WILTSHIRE	Craig Gingell: 07852 455242 <i>Foxham Inn</i> - FOXHAM - WILTSHIRE. SN15 4NQ.	2ND TUES. 7.30pm.

WELSH AREAS

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

NORTHERN IRELAND

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

COUNTRY	CONTACT NAME	CONTACT DETAILS
AUSTRALIA (Queensland)	Richard Graveur	randagraveur@gmail.com
AUSTRALIA (Victoria)	Richard Stewart	rlslaw@bigpond.net.au
BELGIUM	Stefan Vandendijk	stefan.vandendijk@telenet.be
DENMARK	Morten & Lillian Hildebrand	hildebrandrandi@gmail.com
FRANCE (Poitou Charentes)	Victor Thompson	vcandvh@gmail.com
FRANCE (Central)	Ray Lomax	lomaxcreuse@gmail.com
GERMANY	Hans-Georg Stumpf	hgs-systems@onlinehome.de
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NEW ZEALAND	Grahame McIver	gimciver51@gmail.com
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SOUTH AFRICA	Karl Illenberger.	karl@kre.co.za
SPAIN	Dulcie Crabbe	dulcie@tonycrabbe.com
SWEDEN	Odd Hedberg	odd@triumphclub.se
SWITZERLAND	Robin La Barre	robin.Labarre@Bluewin.ch
SWITZERLAND	Philip Bellamy	0041 79 347 1221
UNITED STATES	Ben Blaney	benblaney@gmail.com

AREA ORGANISERS REGISTRATION FORM 2024

It is a requirement of the Triumph Sports Six Club Limited that all Areas operating under the name of the TSSC elect a representative to be known as the Area Organiser.

The term of office to be for one year from **1st January 2024 to 31st December 2024**, unless a duly elected substitute be registered during that time. If Areas elect **Joint** Area Organisers please **COPY** and complete a Registration Form **each**.

Area Organisers duly elected by their area should have their election confirmed by 2 separate, **current** TSSC members who live in the area for which the Area Organiser has been elected.

Note: Please read the A.O. Code of Conduct overleaf before Signing.

I Membership Number: /
as **Elected Area Organiser** wish to **REGISTER** Area
with the Triumph Sports Six Club for **2024**.

My address is:

Postal code: Telephone Number

e-mail address:

Signed: Date:

Area Meeting Venue:

Postal code:

Meeting Day/Time:

Organiser Confirmed by:

I Membership Number: / confirm that
..... has been elected by (area)
to be our Area Organiser for 2024. Signed..... Date:/...../.....

Organiser Confirmed by:

I Membership Number: / confirm that
..... has been elected by (area)
to be our Area Organiser for 2024. Signed..... Date:/...../.....

Any amendment to Area Registration details through the year

MUST be notified to the Area Liaison Officers so that the Area Directory may be kept up to date.

This form to be **RETURNED AS SOON AS POSSIBLE** to:



TSSC Area Registrations.
Paul & Christina Girling
76 Richmond Road, Saham Toney, Thetford,
Norfolk. IP25 7EU.
E-mail: tsscareas@gmail.com





Area Liaison Officers Report Andover

Triumph Sports Six Club Area Liaison Officers

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

We've seen a bit of movement in the areas over the past month with two areas losing AOs.

John Hill has resigned from M25 East and Colin Robinson from West Kent. Thank you to both for the hard work you have put in to your area.

It's great to have a new area starting with Richard Robertson starting up in South London. See his area report for more info. They had a great first meet, on the back of an email Richard sent out, with five members attending.

We are also looking for AOs for areas around Coventry, South Staffs and Canterbury, so, if you fancy taking on the role of AO let us know.

I've had a few requests for the "So you want to be an AO?" booklet which gives hints and tips for AO's both existing and prospective. Again let me know if you're thinking of becoming an AO and would like a copy. There are a number of quizzes etc available on the AO section of the TSSC website (available when AOs log in) for use at meetings.

Our TSSC Area Regalia shop should be live by the time you read this, enabling you to order polo shirts etc with your area logo on. We currently have six areas taking part, if your area wants to be included please drop us an email. We are trying to keep each area to a single colour shirt. Logos will need to follow the current "corporate" style of logo. Artwork will be provided although any suggestions as to the design would be gratefully received.

Paul & Christina

Andover

e-mail: guy@bondequipe.org

e-mail: spitfires@cadley.org

Tel. 01672 514241

Oops, got my dates wrong again last month. It was, of course, the August meeting which was a bit too warm, with 4 cars in the car park.



In September we actually had a brilliant turnout for what may prove to be the last outdoor meet of the year. A little cooler than last time when we were trying to avoid the too-bright sun so we were at least able to dispense with the table brollies to save having to peer at each other around their poles.

We had seven classics - including Bob's MGB - and fourteen people - 3 tables worth! Great to see Ernie joining us again after a gap of a few years, not in his new Herald that day but we hope to see it soon. Cars



ranged from two early Spitfire4s (Sybil and Kevin's Australian import) through to Rowan's 1980 Spitfire 1500, and also included Alan's Mk3 and Ed's Mk IV Spitfires, Robin's Stag, and Jasper's GT6. Ernie's friend Denis's Vitesse and Norman's TR6 were there in spirit.

If anyone is planning to go to the Classic Car Show at the NEC in early November, do look out for us amongst the autojumblers and traders in Hall 4, the same hall as the TSSC are in.

And even though it's reasonably warm as I write this and the cloaks haven't changed yet, by the time this drops through your letterbox we'll need to have planned our Festive meal meeting in December. We'll discuss this at our next meeting and publish the details in next month's area news but if you'd like to join us in December but may not make the intervening lunch meetings, please drop us a line and we'll make sure we keep you updated.

Next meetings

8th November at 12.00 - Regular lunch meeting at

Avon - Cambridge Cheshire



The Clatford Arms, Goodworth Clatford, SP11 7RN
11th-13th November - NEC Classic Car Show
13th December - Christmas dinner - venue TBC

Suzie & Guy

Avon

e-mail: daverover@hotmail.com

www.wishingwellcodringtonbristol.co.uk/

Tel. 07860 878058

All the news this month relates, unusually, to one



member! Linda, an avid fund raiser she has recently done a Wing Walk

for a local hospice, St Peters and raised over £700.00. Well done to her and having the guts to do this!

The other bit of news regarding her is about her Triumph Herald. Currently on stands with the gearbox out, a couple of foxes have been seen sleeping on the back seat! Sneaked in from underneath through the gearbox space in the chassis and having a great night of undisturbed sleep.

We are still undecided about a permanent venue for our monthly meetings, we have tried several places, parking and 'decent' food are the issues. Currently, if you have not heard on the grapevine, contact me before the event for confirmation.

A mention here for Lee, a member who has recently had surgery and is now on the road to recovery, we wish him well. He has had a rough few months but is on the mend, take it easy Lee.

Happy motoring

Dave

Cambridge

e-mail: cambridge@tssc.org.uk

Tel. 07795 436149

The wet October weather meant that there was only a couple of Triumphs in the carpark at the Plough; a Herald and a TR7 or should that be 8.

Toby regaled us with the tales of his European tour - it sounded like a lot of fun roaring up all the passes and skimming round the Nürburgring in his Hondai S2000 with like-minded fellas. Steve started off down about

the lack of startability from his Spitfire but ended up warming to the idea of buying the recently discovered garage-find 1953 Triumph Mayflower and perhaps selling the Spitfire. It is a car he's always wanted and one his late wife would have approved of.

We chatted about who was thinking of doing the 10CR next year, or something like it. Talk was had on doing a tour of the Norwegian fjords, but it expanded into a multi-week trip up through Finland and across the Baltic states before it finally fizzled out. We were sad about the ending of the annual Duxford event and wondered if we should approach Old Warden for a Shuttleworth equivalent next September as an area. With Tim's contacts and Mike's enthusiasm we should be able to get something going on this, even if it isn't as professional as the old Herts and Beds one at Duxford used to be.

There was a chat between Andy and Mike about the dangers of high voltage electronics and the way they can throw you across the room when you absentmindedly play about with kit that can bite you. Rob seems to have found some of his eloquence returning and he was brighter as a result; it was great of Toby to give him a lift. John somehow seemed to avoid the traditional roasting about recommissioning his Herald - perhaps next month.

Future events are the NEC from the 10-12th of November and then we're making up a group to go visit the TSSC's headquarters in Lubenham for the Christmas Open Day on Sunday December the 3rd.

Next meeting is the day after fireworks night, Monday the 6th of November

Tom

Cheshire

e-mail: cheshire@tssc.org.uk

www.tssc.org.uk

Tel. 01625 425845

Earlier in the month I'd intended to get one of the Cast Iron fleet to come out on meeting night, as the forecast had been dry for the evening. However the reality on the day was the classic slightly damp British rain, so I accepted a lift from Adrian. The Head Office GT6 still has a number of items to be sorted before it can be driven out of its garage (past the Peugeot garden ornament). And of course the weather for the weekend is warm (for October) and dry. Paul gets the prize for the only Triumph in the car park, his Acclaim.

John has had an issue with the clutch pedal in his Spitfire, or, to be more precise, his leg has objected to the amount of effort required to operate said pedal. So John came round and tested the clutch pedal effort in both cars at the Branch Office, both cars offering similar effort to the Spitfire. This ruled out any merit of changing the clutch in the Spitfire, at least for another 'stan-



Cheshire - Cumbria Derwent Valley - Devon

Cheshire Continues

dard' one. A suggestion was made of fitting a servo (they work just as well on clutches as brakes), and Pete admitted he had fitted a servo to a Daimler Dart at some point in the past. A Daimler Dart?

Richard came with some photos of the petrol pipe (plastic or similar) on (under) his Spitfire 1500 emanating from the boot area and connecting to a metal pipe which travelled towards the front of the car.

The things we do to keep Roger happy! Also some further photos of the towbar, which seems ready to fit after some paint added.

It was noted that I hadn't been to the show at Avro (now a housing estate). My recollection was of a rather wet morning in Macclesfield, but this was apparently not the case at Avro. I am sure my memory is correct, of course.

The Classic Motor Show at the NEC on the 10th to the 12th of November. Before discounts and NEC parking fees (!), the cost of an adult (I think we all qualify) on Saturday or Sunday is £35 or £33.50. I tried to get the price on my phone during the meeting, but the link to the prices didn't work. Not my fault, honest.

Our next meeting is on Thursday 2nd November at the Cock and Pheasant.

Henry

Cumbria

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

Roy. 01229 316501

Nigel. 01229 717544

Melvin As we wind down from the summer season of shows and events the club has begun our regular autumn Sunday lunch meetings. The Kings Head at Thirlmere is a favourite spot of ours and members meeting there at the end of September enjoyed a good drive along the A590 through the Lake District scenery on an albeit blustery and rainy day. We were particularly pleased to be joined by a long-standing member Steve from Kirby Thore, near Appleby, on this occasion. He was pleased to tell us about his Herald restoration making progress.

The December meeting will be our Christmas meal at the Pennington Hotel in Ravenglass on 10 December at 12:00. If you want to attend and haven't already indicated please call Nigel on 01229 717544 to book a seat at the table.

There will be no meeting in January, however we intend to meet for lunch in February at the Fat Lamb Country Inn at Ravenstonedale on 25 February at 12:00 The Fat Lamb Country Inn is a favourite destination for car clubs and is situated between the market

towns of Sedbergh and Kirkby Stephen just south of the picturesque village of Ravenstonedale. Situated in the Yorkshire Dales National Park and a short drive from the Lake District, this traditional inn makes a superb drive, avoiding high roads in the winter months.

The scenery all around the Fat Lamb is quite simply spectacular, and very varied. We look forward members getting together for advice, planning the new years activity and good craic.

Nigel

Derwent Valley

e-mail: derwentvalleytssc@outlook.com

Tel. 07580 959027

Hi All, As the car season winds down we are preparing for our joint **New Year's Run with Notts area, we will be meeting at Sainsbury's at Ripley (DE5 3QP).** We will be meeting at 10:00am, for a drive around Derbyshire and an optional meal at the finish.

The November meet is our AGM which will be held at The Top Club, Stanley Common (DE7 6FY) on Tuesday the 7th, starting at 7:30. It will be in the large room.

To finish the year, **The December meet will be our Christmas Buffet.**

Bryan

Devon

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

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

Tel. 01548 821348

COMING UP

We have an exceptionally busy time with lots of events planned in November to finish the season! Loads for you to choose from but remember, we MUST know in advance if you are coming to an event (and if you cannot having booked!).

Have you booked in for Rob Lingard's **5 November Treasure Hunt** yet? The start point is Re: Fuel Cars and Coffee venue just one minute off J28 of the M5 motorway between Cullumpton and Willand. The address is Re: **Fuel, Five Bridges, Willand Road, Cullumpton, EX15 1QP** Meeting at 11.30 am. Finish point and carvery lunch will be 2pm at the Ten Tors at Kingsteignton. Definite numbers needed for lunch please.

Wednesday 15 November - Club Night at the Star Inn, incorporating our low key AGM and for anyone who asks, no I am NOT pregnant - if you know you know! We will have a small raffle to help replenish our very low Area funds so please bring a £ or two.

Essex



Sunday 19 November - Andy Luckhurst has organized a visit to the **Motor Museum at Moretonhampstead**. Meet at 11.15 at the Museum - Price £9 each. Afterwards we have lunch booked at the White Hart Inn at Moretonhampstead. Note we need an £8 per head deposit for lunch at the White Hart and menu choices must be made beforehand. **Please contact Andy to book arluckhurst@googlemail.com. Payments to TSSC Devon 20 87 94 acc 83764737.**

Sunday 26 November - Are you coming to the **Inter club Skittles at the Waie Inn near Cridton**. Organised by Claire Purser from SOC, we start skittles at 11 am and have a great lunch after. We have consistently come 'second' in this fun event - can you help us do better this year? It is essential that you let us know by 15 November if you can come and even more important that you let us know if you have booked in and then find you cannot come.

We got into trouble with the venue last year with several from all clubs who were unable to come.

CHRISTMAS meal 7pm for 7.30 Saturday 9 December at the Dartmoor Lodge Hotel, Ashburton. Last call for bookings. £25 for 2 courses, £30 for 3 and discounted overnight accommodation. The menu has been sent out, is also on our TSSC Devon Facebook page, but if you have not seen it, give us a shout and we will email you an individual copy. Plus our usual raffle - this time to replenish Club funds as well as to support a charity. As usual, prepay and pre-order via Sue.

WHAT WE'VE DONE

Top marks to Dan and Bob who brought the only Triumphs in the car park for September Club Night! Dan's Acclaim and Bob's Vitesse. A smaller than usual gathering but plenty of chat and banter and some great grub at the pub. Sunday 1 October was our North / South meet up at The Countryman near Okehampton. Around 35 made it in the end, with a huge variety of cars. From the South we started at the



House of Marbles, with my Stag, Dan's Spitfire, Dave's TR6 and Tim & Jodie's magnificent and rare Marina cabriolet Crayford conversion, another from their 'stable'. Alas Eric & Rita had a

fuel problem but made it home OK. A lovely drive up via Mortonhampstead, delayed on some of the best roads by a horse trailer, but we rolled in to the car park on time to meet everyone from North and Central Devon. We welcomed Ian and his lovely Vitesse and Peter & Christa's early Herald Coupe as new cars on the block. North Devon cars were mainly Spitfires, but with Andy's TR as well. Lovely to see Maurice and Mary out in the Spitfire too. A very convivial lunch, and one we plan to repeat in October 2024. Richard, Beckey and Roger at the Countryman were so welcoming, they love their cars, and are planning more car events there in the future. Dave Frost made Landlord Roger's day - taking him out for a spin in the TR6, almost identical to the one Roger sadly never finished a few years ago. We drove home individually, and we made it in 1.5 hours, in just



a bit of Devon 'mizzle' towards home. A lovely day out with like minded people and great cars. Just what this Club is all about.

If you have never joined us for an outing, you will be very welcome!

DEVON DIARY

- Sunday 5 November** Guy Fawkes Treasure Hunt starting at Re-Fuel Cullompton
- Wednesday 15 November** Devon Area AGM at the Star Inn, Liverton
- Sunday 26 November** Inter Club Skittles / Lunch at the Waie Inn
- Saturday 9 December** Inter Club Christmas Dinner Dartmoor Lodge, Ashburton

Sue & John

Essex

e-mail: miketitchen@aol.com

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

Mike. 07860 708356

Update on Matt's Spitfire - I thought I would post an update on my old Spit. Following some compression test and dismantling the head I found a shot head gasket. Then further investigation found a weakness in the block recesses, 30 thou is a critical measurement you know. Seems that fitting the new electronic ignition, combined with poor timing and carb tuning found the

Essex Continues

few thou weakness. The block is now in the engineering shop along with the head for a block skim, recess cutting, piston work and a full check over. Hope to have her back on the road to join you all at a few meetings before the end of the year.

Yes, after many hours scratching my head and asking questions of people with much more knowledge than me. Engine now at ELB engineering, then I just need to get her back together and set up. Thanks for your time Mike as you also saved some head scratching and confirmed my thoughts.

I knew there had to be more problems with your engine as it wouldn't tune in properly I'm glad that you found the problem.

Barleyland's Classic Car show

September the 10th was our monthly meet up which we arranged to have at Barleylands Classic car show we had another good turnout of cars and made a display of the Triumph 100 years. Myself and Sue got up early to pack up the car with all our decorations for the show and attach the GT6 half pint trailer to the car. We arrived in good time to put up our gazebo and line the area with photos and information about the Triumph 100 which was this years theme on our club stand.

The day went on where we had several people with triumphs come over and speak to us and wanted to join up with our happy band of members. We went over to the TR group and spoke to some people there who also came over later that afternoon and joined us and said that they would be happy to come to shows around the county.

Again this was a good show we had 7 cars on our stand there were plenty of good classic cars and campers to see. The weather was glorious and we were glad we had the shelter of our gazebo. John was asking about what fuses should be in the his Spitfire, several answers came back of different size fuses so a few of us got our Haynes manuals out and looked it up, as AO I think my manual was correct lol

As you all know most of the shows are now coming to the end for 2023 and there will be just a few more get togethers on weekends and drive outs.

Up & coming Events

November 2023

Sunday 12th - Club Day & AGM 12noon at The Castle Pub Great Leighs, Chelmsford CM3 1NE

December 2023

Saturday 9th - Essex Area Christmas Meal at The Plough, Sewardstone Road, Waltham Abbey EN9 3QQ
Contact Mike for details

A gentleman called Paul came over to us during the show and asked if we could help him find his old GT6, I said I would have a go which I did when I got home. I contacted Andy Cook who has a fair bit of knowledge about the GT6's and asked him if he knew of this car he came back quite promptly with some pictures of



the car which he found on flickr, we also asked some members of the headquarters which one of them came back and said the photos looked as if they were in Northern Ireland. Since then we have been in contact with Douglas the AO for Ireland and he has said that he will put it out around his members, we are still waiting at this moment for more information.

1972 GT6 convertible Lighting McQueen.

The story of this quite unique vehicle starts many years before Brian's ownership. Originally leaving the factory as a MK 3 GT6 and was used for many years until in



1997 it was decided that a restoration was required. The newly restored GT6 was returned to it's owner and would now be fit for many years to come, unfortunately 6 weeks later it was re-ended and written off. The owner was able to buy the wreck back off the insurance company, but the cost of another full restoration was out of the question so he decided to collect whatever he could to get the car back on the road. So finally assem-

bled a MK 4 spitfire body onto the GT6 chassis, even the bonnet was Mk2 centre and MK1 wings. This made the car road worthy and able to be used again but a bit of a hybrid.



When did you buy the car? Brian didn't buy the car although he had had Triumph's in the past he was into restoring small bubble cars at the time which he decided to sell due to their size and restricted range but retirement was looming on the horizon and they knew he needed something to fill his time and get out of Jean's feet lol. His family saw this hybrid Triumph on eBay in June 2011 and decided it would be an ideal retirement present.

Why Lighting McQueen? Well Brian surveyed his present thinking what do I do with this? Return it to a GT6, restore it as it is when the idea to make it a homage of the Disney Lighting McQueen came to mind.

How long did it take? Well Brian is a guy who when he gets his teeth into a project he doesn't rest until it's completed, so the family had thought this would give him many years to tinkering until it was back on the road, but within a year Brian had the car finished ready to drive, the first proper outing was Leatherhead Triumph meet in June 2012.

Did you have to do a lot of work? Although sound it did need a light restoration and of course the modification to turn into Lightning McQueen, including a respray and yellow livery to match the Disney graphic's, a smiley face was added and eye's, think all cars need eye's! Brian being a Marine engineer was handy with fiberglass and built his own Surrey top so Brian can have the benefit of an open top a Jean can sit

under cover.

What did people think? Well winning people's choice at the 2013 TSSC international speaks volumes the car is a hit at car shows pleasing the grownups with the amount of work required and children are drawn to it and it must be the most photobombed Triumph ever! The car has won a number of awards over the years and has made Brian a well-known guy in the TSSC, it's even been featured in the Triumph World magazine Brian and Jean regularly use the car to go to shows with the club and use it in wet or dry weather.

Brian has been out of action lately having had a replacement Knee, but that wasn't going to put Brian off and they were out on the Barleylands classic car show on the 10th of September just a matter of weeks after his operation and we all wish him well and full recovery.

You will see Matter in the background of the picture and this was also built by Brian so he could carry his large mobility scooter so where ever lighting goes Matter does to, but they will be parting company as Brian now has smaller scooter, so does anyone want a unique trailer?



1971 Triumph Herald sometimes called Hescort.

This car didn't leave the factory as a convertible, but was converted more time before our owner ship, I say our as it was by mum's car before I owned it.

Why did you retro-mode it? Well I have to go back a few years when my mum first had the car, it was bought as a rolling restoration but we quickly found it needed a lot of work so a body off restoration was done by myself when I was 25, mum used the Herald every day rain, sun and snow to drive to Lotus cars where she worked as a trimmer, the car lasted many years before succumbed to serious chassis rot and was laid up in a friends garden, unfortunately a tree fell on it allowing the rain into the car. Mum had moved onto a Triumph Vitesse now so the car was given to me on my 40th birthday. The car was now in a terrible state in fact the chassis had broken in half! But my father had a replacement chassis and many body parts. Being an engineer I decided to do a

Essex Continues

retro mod of the Herald so it would be a Triumph Herald from the outside but more modern on the inside as it seemed pointless restoring to how it left the factory if it wasn't a convertible in the first place.

What was required to fit modern running gear? Luckily the zetec although being from a FWD car has the same bolt pattern for the gearbox as the RWD gearbox, I bought an MOT failed 1992 Escort for 50 pounds long before the prices increased. It's not for the faint hearted as you have to modify the bulkhead to fit the engine and be handy with the welder to make the engine mounts. I fitted an auto gearbox and Sierra rear suspension to complicate things further, requiring widening of the chassis and modifying the diff area of the chassis to accept the Sierra diff and swing arms

What other work was required? Although I had a number of replacement parts for the body of the car these also needed some work to remove the rot, the bulkhead needed new floors and I fitted a steel transmission tunnel which helped to stiffen up the bulkhead. The boot floor was completely replaced to accommodate the new chassis, new door skins were fitted and a bonnet rebuilt using replacement panels, also numerous letting in of steel was needed. I fitted the Escort harness, steering column and door locks to prevent the doors flying open. Because I had used the Sierra rear hubs I change the front hubs for alloy ones with a Ford stud pattern and design my own trunnion less conversion, so it got Ford RS wheel's which are a giveaway some-



thing is different.

Did you do much of the work? Yes I did all the work myself, the only thing I got made was the prop shaft and that's because I didn't have a big enough lathe, also my brother recovered the kit car front seats and Ford Puma rear seats for my birthday. I even painted the car, base coat using rattle cans only the primer and clear coat was done with a gun.

How long did it take to do? Well as I said it was a 40th birthday present but it took me 11 years to finally finish it, as with restorations you find more work than you thought, modifying parts sometimes need more than one resolution and working away from home restricted the time I had to work on the car and sometimes you just lost your mojo for it.

What's it like to drive? Fun, I do like driving it, it's not super-fast as it's only a 1600 but with the automatic gearbox it's very easy to drive and pulls away quick, the kick down is also good for overtaking and does surprise people. You can also drive it quite quickly along B roads as the rear axle does jack up and it handles quite well. It's also got servo brakes, electric windows and remote central locking.

Any future modification? Happy to drive it as it is at the moment, but I'm always tinkering improving something I'm not 100% happy with, maybe some time in the future I'll convert it to electric.....watch this space.

Gatwick

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Hi all, How are you all doing? Have you started to tuck your triumphs up for the winter or are still using them when you can? The weather has certainly not been in our favour recently, but I did manage to get along to the last of the local classic car shows.

Where I joined the 'Classic Car Connections Club' on their



stand. A very nice bunch of guys, covering any



classic you care to think of.

Their banner even had Bex's double ganger on it! (I'm not talking about the Ferrari!). I couldn't make out whether it was a mk1 or 2.

London South



On another stand, there was this very nice GT6 mk3. In the individual parking, there was this



lovely Vitesse mk1 2 litre.
IMG_8775.jpg

On a stand hiring out classes there was a car I've been interested in, this mk2 for a few years now, even before I got my mk1 (2016).



It used to be for sale back then, (can't remember the price?), but the Oxted company that own's it have got it up for hire! Along with a variety of other classics.

Not for hire, but elsewhere at the show was this Triumph Dolomite 14/65 roadster coupe. It even has a dicky seat! I could be per-



suaded, to get one. Probably need a fair bit of cash though!

On my way home from the show I passed the ex pub, (The Plough, if I remember correctly) in Mash Green where Jeremy took a photo of his GT6, which ended up on the front cover of the August Courier! Shall I see if Bernard would like to put my picture on a future cover of the magazine?! (*No that's fine Tony, I prefer YOUR June Courier Cover! - Bern -Ed*)

I popped along to the Surrey meet for the September meeting. Karen & I were the only brave soles to arrive in our Triumphs despite the rain on the way!



There was a third Bletchingly meet in September, which was fortunate for me having missed the last one due to work. The weather was good, with plenty of

warm sunshine, which helped bring out the cars. Parking became interesting!

Glen's well loved Vitesse squeezed in on the end.



Cliff along with some others, claiming disability! I managed ok to squeeze in too!

The other Tony, had brought along his Vitesse,



with its hood all sorted now. Thanks to 'Vamped' the trimmers.

Despite Colin arriving a little late, he somehow managed to find a space!

Trevor however ended up on the grass!

Our next meeting at the Crown is on Tuesday the 14th 8pm unless you're eating then it's a little earlier 7.30ish. Hopefully a date has been agreed for a drive out to a country pub for a meal.

See you soon & enjoy your Triumphs!

Tony

London South

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Hi everyone, my name is Richard. I live in Forest Hill, South London and have a red 1967 Mk3 spitfire that I've owned for two years.

I'm starting up a South London Area meeting for TSSC Club members.

The first meeting will be at the **Greyhound in Keston (nr Biggin Hill airfield)** on **Tuesday 7th November** (hope your Courier arrives in time!) and the **first Tuesday of the month** thereafter.

Hope to see you there - (Build it and they will come!)

Richard

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Newbury Norfolk

Newbury

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A small, but perfectly formed, contingent in the shape of Roy and Helena in the Midge and Ian in his TR6 represented the Newbury Area at the Aldermaston and Wasing Show on 3 September. Just as the framework for the Club banner was being assembled, we were joined by another Triumph, a very nice Triumph Vitesse Roadster, that had actually started life as a 1938 Triumph Gloria saloon and converted to the Vitesse.



A couple of members of the Kennet Valley TR Register turned up later in their TR6 and TR4a. The show is, as Ian puts it, a proper old fashioned country village fair. It is complete with produce, baking and photographic competitions, a coconut shy and an arena that hosted [amongst other things] the Tadley Concert Brass and prettiest dog competitions. Ian says, however, that the highlight of the fair is the stall where you can throw 3 wooden balls at crockery placed on shelving and cups suspended on string.

Cars started leaving rather early in the afternoon, but Roy, Ian, the Vitesse and TR Register contingent stayed til at least 4:30.

Robin

Norfolk

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Norfolk does Dad's Army

The Dad's Army Museum in Thetford very kindly opened up their doors especially for us, giving us something a little bit different for October's



monthly meet. The bollards at the front were removed to make room for the Triumphs, there was tea and cake available and of course members were free to wander around the museum. A great turn out of 12 Triumphs and enough members to fill the tea room.



A great time was had by all and the general consensus was that it'll be worth doing something a bit different again.

November meet - 2nd November 7.30 for 8pm.

This is being held at **Abraham's Bar and Clubhouse, Hingham Sports Centre, Watton Road, Hingham,**



Norwich, NR9 4HD on the Norwich/Watton road. This will be our AGM and there will be a number of roles up for grab as we try not to be so greedy and share the jobs around. We will also be holding our annual Grand Raffle - this is what you've been donating your £s to at various meetings. Note that to get a prize you'll have to be in attendance or nominate somebody to pick out a prize for you. There's some great prizes up for grabs.

We will also be collecting orders/cash for the Norfolk Area calendar (a copy of which can be seen by going to the news section of our website - norfolk.tssc.org.uk) and our **Christmas Meal** (menu is available on our website under the events tab) at the **Gamekeeper,**

Northern Ireland



Old Buckenham.

We currently have 6 people heading up to **Market Harborough for the weekend 1st/2nd/3rd December and attending the TSSC Christmas Open Day on Sunday 3rd.** With some just coming up for the Sunday. See future events below.

Finally, by the time you read this the TSSC Area's regalia shop should be up and running, so you'll be able to order embroidered polo shirts etc with the TSSC Norfolk logo on them. Each area is trying to have their own colour, Norfolk has gone for green, as chosen by members voting at the October meet.

Future Events

Thursday 2nd November - Monthly meet, AGM and Grand Raffle at Abraham's Bar and Clubhouse, Hingham Sports Centre.

Sunday 3rd December - Open day at TSSC HQ. There are a number Norfolk members heading to Lubenham for the weekend. Driving up on the Friday for the Market Harborough Christmas Fayre, staying over Friday and Saturday night at the Three Swans at Market Harborough (other hotels available) and going to the open day on the Sunday. Please feel free to join us, if coming for the weekend please book your own accommodation and let us know you're coming.

Thursday 7th December - Monthly meet and Christmas Meal, at the Gamekeeper, Old Buckenham. This will need to be booked in advance. An email will be sent out nearer the time and bookings and £10 deposit can be made at the November meet.

Paul & Christina

Northern Ireland

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Another month gone as we get closer to the end of our season of classic car runs. This brings me to a suggestion that has been made. If you remember during Covid19, you remember it, we met up and had what we called a "social run" whilst complying with the regulations. It has been suggested that during the winter months that we do the same in our "modern" cars and then end the day by having a social meal together. Think about it and let me know your views before I make out the programme for the end of '23 and the start of '24.

Our first run in Sept was on the Sat 5th with us meeting at Dunsilly Park and Ride. A good turnout with ten cars and



Simon introduced us to his drone so we had a few different photos of the meetup. Sadly, before moving Ernie (F) informed us that his clutch was slipping on the Peugeot. Arrangements were made to meet him later at a secret location.

The rest of us headed towards Ballymena before leaving the A26 at the Ramble Inn to take a left along the Drumsough



and Craigstown roads as we wanted to have the River Maine on our left with the railway line on our right. In order to continue doing this required us to take the Magheralane and finally the Kellswater road and to my (our) cost it was a road that Norman (E) would have been proud of as it certainly cleaned a few sumps, never mind Simon's front spoiler of, or was it off, the BM. Back on more suitable roads got us through the Slaght, Killybegs and Strada areas as we then circumvented Gracehill to make our way towards Ahoghill. By now you could see that the Maine was slightly larger as it had been joined by the Kells Water and subsequently, the Braid River. Through Ahoghill now so we took the Glenhugh and Dreen Roads to Cullybackey to get to our final destination there, Toast. No difficulties



finding the car park this time! Nice place to have a wee bite, although some had a bigger bite.

Food over and we were on the road again and this time using the B93 for a short distance as we made our way to a surprise event that the others weren't aware of. Using the Cardonaghy and Lisnafillan Roads brought us to the Galgorm area before entering the well-known village of Gracehill to meet up again with Valerie and Ernie (F). What was so special and why was it a surprise! This was the Open Day in Gracehill for all to see and visit as they were continuing with their bid with others to achieve the Moravian Church, Gracehill and the surrounding area to be seen as a World Heritage Site.



A World Heritage Site is a landmark or area which is designated by the United Nations as having "cultural or natural heritage considered to be of outstanding value to humanity." The Giant's Causeway is currently the only World Heritage Site in Northern Ireland, designated as a natural heritage site of global geological importance. The village of Gracehill was founded as a Moravian Settlement in 1759. It is



Northern Ireland

Northern Ireland Continues

Northern Ireland's first designated Conservation Area and the only complete Moravian Settlement in Ireland. Life in the village nowadays is very different to the 18th century, but the layout of the buildings and the unique Georgian style of architecture remain very much the same. The Moravian Church remains central to the village, facing the Square and flanked by the Manse and the Warden's House. The Brothers and Sisters Walks on either side meet behind the church at the burial ground or "God's Acre". In the 18th century the village was highly structured. The Moravian values called for a community-based way of life. Two hundred and fifty years ago, there was a village doctor, access to education and many houses had fresh running water.

As part of the "Open Day" we were able to view inside the church, visit the shop, the museum and the doctor's house. Several of us had a tour of the Doctor's home and I must admit it was well worth seeing as we saw from top to bottom. Others took the opportunity to visit the graveyard to see the unusual way the headstones are placed and the fact that the ladies were on the right and the men on the left. Even in death the ladies are right! By now Elizabeth had joined Stephen as we left the village to continue our run, although running a little late.

Leaving Gracehill saw us retracing our steps towards Cullybackey again but this time we used the Granagh Road to bypass the village to eventually reach the Craigs and Dunminning areas to once again follow and cross over the River Maine at the A26. Onwards towards the Clough village and this time meeting the Clogh River - well Google gives two different spellings! As we were running late for our evening meal, I had to cut out the Longmore and Carnalbanagh areas that left us taking the Doury Road to the Dunbought, Rathkenny and Knockan areas to get us to the M2B By-pass. Now taking the Liminary Road to Kells to our parking spaces at Rococo for a very good evening meal, enjoyed by the seventeen of us as well as some fun.



Sat 23rd Sept was another well attended run with ten cars again in the convoy with us meeting at the filling

station convenient to Moira under the stewardship of Colin and Heather (L). It was good to see them back out on the road again in a very tidy BMW Z3. A welcome return also to Richard (R) in the Mazda 1600 convertible as well as Ian and Brenda (M). Had a wee look at the engine in Ian's TR6 and it isn't hard to be jealous of what is in there. Once on the road we drove to Moira but took the first left to avoid the traffic jams in the centre as we headed towards our coffee stop in the Hillsborough area. Bit of a surprise as we came to the Kilwarlin Road to turn right as there was our old friend Oscar (L) standing and waving in the garden, although it was good to see that Ruth continued with her work.



(Photo 8 here) Our route then took us to Kilwarlin Moravian Church as we branched left to the Corcreeny and Ballygowan areas. We continued our journey crossing over the main A1 to the Deli at Mill Farm on the Dromara Road for our break. Like a lot of others my first time there and it was great to sit out in the sun and eat a wee tray bake. Back on the road we headed towards Dromara and after a good few miles crossed over the Ballynahinch Road near to Lough Aghery and then into Dromara. I suppose no one noticed the big house there at the junction where Amos from Emmerdale once lived. He was the one with the side whiskers who fell out with Mr Wilks over sausages in Emmerdale Farm. Now taking the road to the Finnis area and then cross country towards Ballynahinch.

Unfortunately, just before we reached the Grove Road, we had a breakdown with George and Hazel in the Corsa and no amount of work could solve the problem. A "parking" spot was found, and they joined Alan and Maurien (H) in the roomy Stag.

On the road again brought us to Spa, not realising that the Montalto Estate was on our far left, as we headed south towards Magherahamlet to connect with the main Dundrum to Dromara Road. This gave us the opportunity to travel back to Dromara and, as time was getting short, we took the Rathfriland Road to pass through the Finnis area to arrive at Monneyslane.

As we eventually needed to take the Castlewellan Road we joined the main road to bypass Katesbridge, passing



Notts - Oxford



Corbet Lough on the way, never mind The Game of Thrones Linen Mill Studios. To reach the Boulevard in Banbridge we took a few known side roads to get there for a timely arrival at the Salt Kitchen who were excellent as usual, as was the meal.



I have been contacted by a member in S Wales, with Northern Ireland connections, Robert Kidd, who has an ECO holiday cottage, a converted barn, for rent in the Fishguard area. Go to www.cottages.com website and his details are Caerau Bach, Trefin, (the region is St David's). Pembrokeshire. Eco Barn. Ref UK. 43238 or just type the Ref No in like me. To date they have had people from all over the country but none from Ireland, North or South, so give it a try or use as a stopover.

What's to come - Remember our meeting on Wed 1st Nov and then the AGM and Planning Meeting on Wed 6th Dec. Please plan to attend.

Douglas.

Notts

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From our meeting last month we enjoyed a delightful dinner and catch up with members at the bird in hand Blidworth. Such a pleasant and welcoming pub. We always discuss our next pub location so if any of our notts members know of a pub in and around Nottingham and Nottinghamshire drop us a line at the usual contact number. In November we are having our Christmas dinner at the Horse and groom. The address is **Horse and Groom pub & Grill, moorgreen, Newthorpe, Nottingham. NG16 2FE.** One pub we visited in the summer and was a really nice restaurant. There is a set menu so there is still time to book. It is £24.99 for a three course dinner a good variety of choices, just let us know if you wish to join us.

As some of you know we marshalled Scotland for our club triumph friends which was again very well organised event but very weather changing challenge for everyone. We continued our journey after the two check points and not without drama, slight stop at a&e.

No seeing of nesity but great memories of this beautiful place.

Whilst we were away some of our members went to the Thoresby show in October and looking from the photos you had a lovely day of sunshine and warm hospitality form our friends at little john.

For us two with the club stand we are at the **NEC classic car show from November 10th to the 12th** displaying

anniversary cars and our young members are joining on stand for the first time. So come down for a visit check in the courier for discount code and book on line for your tickets. We have hospitality and chit chat all weekend. On a variety of days CoM Members and Staff are with us on Friday, Saturday and Sunday for a catch up. Also pre orders can be arranged for collection at the show. So hopefully we will see you soon.

Look out for website and various contact on where about we will be in Nottingham for the catch up of everyone. With autumn and winter coming you are most welcome to come in moderns.

Look forward to seeing you all.

Di & Nigel.

Oxford

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Great visit from some of the Oxford consortium to the Bus and Morris museum in Long Hanborough near Blenheim. There was plenty to see from new to old. One member recognised a local



transit bus from his younger years. Definitely recommended if you are looking for something to do, they do rides as well. Check the website for dates etc. Good lunch and finished with the arrival of

a FWD triumph and a Landcrab. We were all pleasantly surprised with the museum and it's value for money.

Coming up in the area there is the Brackley classics on the piazza at Christmas and Stony Stratford at new years. Before that there is plenty more, I'll be visiting The piston pub near Stratford upon Avon with the young and retro

motor club and I'll report back on that. It's the last Hook Norton Classics meet on the 8th October. It's a great mix of new and old set in a beautiful real ale brewery. I'd definitely recommend a tour, the taster session after was definitely a highlight!!! Their events will start again in the new year. There is always the Kineton and Bodicote





Oxford Peterborough - Scotland

Oxford Continues

local meets. Anyone local, let me know of any other events and we'll add them in.

I recently attended Scimfest at Curborough sprint circuit, the scimitar owners annual event. It was well organised and the cars on track put on a display. There was a lovely mk3 GT6 giving it some round the bends hitting nearly 90mph through the speed trap. Long way off the size of the TSSC events but very enjoyable and well organised.

Apologies there hasn't been a camping event this year for the area. If anyone would like to be involved in arranging next year's event and local runout please get in touch.

My aim next year is to attend as many events as possible, TSSC local events and get ourselves down to the likes of Brooklands and the great British car journey. Do more with your Triumph (all classics welcome)



Thomas

Peterborough

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In October we again met-up at The Gordon Arms in Peterborough. The meeting proper started at 7:30pm, with a pre-meeting meal starting at around 6:30pm. There were several of us eating, so the room booking fee was again waived.

Next meeting will be on **Monday the 13th of November 2023, at The Gordon Arms in Peterborough:** Please remember to bring a raffle prize!

Christmas is approaching, and on the **12th of December we'll be at The Bluebell Inn in Helpston.**

Something which came out in the meeting was that not everyone seems to get the email updates. If you don't get a reminder email in advance on the monthly meetings (and would like one), please could you let me know by emailing me at: tssc.peterboro@gmail.com. I'll try to figure-out what is going on in the meantime.

This is from Doug:

Hi Folks. This edition of the Courier should have dropped on your doormat at the start of November. Our next club night will be the November meeting on the Monday the 13th of November when you will get your chance to join us at the Area AGM which is your chance to help formulate what - and how - we do in the future.

Both of these events will be at our regular meeting venue - **the Gordon Arms, Orton Longueville, PE2 7DH.**

However following hot on the heels of these meetings is our annual **Christmas Dinner on Monday the 11th of December** where we would like you to join us with your 'other halves' for 'Tinsel and Triumphs' at our regular **Christmas venue the Blue Bell, Woodgate, Helpston, PE6 7ED.** The venue was unanimously decided upon at our September meeting. The Blue Bell is now being run by Paul - its owner of 20+ years - who has also brought in 2 new chefs.

The atmosphere is now a happier place - which was confirmed by our AO Charlie who has recently visited the Blue Bell. Their Christmas menu was not available at the time of going to press - but if you are interested in joining us at this gathering please e-mail Doug at doug@dbagri.com for further information.

Thank you Doug for that
See you soon

Charlie

Scotland Central

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Our AGM meeting will be at The Harvester Restaurant Hillington on Thursday 7th December starting at 7.30pm. Please come along and see what we are planning for 2024. On that note we have decided that for drive it weekend in April 2024 of April we will go to Northumberland. For the last 2 years we have been in the north of Scotland, more details on Venue and location for our trip to come as soon as I have something sorted. This is usually a great weekend and a fantastic way in which to kick off the 2024 show season.

As you read this we will be preparing for a road trip to the classic Motor show at the NEC in Birmingham, I will be at the show on the Friday but I know other members are going along on the Saturday and Sunday. If you fancy going get in touch and we can see if we can find you a spare seat in a car travelling down for the weekend.



The Triumph International show for 2024 will be at the three counties show ground in Malvern the last weekend in June. I know a number of members have already expressed an interest in going.

There is a potentially clashes with the Moffat classic car show that weekend and I intend that we will have members attending both events.

Scotland Central Somerset - Southern



An item for discussion at our AGM is options for new events shelter, we have had the current ones for a number of years now and they are starting to show there age, the big question is what do we go for next time. do we go for something that is a little more water proof that the existing event shelters.

Our **Next meeting will be at the Harvester in Hillington, Glasgow on Thursday 2nd November and our AGM will be on the 7th of December** at the same location, We are still trying to build up our membership and activities on the east coast of the central belt of Scotland and hold monthly meeting at the **Hawes Inn south Queensferry on the second Monday of the Month starting at around 7.30**, If you in the Fife or Edinburgh Area why don't you pop along and say Hello to the team, You will also get regular updates on Alan progress on his MK2 GT6 as he has a self imposed deadline in 2024 to get the car out to one of the many shows we will be attending,

Look forward to catching up soon

Dave

Somerset

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Hi everyone, hope you are well and cars are running smoothly. It's been a super weekend weather wise and I managed to get out in both the Vitesse and TR. There's been a few posts on FB of Triumphs sitting outside of pubs etc over the weekend and a few late shows. Inevitably the evenings though are drawing in and by the time you get this, the clocks will have changed..... and I'll be finalising what we are to do for Xmas.

Back in summer my neighbour Dave used his Herald for a family wedding, here's a few words and some super photos from the day, thanks Dave:

Further to Steve mentioning the use of my Herald for a family wedding, I thought you might like to see a couple of photos. I was more than happy to be asked to transport the happy couple from Shapwick church to Hestercombe Gardens, but I did mention a few caveats... 'It is 58 years old so there is a chance it may decide not to work on the day'. 'It is quite small, and you



are both over 6 feet tall...'. 'It is quite smelly - your wedding outfit may have a whiff of unburned hydrocarbons after the ride'. Anyway, all went swimmingly on the day, and the brakes worked fine thanks to Steve's help. Olivia, with her metres-long train, managed to get in and out of the back with aplomb. Speaking of the back seat, it has developed a major squeak since the bride and groom were sitting on it...

The wedding photos were taken by **Matt Tyler** (www.mattytylerphotography.com) and the ones I've seen of the car are amazing - he's made it look absolutely immaculate, which of course it isn't when you get up close. Since its use at the wedding my partner Pam has rather warmed to the car, as she enjoyed the sunny evening run back in it from Hestercombe.

Hope to see you at club night for a drink/meal/natter! Cheers

Steve



Southern

Tel. 01252 722432

Here's some of the shows Barb and I attended back in August and September, which seems quite a while ago now.

Saturday 6th August was the start of the Bank Holiday weekend which saw Barb and myself make an early start, off to Gloucester Goes Retro in the Heart of the city. An exceedingly good show which is very well organised. The weather was kind up til about 2 o'clock when we had a shower. As usual a fine array of cars. I took a stroll down to the Dock area where more cars were parked. On the way home we had a torrential downpour. I could not see the front of my bonnet, gladly it did not last long. In spite of that it was a good day out.

Sunday 27th saw Barb and I attend a new show to us at Swallowfield. Definitely one of the best shows we have attended this year, a must for next year. Plenty of something for everybody, interesting stalls and a good selection of food outlets.

Bank holiday Monday Barb and I (Stag) met up with David (TR6), Mike H and Karen (Healy) at Wendy's (she was camping but joined us later). The three cars journeyed to Wisborough Green as is the tradition. We arrived to find Mark in his Vitesse and Dave M and his family in his VW Golf GTI. Mark proceeded to raise the club banner, long time no see. It was nice to see Derek and Jackie arrive a bit later. I must add that Mark and I had to make a visit to the local hostelry, as he said it would be rude not to.



Southern North Staffs - East Sussex

Southern Continues

Saturday 2nd September saw us at Balls Cross joined by Wendy (Spitfire), David H (Toledo) and Mike and Karen in the Healy. Barb and I had a pleasant drive down the country lanes from Northchapel. I turned out to be a nice sunny day. Good show as usual. Sunday saw us meet up at the Meon Hut with David in his Toledo and proceed to the car meet at The Hinton Arms. A crisp sunny morning and as usual there was a nice selection of quality unusual cars, along with the usual. At around 1.30pm, having been fed and watered (the brown sort), Barb and I decided to visit The Departure Lounge. We parked up and looked around to see if I could spy any other club members but alas no! After some time, I saw this white Stag enter. I recognised the numberplate from afar. Low and behold it was Robin and Ann. They ended up parked up backed onto us, it will never happen again.

Saturday 9th September saw Barb and I set out for the Laughton Autumn Show. One of our annual events, it is always a good show with lots going on. Met up with Dave on site as we came different ways, incidentally he was in the Toledo. We had a tortuous journey down with lots of slow traffic, it has never taken me so long before. We went into the ring about 4.30, it was so hot that not many cars attended. After finishing we decided to make our way straight home, a far better journey than going.

Saturday 16th - we met up with Dave in Mill Lane and entered the Alton Show together so as to be parked up alongside each other. It turned out to be a dry sunny day. David B came along in his more recently acquired GT6. Mike and Karen in the Healy joined us later and we enjoyed a catch up and lunch with them in the Swan Hotel. Met up with quite a few family and friends. A good array of cars and some motorcycles.

Saturday 17th September saw our first Sunday Lunch of the season. Eleven of us partook in the carvery at The Angel on the A32. All very enjoyable.

That's all for this month,

Mike

North Staffs

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Hi All. The show season has now almost finished the last two local events being Foxfield Railway & Macclesfield Vintage Rally. The weather for the Foxfield railway was very wet so I decided not to go. The weather forecast for Sunday 8th Oct is looking very good so the Vintage Rally could be on the cards for Sunday.

I was away for the Trentham Gardens show seems I missed a great show, this event has not been on for a few years and was previously always on Fathers day, this year the date was changed to 17th September.

The Stone street show had some decent weather and a good turnout of cars on Sat 23rd Sept, the opposite was the case for Huddlesford Heritage Gathering with rain putting off many of the cars from turning out for the Sunday and put a bit of a damper on things, let's hope next year we have a better summer.

Welcome back to Stephen Shelley who was a member back in the 1980 and has rejoined TSSC with Gerald the Herald, looking forward to seeing the car a 1200, I would think around 1964.

Not much else to report hope to see a few more of you at the **meeting on Nov 28th.**

Don't forget the: **Classic Motor Show NEC 10-12 Nov TSSC will be there.**

BFN

Dave

East Sussex

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Three quarters of the year gone already with the passing of the month of September. Nights are drawing in but the weather is still warm at times.

Wendy and I did not go to the Floral Fringe event or to the Laughton Autumn show so I have nothing to report on those two events, but I believe some members of the East Sussex group went along.

The Breakfast meet at the Old Barn Nursery, Dial Post on Sunday 17th was the usual efficient, speedy affair. The threat of wet weather meant there were less cars than usual but still a good morning run out. Some of us left earlier than usual to get home before the heavens threatened to open.

Dawn broke on Sunday 24th September with the promise of a dry, pleasantly warm day for today was to be the Uckfield Lions Charity Drive, followed by a BBQ. Starting from our club base at the Halfway House Pub in Clayhill, the route wound its way through the Sussex countryside. Our little group of Triumphs (John & Janice, Kevin, David & Kim, Andy & Lynn, Pete, Wendy & Geoff) were first to depart but along the route we came across other clas-



West Sussex



sics on the run and arriving at Nymans, a National Trust property, we discovered we were not the first classics to park up. What a cheek, some had taken short cuts to get to the half way point first! After the refreshment break, we continued the run with a return to the start point at the pub studiously following the route directions. However, about halfway home Andy suffered a problem with his front brake caliper and after a handy "pub car park" repair rather than a "side of the road" repair we set off again having decided to take the shortest route back (well we were not the first to shortcut). Back at the pub there was a BBQ, a raffle and lots of classic cars to ogle. Another successful Uckfield Lions annual charity run. Meanwhile on the same day, Ian & Chris had gone to a SCS Car Show at Leanardslee Gardens, wondering where the rest of us had gone. However, he was rewarded with "Best in Show" for his beautiful yellow GT6. Well done Ian!

The October monthly meeting was attended by 20 people (the usual crew) and the cold weather kept us inside the pub. There was talk of the **Christmas dinner (at the Halfway House Pub on Saturday 9th December at 12.30pm), the Spa Classic in May 2024 and an auto-jumble at Ardingly on Sunday 5th November.** Plus lots of other noisy chatter going on.

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 November:-

Monthly meeting on Wednesday 1st November
Breakfast meeting at Carats Café on
Sunday 5th November

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

Geoff

West Sussex

e-mail: nigelayre@hotmail.co.uk

Nigel. 01403 253034

George. 07508 853397

Hello, I hope you're all well. Due to terrible weather our monthly meet didn't have a great turnout of Triumphs but Glen, Joe, Henrik and John still made it along to The Selsey Arms.

Unfortunately I wasn't able to attend the monthly meet as I was away in Malta. I was gutted to miss a monthly meet as it's the first monthly meet i've ever missed since buying my vitesse. While I was in Malta I did get to see some Triumphs, the first spot was a Triumph Herald 13/60 convertible. I got chatting with the owner and he

told me how it was one of the Maltese assembled Herald's and he kindly showed me the rest of his classic car collection which was mostly classic Fiats. I also got the see 2 Spitfires and a TR3 in the classic car museum



in Bugibba which was very good and worth visiting.

Goodwood revival 2023 was brilliant and many of the West Sussex members attended. I enjoyed the drive down to Goodwood in my vitesse, being followed by my dad Morgan in his vitesse. There were many other Triumphs in the classic car parking area which was great to look around. We went on the Sunday, the racing was brilliant and got very exciting watching the cars drift around the track when it started raining. Luckily the weather didn't spoil the day though as it was only showers that passed over and cleared up.

As the summer has come to an end many members of the group have had an early start on their winter repairs, Martin has started doing a CV driveshaft conversion on his MK2 rotoflex vitesse convertible, Henrik had dropped his car off to Me and Joe at MOTEST Crawley for cylinder head gasket repair. It needs some investigation to find out why the head gasket keeps failing so quickly, even after the previous garage had the head skimmed. We also need to look into the rear suspension to find out why there is so much positive camber and also redo and tidy up the engine bay wiring.

Doug has also been very busy doing repairs to his 2.5L Triumph stag and kindly sent over a update of repairs after major engine issues "When trying a spare cylinder head when the existing one seemingly burnt a valve, I discovered replacement head was from a 2500PI. Much higher compression. It was over 200psi. Gulp! But I decided to see how it ran, as it had run ok on another block many moons ago. It lasted for about 5 miles, then it all went wrong... puffing smoke out of oil filler and dipstick holes, but oddly no smoke from exhaust. A 'wet' compression test revealed piston ring woes. Head off, pistons out. At least one ring on every piston was broken. Some virtually shattered. I can only put this down to the extra compression causing the rings to fail. Fortunately no damage to the bores, so quick cylinder hone, new rings and shells, Wop it all back together with original head (valve was reground).. now running better





West Sussex - North Wales

West Sussex Continues

than ever.

Two things caught me out:

1. After reassembly, there was a rotten sounding metallic tick from the front of the engine. I thought it was piston slap but turned out to be a small hole in the exhaust manifold gasket. Phew!

2. Rotten and variable missing/juddering under acceleration, sometimes while cruising.

The vacuum advance pipe had a split in it which intermittently allowed air in.

While trying to sort that last one out I paid good attention to setting the carb mixture (a job a bit overdue) so now it's quite nicely balanced.

A total pain but ended well."

John also kindly sent me a update on his spitfire "My 1972 Spitfire travels with a consistent rattle and rock that has refused to respond to many adjustments and new parts. She has rattled and rocked far and wide, lapping Le Mans, visiting Laon and completing laps of Silverstone and Goodwood this year. She's worried me occasionally, but always got me home.

September saw the worst incident to date - but she still got me home. What initially sounded like pinking, became a distinct metallic clatter when any throttle was applied, followed by a real loss of power that could only be the loss of one or more cylinders.

A compression test a few days later recorded #1 and #2 running at about 20% of the level of #3 and #4. Fearing dropped valves, or worse, and seeing nothing sinister under the rocker cover, I moved on to the endoscope. Initially, nothing sinister showed up in #2, nor in #1 - until the image suddenly altered and a small black tube became visible, sitting on top of the piston! The culprit was the outer body of the endoscope, which had dropped off. Not the end of the world, because the head's going to have to come off anyway, but a bit frustrating. Don't watch this space - it'll be a while before I get round to it, but I'm sure she'll be back to rattling and rocking in the spring."

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.

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you

North Wales

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Hi, everyone. There was no meeting on Thursday 7th September because many of our Border Classic Car group were on the Peak District Tour, organised by Neil Wallace.

Before that the month began with a beautiful day at Llandegla village show. This little yearly show gets better every time, with a glorious display of village hand crafts, and a wide variety of home-made cakes and locally brewed ales for sale to consume there or take away. A really good day.

The Peak District Tour took place on 4th September, and what a great time we all had. Meeting up with Julia and Alan and then stopping for a spot of lunch before going on to the Yorkshire Bridge Hotel. Lovely to meet folk from the West Cheshire MGOC, what a great bunch of people they are, and thanks goes out to Neil. The next day we went to Bolsover Castle, very impressive:- the views were spectacular, you could literally see for miles and miles. The next day there was a visit to Cromford Mills, and again very interesting and informative. The shop sold some great fudge! The day after that was a trip to Crich Tramway Village. What a marvellous place, never seen so many trams before, some working, which you could ride on, then in the Exhibition Hall there were so many more, including an ex-Blackpool tram that you could actually go and have a sit down in. There was a video playing in the Hall showing the demise of the trams in the different cities:- Manchester trams all lined up for dismantling, some being burned. And now, cities are bringing them back. Well, the old saying "what goes around comes around" rings true.

On the 17th Jan and Geoff organised a 100 mile run to celebrate the centenary of motoring. It was an excellent run with suitably spaced breaks for the call of nature. A first-class lunch was had by all at the Brigands Inn, Mallwyd, which was around the half-way mark, before everyone wended their way homewards. A big thank you goes out to Jan and Geoff.

The Lunch Run on the 28th was organised by Gail and Tony, and our Border Classic Car group had a good turn-out. It was a lovely run followed by a good meal at the King's Arms, a quirky little pub not far outside Ruthin. Another good day.

Not all could go as four of us, Glen, Barry, Helena and Roger, were on a WW1 Battlefields Tour. We went with Leger Coach Tours, and they were excellent:- we had a very good driver and a very good



South Warwickshire



guide. It was sobering to see all the cemeteries and the amount of headstones:- some soldiers were never identified, and remain "Known Unto God". The photo shows the there and now, as the landscape has recovered well, but still shows the scars.

That is all for now. Don't forget that our meetings are held at the **Trevor Arms in Marford on the first Thursday of the month at 7.30 p.m.** Come along and meet us, we are a friendly crowd.

Forthcoming events:- November

2nd November:- Monthly meeting at the Trevor Arms, Marford.

**30th November:- Lunch Run.
December**

14th December:- Monthly meeting at the Trevor Arms, Marford.

28th December:- Lunch Run.

Helena and Roger.

South Warwickshire

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Hi All. The evenings are starting to draw in, but we still had a spot of good weather and a couple of lovely cars this month (Philip's Vitesse saloon and Roger's Stag). We're also still attracting new members - Dave Holden (Vitesse owner) was back (so clearly we didn't scare him off the first time!), and we had Matt Bliss (Vitesse owner) and Rich Greenaway for the first time. I also had a nice message from Hugh Sargent, who we'd met at the Wellesbourne show last month in his Jensen Interceptor - he also owns a GT6 so hopefully we'll see him come along in that at some point.

Even as the winter months draw in, we're going to continue to meet all-year-round - just in case anyone was in any doubt - and there's no shame in arriving in a modern if the weather is nasty!

First off, I have to apologise for getting my dates wrong in last month's article - I'd said first Tuesday of the month and then said 10th October which clearly isn't the first Tuesday! To clarify, it **IS the first Tuesday of the month that we meet**, so the meeting was the 3rd October - although I did go along on the 10th too, just in case anybody turned up expecting the meeting to be on! ...the upside of all this is that the fish and chip van was at the club on the 10th so me and the boy had a nice fish supper!

So what else has been happening?... Well, Neil came round to my house in his Spitfire to borrow a carb balancing tool, so while we were there I showed him how to use it. I think he had it pretty close already tbh, but

the throttle cable was a bit tight, preventing the throttles from being able to return onto the throttle stop screws. A quick tweak to the linkage and it was sounding noticeably better. As far as the mixture goes, it seemed about right so we left that alone. Fingers crossed it's alright for him now!

We've also been discussing organising a Xmas meal - Fridays in December are looking a bit busy, so it may have to be a weekday, and I'll be talking to people on our Whatsapp group (please feel free to message me with your mobile number if you want to be added - there's a decent amount of stuff going on there!) to try and find a suitable day - it may well end up being the day of the December meeting, or at least some day in that week.

As for possible venues, The Crown in Harbury is just next door to the club where we have our monthly meeting, and it's well thought of on the food front, so on that basis and since we know that anyone who comes to the monthly meetings can equally get to The Crown which is 3 doors down the road, it seems to be the hot favourite. We do plan to get to The Wharf at Fenny Compton at some point though, so that may be a fall-back option for Xmas if availability gets difficult, or failing that, certainly for next year.

The other thing to report on is the Round Britain Reliability Run, which Club Triumph ran just last weekend as I type. I did this event last time it was run (two years ago), in my Vitesse - 2000 miles in 48 hours, taking in John O'Groats, Land's End and most of everything in-between, with 3 drivers rotating the driving and sleeping on the move. We raised over £1000 for Motor Neurone Disease that time. This time, my two co-drivers, Andy Cook and Glynn Davis, did the run with just the two of them in Andy's mk3 GT6. I'm glad to report that they got round safely, with only a few minor mechanical maladies (the speedo packed up and the ignition switch burned out, leading Andy to have to hotwire the car to continue!). Well done guys!!! Andy's blog, which is a very good read, is at <https://cook1e.blogspot.com/>.

Well that's it for this month's write-up - the next meeting (now let's make sure I get this right this time!!!) is on **7 November (the 1st Tuesday of the month!)** As usual, we'll be at **Harbury Village Club and Institute, Crown Street, Harbury, near Leamington Spa CV33 9HE** - from around 7pm now that the evenings are darker. The club has a large car park, accessed from Hall Lane (which is a one-way street) - **so set your sat-nav for the Bull Ring Garage at Harbury CV33 9HL** and continue round the tiny one-way section until you see the large Harbury Village Club car park on your right. When you get there, if we're not nattering outside then just ring the doorbell to be let in!

Cheers,

Mark



Wessex North Wiltshire

Wessex

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Swanage Railway in conjunction with BPPC Car Show at Harmons Cross was as always, well worth attending. As predicted, it was hot Friday and Saturday, with a total change on the Sunday when it was drizzly up until lunch time when the sun finally made an appearance. This must of been our best presence ever, with five attending on Friday and ten on Sunday. Not sure for Saturday, as already said, it was hot. . . . very hot! So we decided to give it a miss as not only can we not cope with the heat neither can the cars, especially if we get caught in holiday traffic, which you don't expect in September. Friday as expected was the quieter of the three days, which made it pleasant catching the train and wandering around Swanage and you could do it all again Saturday and Sunday if you so wished!

Christchurch Quay was a last minute decision by BPPC as the torrential rain mid-week might of made it a bit too soft for the cars. As it turned out, they mainly used the area to the right as you go in, being a bit firmer underfoot. Over 150 cars, so a good turnout, with many rare vehicles including a Thames people carrier and a professionally converted convertible Jaguar. Also it was nice to see Eugene Hartley's Coupe is still out there.

The old timers amongst you will remember Eugene as a real character, even eccentric, I don't think that is being disrespectful to her memory.



On convoys you could rely on Eugene to go wrong and take half the convoy with her!

The Burley Steam & Vintage Show was very good and only £3, all profits to Air Ambulance. Not just one or two steam engines, but quite a few and of course the obligatory line of stationery engines and classic cars. Being local, it was hard not to bump in to friends that we have not seen for some time, which helped to pass the time.

I did not realise until it was pointed out the week before, that the Round Britain Reliability Run was on at the weekend (7th & 8th Oct), wasn't well advertised. From the comments, neither did anyone else, some not knowing what it was about. It is an all Triumph endurance round Britain run including Lands End & John O'Groats, 2,000 miles in all! - In the past we have sup-

ported the event when the refreshment stop was Pimperne in deepest Dorset. That was when the local area of Club Triumph with John & Bridget, Dianne & John with the help of others did the catering. This year the nearest to us was Popham airfield. We would of liked to have supported them, just a little bit too far, especially as Christchurch on the Quay was on the Sunday and closer. The pleasure of traveling far & wide has lost some of it's appeal, at least for a day trip. Thankfully as this run proves, the diehards are still out there. Talking of runs, Trevor was trying to put together an end of season run with lunch. However fixing a date suitable for the majority was proving difficult. This is what comes from everyone having a full life.

**Sunday 5th November - Restoration Show
at Shepton Mallett.**

**Friday 10th - Sunday 12th November -
NEC Classic & Restoration Show.**

**Sunday 26th November - BPPC Breakfast & Road
Run to The Tank Museum
(Starts 9.30am Red Lion at Winfrith).**

Not in stone yet; BPPC might be on Poole Quay, New Year's Day; still in the planning stages to say for definite. A definite that I can bring to your attention is the **Christmas Dinner; 16th December, Fish Inn, Ringwood.** Contact Trevor if you are interested.

Please note our new meeting venue; **Avon Causeway at Hurn, Christchurch, BH23 6AS.** Last Thursday of the month, 8 p.m. Although more of a Hobson's Choice, it actually fits the bill; not too busy, a big car park and reasonably central for most.

Martin

North Wiltshire

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We had a good turnout for the October meeting at The Foxham.

Our meeting this month will be a **Breakfast Meet at Lowden Garden Centre in Shaw on Saturday 11th November from 9am.** This means there will be **NO meeting at The Foxham on Tuesday 14th November.** The garden centre has a restaurant that serves breakfast from 9am til 11:15am. Checkout the menu on their website at lowdengardencentre.com. The postcode for directions is **SN12 8EZ.**

Next month's meeting on **Tuesday 12th December will be our Christmas meal at The Foxham.** Our table is booked for 7.30pm. You can view their festive menu here: thefoxham.co.uk/christmas-new-year If you would like to join us please let me know as soon as possible (**no later than 1st December**) by email to: north.wiltshire.triumph@gmail.com, indicating your choice of 2 or 3 courses, and your menu options. I will then collate and forward the details to The Foxham.

Worcestershire North Yorks - West Yorks



PLEASE NOTE a 50% deposit is required - please contact The Foxham and pay them direct, quoting Triumph Club Xmas Meal. Look forward to seeing you there.

The last national event of the year is the **NEC Classic Car Show over the weekend of 10/11/12 November**. (apologies for the clash with our breakfast meet)

That's all for now. Ping me a message on **07852 455242** if you would like to join in the chat of all things Triumph in North Wiltshire on out **WhatsApp** group.

Craig & Sarah

Worcestershire

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Tel. 07745 299457

Hi folks, Well I'm back from my travels and it appears as though it was felt that I need to write a report this month as I was unable to do so last month, missing the meeting and all! Quite a lot happened in my absence. Some members came along to Vicky's club BBQ at her house, some having ventured to the Twining car show beforehand on the 27th Aug. Lovely evening it was too! I actually managed that one before I departed the following day - yes, I know, bank holiday, travelling down to Heathrow? I must have been mad, but, when you want to visit family, you have to sacrifice sometimes! These events were accompanied by the Silverstone Classic and the Camping weekend in Cheddar, Evesham show and the Isle of Wight weekend and by all appearances and through conversations, a good time was had at them all.

Roger is still doing his Wednesday 'OAP' runs, although the last one planned for September was postponed until the Friday because of the weather.

Reminder about the NEC Classic car show in November (10-13th) - advance tickets £40 for Friday, £35 for Saturday, £33.50 for Sunday and Weekend pass (Sat & Sun) £56. However, there is usually lots to see and unfortunately, sometimes, lots to buy! But if you need bits for your classic or just stuff about classic cars, this is obviously the place and also to meet like minded enthusiasts.

Another reminder also from Vicky about photos for the Area Calendar. If you would like your vehicle featured, please get a large format photograph to Vicky asap or even sooner if possible!

Well not much else to report as there was a lot of chat between members, 13 turned up on this dark, wet evening, some even in their classics, mine being tucked away in the dry. However, I do hope to get it out for a spin sometime over the next few days after writing this report, as the weather is supposedly improving!

So I will leave the report at this point and hope to see

you all at the November meeting on the 6th at the Red Hart.

Take care and if you are out and about in your classics - enjoy yourself.

TTFN

Stef.

North Yorkshire

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Hi All by the time you read this news letter the nights will be pulling in and winter will be round the corner thoughts will be on the winter projects but hopefully if we get some dry non salted roads we can still get out in our cars, two of our members Richard and Julian are doing the round Britain long distance reliability run 6 to 8th October so hope to get a few words from them on how it went.

The last event we had was the York Classic Car Show we had a very good turnout of cars and luckily the day stayed dry this is a great event so if you missed it this year put it in your calendar for next year, looking around the show we saw a vast selection of classics including buses and trucks so brought back many memories.

As I said last month we have many new members so if I have not contacted you please let me know what you want from the club, we have not had a meeting for our northern area this year so we must make it for next year I did call in at NY 500 seems a great place for a meeting so let me have your thoughts for a venue?

Keith

West Yorkshire

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Once again very little to report. The November meeting is the Area AGM where we vote on positions for 2024. If you are interested in helping then please attend this meeting, **YOUR AREA NEEDS YOU!**

The last event for the year for me will be the **NYMR railway event on the 13/14 November** and then the Vitesse will be garaged for the winter.

Once again please attend the meeting and get the area moving forward

George

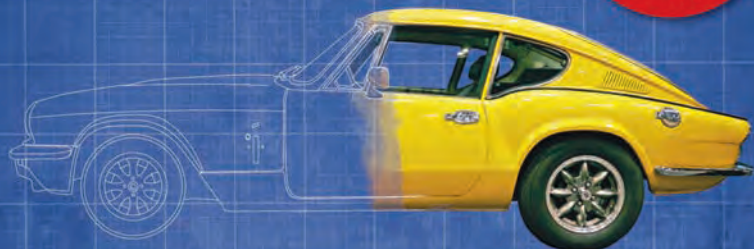
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