

THE COURIER

THE MONTHLY MAGAZINE FROM THE TRIUMPH SPORTS SIX CLUB

ISSUE 528 JULY 2024

SPITFIRE *Finale*



MkIV & 1500
Triumph's dynamic duo



THE
TRIUMPH
SPORTS SIX
CLUB

DEVON AREA'S FRENCH TRIP

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FROM THE EDITOR

By the time this issue of *The Courier* hits your doormat, one of the biggest events on this year's classic show calendar will have been and gone. As I write this, the International Inter-Club Weekend, taking place at Malvern at the end of June, promises to be spectacular, bringing together some of the biggest clubs – including the TSSC – in a unique collaboration. And it's an event that perhaps shows the way forward for organisers and enthusiasts alike.

The expense and complication of running any major event these days is colossal. There's so much red tape involved, not to mention the rising costs of every aspect of hosting a show – from venue hire to essential insurance. Spreading the cost between a number of participating clubs, which also enables the event to offer extra variety through a wider spread of cars, seems like a win-win situation. If you were at the Inter-Club Weekend, we'd love to know what you thought. Why not send us a photo or two for us to use in *The Courier*?

Large-scale events have always been popular, of course, but for me there's a lot to be said for smaller shows and get-togethers, as well as local road runs. They're the kind of meets that attract people who don't want

the formality of pre-booking or the pressure of having to give up an entire day. They're friendly, personal and great fun to take part in. And that's where the TSSC's Areas come into their own, with each AO helping to keep fellow Triumph owners entertained and in touch with each other. Whether it's an evening meet in a pub or a mini road trip on a Sunday morning, these events form the backbone of the classic car community. If you've yet to join in the fun with your local Area, you're really missing out.

Meanwhile, this issue of *The Courier* is another packed one, with the usual array of AO reports and Model Register updates, plus a main story on the MkIV/1500 Spitfire, a report on a club trip to Brittany, and the second instalment of a Vitesse racing story. I hope you enjoy it. Meanwhile, check in again next month... when we'll have some really exciting news about *The Courier*!

Paul Guinness

Editor
editor@tssc.org.uk



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Please always book an appointment in advance if requiring a Valuation at HQ.
Email valuations - please download the form from the TSSC website, www.tssc.org.uk, and email to valuations@tssc.org.uk clearing marked as Valuation in the subject line.

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THE GET OUT

While every care is taken to publish accurate information, the Editor and the Council of the TSSC do not necessarily agree with all the views expressed within *The Courier* and cannot except any liability for erroneous or misleading information found therein.

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AD OF THE MONTH DOLOMITE SPRINT

In this classic advert from 1973, the exciting new Dolomite Sprint was hailed as "the fastest four-door saloon under £2250". And that was an impressive feat considering the Sprint cost a mere £1869 – making it the most affordable model in its high-performance class. Although the ad boasted about the Sprint's performance, luxury and refinement, its main message was the sheer value for money offered by the latest Dolomite flagship.

It was perhaps best summed up by a quote from *The Sun*, which described the Dolomite Sprint as "up to £1000 cheaper than makes such as BMW, Lancia and Alfa Romeo, with comparable performance".

At the other end of the newspaper scale, meanwhile, the *Financial Times* enthused that the Sprint was "considerably cheaper than its continental rivals but still offers the

same performance". In every sense, this 16-valve Dolomite derivative was off to a flying start.

The new Triumph Dolomite Sprint is luxurious, quiet and utterly civilised. It's also the fastest four-door saloon under £2250.

Dolomite Sprint £1869

CHAIRMAN’S COMMENT

AN UPDATE ON THE COURIER, PLUS POTENTIAL DIGITAL-ONLY MEMBERSHIP OPTIONS

The TSSC has always been a members’ club and it always will be, with one of the biggest attractions being our magazine, The Courier. As you are all aware, the magazine has gone through huge changes in the last few months and for most of you it has been a great improvement.

Last month, some of you received your magazine at least a week late and for that I am very sorry, but it was out of the TSSC’s hands. The Courier was posted on the 3rd of the month, not the 1st as this was a Saturday. Then once it’s in the hands of the post office, we are no longer in control. I do hope you all receive this month’s magazine on time.

At last year’s TSSC AGM, a motion was passed to allow our international members

to be digital-only members if they wish. This will allow overseas members to still enjoy full membership but only receive a digital edition of The Courier at a reduced fee, as they all have to wait so long for a paper version of the magazine. Overseas members will still be able to receive paper copies as per usual, but will have to incur an increase in membership fees due to ever-increasing postage costs that the club can no longer absorb.

We will be starting this from the November membership renewals and are going to run this solely for overseas members for a year to see how it all works. At this year’s AGM, which takes place on Sunday, September 22nd, we will be asking the membership if a digital option for the UK is something that people

want; if it is voted through, then we will look at implementing this in 2025.

The AGM is the place to raise any questions you have about the TSSC or where you could help us in any way. We are always looking for volunteers at events or even as a member of the Council of Management; if you think you have the time, then please don’t hesitate to drop me a line or call me on 07843 435190.

I am always happy to speak to all of our membership about how we can move our great club forward.

Chris Gunby
TSSC Chairman



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NEWS & UPDATES



SUPPORT FROM THE FBHVC

A call for evidence by the Driver & Vehicle Licensing Agency (DVLA) concerning its existing policies and registration processes for historic, classic and rebuilt vehicles is gathering pace, with the Federation of British Historic Vehicle Clubs (FBHVC) compiling a detailed response to help as many interested parties as possible negotiate the recently announced 46-question form.

The Federation feels that a 'Q' registration should not be assigned until all alternatives have been exhausted. It argues that original registration of the vehicle should be retained where possible to preserve its heritage – and if this is not possible, then an age-related plate should be issued.

The FBHVC suggests that, whilst the use of new components is unavoidable, there should be enough of the original vehicle remaining to enable a suitably knowledgeable person to identify make,

model and approximate year of manufacture. In the Federation's view, like-for-like repairs carried out to a good quality standard should not affect identity, nor should minor modifications (such as the addition or deletion of a small bracket or the drilling of holes). Modifications similar to those known to have been carried out in period should also not affect a vehicle's identity.

The FBHVC has spent 18 months in dialogue with representatives of the Department for Transport (DfT) and the DVLA regarding the policies and registration processes for historic, classic and rebuilt vehicles, drawing attention to the current challenges and inconsistencies surrounding the rules. The DfT and DVLA aim to "seek expertise and knowledge about whether these policies need updating to reflect evolving technologies that support the restoration and rebuilding of these vehicles."



The FBHVC says the historic vehicle community must "work together to create a consensus that accurately reflects its requirements" and will be publishing its positioning statement to give everyone a voice and make completing the consultation document less onerous.

The Federation's team has formed a provisional response to each section and question, that all members of the historic vehicle community can now read and indicate support for through an electronic survey. To find out more about the FBHVC's involvement in the process, visit: www.fbhvc.co.uk/news.

(Peaky) BLINDING DAY!

Congratulations to the new Mr and Mrs Hill on their fabulous Peaky Blinders Wedding! Despite a deluge of rain on the Thursday, the camping field was filled with friends ready to join in the celebration.

The marquee was beautifully decorated and was the perfect venue for the cast of PB extras – some very dodgy looking characters indeed! Di looked radiant with Nigel at her side, and the whole day was filled with fun, friendship and love. All of us in the TSSC wish the newlyweds a long and happy life together.



Sunshine Rally

If you're free over August 9th-11th and you fancy a fun weekend of camping with fellow Triumph fans, don't miss the TSSC Leicester & Rutland Area's 2024 Sunshine Rally, taking place at the usual venue of Greatham Community Centre (LE15 7NG).

Camping is available on the Friday and Saturday nights, and there are plenty of activities planned for all three days, including scenic road trips on the Saturday and Sunday for those who fancy exploring Leicestershire and Rutland, as well as a show 'n' shine with prizes.

For further details, call Jan on 07799 804415 or Dave on 07770 650802. Or send an email to: davesmith.triumph@hotmail.co.uk.





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SPITFIRE FINALE

Paul Guinness recalls the career of the final-look Spitfire, which launched as the MkIV in 1970 and was successful enough to extend the bestseller's career by a decade

Although the 1967 MkIII Spitfire had been a successful update, its new-look front end had been achieved largely via the repositioning of its front bumper, accompanied by an array of upgrades to ensure the model remained competitive. It was via the MkIV of 1970, however, that Triumph's smallest sportster finally offered all-new aesthetics – with this latest look being, of course, courtesy of Giovanni Michelotti.

Since the launch of the original Spitfire, the Triumph range had changed dramatically, with the 2000 of 1963 and the front-wheel drive 1300 of '65 showing the latest styling trends. By the end of the decade things were moving forward once again, with the MkII 2000 of 1969 and the exciting new Stag of the following year bringing extra sharpness to the Triumph range. Times were changing, a new decade was upon us, and Triumph couldn't afford to leave the Spitfire unattended.

The timing of the MkIV Spitfire was deliberate, coming shortly after the 1970 Earl's Court Motor Show at which the Stag, front-wheel drive 1500 and entry-level



New-look front and rear ends gave the MkIV a fresh image for the 1970s.

Toledo had all made their official debuts. Triumph had plenty to shout about that year; but the fact that the vast majority of Spitfires were destined for export meant it could go for a post-show launch for the MkIV, focusing instead on its other crucial newcomers at Earl's Court.

Biggest headline change was the new Spitfire's fresh look, featuring reskinned bodywork and a smoother style. The one-piece bonnet was longer and sleeker than before, while the other end comprised a squared-off tail – more in tune with the Stag and MkII 2000 ranges. A new-style

hardtop was also available as an optional extra, though most buyers opted for the latest standard-fit folding hood.

Most worthwhile change under the skin was the introduction of a new 'swing spring' rear suspension design, doing away with the old swing-axle set-up and drastically improving the Spitfire's handling. Equally important, however, was the adoption of the latest all-synchromesh gearbox from the new Toledo.

Under its bonnet, the MkIV used the same 1296cc engine as in the MkIII, though British-spec units were being fitted with larger big-end bearings by 1973, resulting in a slight improvement in overall refinement. Maximum output was quoted at 61bhp, enough for this 779kg sportster to boast a claimed top speed of 95mph.

As for American buyers, they were treated rather differently, with 1973 seeing the replacement of the 1296cc engine with Triumph's 1493cc unit – almost two years before the arrival of the Spitfire 1500 elsewhere in the world. And that enhancement no doubt helped the MkIV to maintain the Spitfire's impressive sales record, with a total of 70,021 examples finding buyers by the time the very last example was produced in '74.

THE 1500'S DEBUT

The final version of the Spitfire – the 1500 – is notable for being the longest-lived of all the different generations, launching in late 1974 (for the '75 model year) and remaining in production until August 1980, with 'new' examples still widely available well into 1981.

It would be easy to assume that such a long life was down to nothing more than neglect on the part of British Leyland, which was so cash-strapped throughout the late '70s that any changes to its sports car ranges (from both MG and Triumph) were kept to a minimum. That, though, would be unfair to the Spitfire, because the 1500 continued to sell well and to have a loyal following, even towards the end of its life. It might have been largely overlooked by Leyland management, but the 1500 remained a strong seller – and went on to be the most successful of all the Spitfires, with 95,829 examples sold worldwide.

Key to the 1500's success was the adoption of the same 1493cc engine that had powered US-spec Spitfires since 1973, though with several crucial differences. American-market versions were fitted with



Launched for the 1975 model year was the bigger-engined Spitfire 1500.



The 1500's wood-veneer dash and trim provided a 'proper Triumph' experience.

single Zenith-Stromberg carbs and initially featured a compression ratio of 7.5:1 (though this was raised in 1976), resulting in a power output of just 53bhp. Meanwhile, most other markets – Britain included – saw twin SU carbs and a compression ratio of 8.0:1, increased to 9.0:1 by 1976.

At the same time that the compression ratio was increased, the SU carbs were upgraded from HS2s to HS4s, with maximum power quoted as 71bhp at 5500rpm, plus a useful 82lb.ft of torque available at 3000rpm. Official performance figures suggested a top speed of 100mph, while a 0-60mph time of 13 seconds stood it in good stead against newer designs.

Even that wasn't enough to convince Britain's motoring journalists, many of them deriding the Spitfire towards the end of its long career, with Car magazine in particular criticising the ride quality and noise levels. The world was turning towards the hot

hatch for its sporting fun, putting mass-produced traditional two-seaters like the Spitfire on the endangered species list.

Despite having no cash available to invest in all-new sports cars for the late '70s, British Leyland did what it could with the Spitfire, carrying out minor but worthwhile improvements during the 1500's run. Redesigned reclining seats with new trim and 'houndstooth' centre panels were introduced, as were new switches and dials, plus a smart wood-veneer dashboard – the latter helping to make even this smallest of sporting models feels like a 'proper Triumph' inside.

Inevitably, however, such improvements weren't enough to keep the Spitfire in production indefinitely. As the end of the 1970s approached, the same basic shape of Spitfire (starting with the MkIV) had been around for the best part of a decade, and was still employing the same separate-

TRIUMPH HISTORY

chassis layout that had marked the original model out from its MG and Austin-Healey rivals in the early '60s. Even the Spitfire's biggest fans knew that its days were numbered, something that British Leyland made no secret of as it unveiled drastic plans for the start of the '80s. The MG Midget was already dead, the MGB was about to disappear with the closure of the historic Abingdon factory – and the Triumph Spitfire wouldn't be far behind.

Even those hard-nosed critics at Car magazine admitted in its January 1980 issue that Triumph's smallest two-seater would be missed: "The Spitfire will be a loss to many: although it is so crude... it is the only car to combine fresh air motoring with reasonable price and high economy." The very last 1500 – an Inca Yellow hardtop – rolled out of Canley in August 1980, bringing to an end an 18-year Spitfire success story.



The MkIV ushered in a whole new style for Triumph's bestselling Spitfire.



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'74 TRIUMPH SPITFIRE



Triumph Spitfire 1500



RACER

Spitfire's looks and specifications are enough to stir just about everybody who enjoys driving. Consider its hard-won racing credentials: more Sports Car Club of America class championships than any other imported sports car!

To underscore the point, young Steve Johnson is the SCCA's current F Production champion. When he wheeled his Spitfire into victory circle, it was his first title—and Spitfire's fourteenth!

Perhaps you ought to try racing yourself... right down to your Triumph dealer.



RACY

Spitfire—the sports car that looks and acts the part. Italian styling gives it a purity of line. And its crisp response comes from rack and pinion steering, front disc brakes, fully independent suspension, and the pairing of a 1500cc engine with a 4-speed gearbox.

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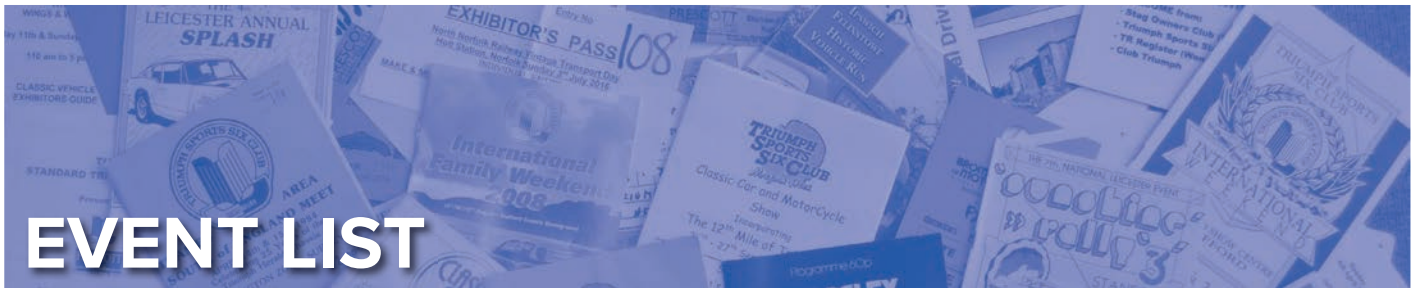
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EVENT LIST

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AUGUST 2024

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DOUNE HILLCLIMB

CAMERON PITCAIRN VISITS A WELL-KNOWN SCOTTISH HILLCLIMB VENUE TO WITNESS NUMEROUS TRIUMPHS IN COMPETITION

Doone Hillclimb is a tight, winding circuit located a mile west of the village of Doone, within the central belt of Scotland. The course was designed by Ray Fielding and opened in June 1968. Over the past 50 years it has seen many improvements and remains a spectacle for both drivers and onlookers.

Back in May, the TR Register sponsored a weekend at Doone Hillclimb, which featured a variety of classic cars competing on the course. There were several Triumphs racing, including a TR3A, TR4, TR6 and a TR7. There was also special privilege given to allow a selection of non-racing Triumph cars to drive the hill. Several of our own TSSC members were able to experience the narrow circuit,

albeit at a safer speed. Doone Hill Climb is a fantastic, well-organised course and well worth a visit on any race day.





THE SILVERBACK STORY

IN THE SECOND INSTALMENT OF THIS TWO-PART SERIES, JOHN DAVIES BRINGS US UP TO DATE ON HIS VITESSE RACING ESCAPADES

PART 2

I left last month's instalment explaining my accident at Nürburgring in 2007, when my Vitesse was hit by a Porsche as it tried to pass me on an apex. Thankfully, I was unhurt... unlike the Silverback, which was badly damaged. The bonnet was crushed, the roof half torn off, and both doors and the hatchback gone; the car had rolled, landing on one rear wing and then the other front one. There wasn't a straight panel in sight. So, no more racing for the Silverback.

In a way, though, that car lives on. I got home depressed, thinking that I should take up knitting... anything but racing Triumphs. But only two weeks later, another racing Vitesse was advertised on eBay – a car that I had competed with in the '90s. The owner had given up racing, put it at the back of his barn and left it there for 12 years. I bought it, and

lots of the Silverback went into making it race again – engine and gearbox, front suspension, so much that I think the genes are all there in Son of Silverback! Since then, SofS has been racing all over the UK, including Silverstone, where I led the Spitfire Squadron team in the Birkett Six-Hour Relay race.

We were fine until 2014, where at Donington a big end let go and grenaded the engine. Sliding to a halt on my own oil, I had to apologise to the marshals who would have to clear it up! That old 2.5-litre had been in both Silverback and Old Blue previously; it owed me nothing, having done hundreds of race miles and thousands of road miles.

Since then I've tried a 2.0-litre engine, seeking more power at higher revs that weren't there, so back to a 2.5 but always with PI. I've taken SofS racing and sprinting, back to Classic Le Mans as well as racing at Spa; I've fitted a paddle clutch and now, after achieving 170bhp on the Revington's dynamometer and bursting two Triumph gearboxes, a Ford T9 transmission. Last year, it only saw Thruxton where I span into the Armco at the



chicane, smashing the bonnet, radiator and the front chassis rail outriggers, which meant I was out for the rest of the season. But for 2024, fingers crossed, the new engine has 1500 miles on it and is ready for a serious campaign.

The Classic Sports Car Club's Swinging '60s series has 40-minute races with a compulsory pit stop, so that two drivers can share if they wish. Between four and six Triumphs usually enter Swinging '60s, in two races for Groups 1 and 2 (+/- 2.0-litre cars), with about half in each race unless they are amalgamated. There's no Triumph area, but all the cars should be together in the paddock, where visiting Triumpheros will be most welcome. The CSCC has also announced that its meetings will now be live-streamed on YouTube. Check out the Classic Sports Car Club channel.





TOUR DE BRETAGNE

STEPHEN WOOLLETT TELLS US ABOUT THE DEVON AREA'S RECENT TRIP TO BRITTANY, WHERE A GOOD TIME WAS HAD BY ALL



Part of the impressive TSSC convoy in and around Brittany.

MONDAY EVENING

At last. After what seems to have been a long time in the planning, TSSC Devon's first foray across the Channel is under way. Several Stags, a couple of Vitesses, a Dolomite Sprint (in Mimosa, of course), a TR6, a Spitfire, a 2.5 PI, a Bond Equipe and an XJ6-based Special burble and rumble onto Plymouth's Millbay dockside. There's a cool, salty breeze coming in off the Sound and our accommodation for the night, Brittany Ferries' Armorique, towers above us, twinkling invitingly in the dusk.

TUESDAY

It is early morning in Roscoff. Maps and phone out, sat-navs programmed and navigators briefed, we head out. Our first

stop is Morlaix, but we don't blatt down the main road like most tourists. Instead, we dive off left and track the estuary down, marking a beautiful start to our trip. With a mix of sat-nav, intuition and guesswork, we find some parking and then go in search of coffee and croissants in this lovely, historic and buzzing town.

We now head to Vallée des Saints, near Carnoet in the centre of Brittany. This is a 27-hectare sculpture park high on a hill with 360-degree views of the surrounding countryside. It's the home to around 150 giant granite statues of Brittany's saints. Truly amazing that such massive lumps of rock are transformed into such beautiful, clever and inspiring works of art. After our Merguez et Frites, we are on the

road again to our hotel, Latitude d'Ouest in Locronan. At our base for the next four nights, we meet up with a 2.5 PI Estate and an MGA that have already been in France for a few days and, eventually, with a V8-



engined TR7 that has travelled very slowly across country from Caen. (Slowly because Neil and Gary had to stop every two or three miles to get some fuel through a blocked filter, but all sorted the next morning.)

We are also joined here by Nik, a friend of one of our Vitesse owners, who has travelled around the coast of Brittany on his classic Honda 50 complete with camping gear. This adventurous guy chose this two-wheeler over a Fiat X1/9 or an Alfa back home in Torquay!

WEDNESDAY

Off to Pointe du Pen-Hir, one of Brittany's stunning promontories – a jagged finger pointing west out into the Atlantic. It's the site of a monument to the Bretons of Free France in WWII, inaugurated by General de Gaulle in 1960. Heading away from here we drop down to park on Camaret sur Mer's breakwater. There are plenty of choices here for our lunch, and as we emerge from cafes and restaurants the rain has stopped and the sun shines. Perfect.

We now curve up to Pointe d'Espagnols, joining a couple of modern Porsches and a lovely silver XK150 in the car park. Another spectacular viewpoint opposite the naval city of Brest. A few of us then stop off at the tiny, peaceful and rather idyllic port of Le Fret, and then we head 'home'.



THURSDAY

We head south and then west today via the beautiful and deserted Baie de Trespasses for an impromptu photo shoot, skirting round Douaranez to another impressive site at Pointe du Raz – yet another spectacular location on the very western edge of Europe. The group now do their own thing. We find a tiny 'port' with clear blue waters; deserted, hot (there are lizards skittering across the warm rocks) and perfect for a swim.

FRIDAY

Today we are joined by some Breton friends in their immaculate TR4s, who have kindly



organised (and will lead) today's trip. Our route takes us first to Quimper for a leisurely wander round and for lunch. All very good, although two of us (a Stag and my PI... oops) are dripping coolant on arrival in the city. Coincidentally, both have loose jubilee clips on radiator hoses, but both are quickly sorted. After lunch we travel south, threading our way through the posher parts of Benodet and then on to Concarneau; here we explore the medieval Ville Close,



with great views from the battlements, and luscious ice creams.

Back at the hotel, our French friends stay for dinner and talk of reciprocal trips to England and return trips to Brittany. Prizes are awarded for winners of our Brittany Bingo (well done, Julian and Lorraine – especially for spotting an elderly Simca) and a couple of quizzes, as well as for the hotel owners' favourite car in our group – which went to Graham and Alison's very lovely Conifer Green Vitesse.



SATURDAY

We may be going home but the roads are a pleasure to drive, and we all find interesting places to see or stop off en route. Everyone arrives in Roscoff safely and we embark on our return ferry. Naturally, as we disembark at Plymouth, the rain is lashing down; what a pleasure to be back in England!

This felt like a real holiday and a mini-adventure, yet nobody did much more than 400 miles – that's like a return trip to London for us Devonians. A total of over 8000 miles between our 24 cars, with just three easily repairable mechanical issues, seems a



great testament to our wonderful vehicles and, of course, our meticulous preparation! Everyone seemed to have a great time, and several have said yes to doing something similar in 2026.

Big thanks to TSSC, Dragonfly Rally Plates, Rimmers, Guislaine and Joel, owners of Hotel Latitude d'Ouest, Pierre Le Foll and friends of the Triumph Club de Bretagne for all their support – and, of course, to everyone who took part.





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TSSC INSURANCE NEWS



Dave Youngs from Peter James Insurance brings us up to date on the latest TSSC Insurance scheme news

As the saying goes, make sure you compare your apples with apples, not oranges – or words to that effect. It's an idiom that is so very true of insurance; and most recently, an enquiry came through to us from a partner club that brought that into stark focus.

The enquiry related to a customer's policy documents from a mainstream insurer, with cover taken out via an online price comparison site. The policy stated that they were not covered for car club activities, nor even to attend or display at a car show. As you can imagine, this caused great concern – and with good reason, as taking part in events and shows is what car club life is all about. Unfortunately, though, this is not uncommon, and highlights the risks of chancing it with non-specialist insurance that, on the face of it at least, might look cheaper than everyone else.

Your club scheme has been tailored to ensure the policy best covers your needs. This has been done with input from the people who run your club and, indeed, from you, the members, through the various calls we take, conversations we have and feedback sessions we run. That is the power of controlling a club-branded scheme such as this. The team knows your cars and what sort of activities you enjoy with them and is ultimately there to enable your enjoyment of both your historic vehicle and this car club.

Furthermore, it is the understanding of those needs that creates the unique benefits

that you can enjoy through your club insurance scheme, such as member-to-member cover, where you can all drive each other's cars with fully comprehensive cover here in the UK.

Our reinstatement cover takes account of the costs of restoration and enables you to insure your car in a way that it will be 25 per cent more than the market value before it would get deemed a total loss. If the worst were to happen, you would be automatically granted the salvage retention FREE of charge. Many of those mainstream policies you find online actually have charges or conditions applied.

Self-repair also recognises that sometimes you might rightfully feel that it should be only you who works on your car in the event of damage repairs. Alternatively, you might also have a preferred restorer or workshop you already trust to work on your car, and sending it to them is okay. You're in control of what happens with your pride and joy should you need to make a claim, and we are here to help you ensure the process is as efficient as possible and that all attempts are made to preserve your vehicle and its invaluable heritage and sentimental value to your family.

Another hot topic recently has been modifications, mainly due to the ongoing call for evidence in the current DVLA consultation around historic vehicles. You can see more information on this via the FBHVC at: <https://evidence.fbhvc.co.uk>. Modifications to classics can be made for all sorts of reasons;

performance, safety, security or seeking extra reliability or comfort are all common factors. Some can add a unique expression of your personality to your classic car. Most insurers will see them as an added risk, but through our work with your club we have a good awareness of (and have accounted for) the common modifications we all make, so these are rarely a problem or a cause for increased premiums.

If you do decide to make modifications to your car, it's essential that you tell us about them so we can make a note and ensure that your classic is repaired to that specification if needs be. It also gives us an accurate picture of the car we are insuring. It's a simple case of noting them down or telling us when you call.

Meanwhile, here's another quick reminder of the key benefits that TSSC Insurance offers you for your Triumph:

- Insurance solutions for younger enthusiasts and family members.
- Member-to-member cover – club members are insured to drive each other's Triumphs with fully comprehensive cover at no additional charge.
- Optional reinstatement cover to increase the insured value to account for repair and parts costs.
- Cover for tools, spare parts and accessories.
- Self-repair – the option to receive an equivalent cash settlement.
- Free salvage retention.
- UK and European breakdown cover included.
- Agreed value from the TSSC recognised.
- Multi-vehicle cover – insure all your cars on one policy.

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Front floor mounting bracket rear 607549/50	£12.00
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Bonnet corner mouldings 706161/2	£36.00 pair
Wheel arch/bulkhead seal 704033	£4.00
Chrome bonnet catch 607663	£72.00
Boot hinges	£36.00 pair
Door to glass outer weather strip	£12.00
Front suspension shim 122022	£1.80
Caliper repair kit inc pistons type 12	£30.00
Caliper repair kit inc pistons type 14	£30.00
Caliper repair kit inc pistons type 16P/16PB	£36.00
Recon exchange caliper type 12	£60.00
Recon exchange caliper type 14	£48.00
Recon exchange caliper type 16P/PB	£72.00
Brake pads type 12	£19.50 set
Brake pads type 14	£12.00 set
Brake pads type 16P/16PB	£15.00 set
Her/Vit Recon steering racks RHD (exchange) ..	£96.00
Track rod ends	£9.60 each
Rear shock absorber GSA385	£18.00
Front shock absorber	£24.00
Herald 3 Syncro (exchange gearbox)	£480.00
Vitesse (exchange gearbox)	£480.00
Fibreglass Gearbox Tunnel Cover	£72.00
Recon Exchange Diff	£540.00
Recon Exchange Diff (NCW&P)	£720.00
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TR7

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Petrol tank retaining strap TKC131	£12.00
Petrol tank	£420.00
Petrol tank sender TKC3408	£42.00
Rear lamp assembly R/H TKC232	£150.00
Recon TR7 (exchange) distributor	£150.00
TR7 distributor cap	£12.00
Gearbox 4 speed (exchange)	£600.00
Recon steering rack (exchange)	£96.00
Front strut assembly recon	£120.00
Front lower ball joint GSJ154	£12.00
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Rear shock absorbers	£20.00
Upper steering joint UKC2449	£60.00
Lower steering shaft TKC1084	£60.00
Track rod ends GSJ185	£12.00 each
Steering wheel (early) RKC509	£30.00
Brake pads GBP233	£18.00 set
Brake discs TKC780	£18.00 each
TR7 brake master cylinder recon (exchange)	£85.00
Recon exchange brake caliper	£60.00
Brake shoes 4 speed GSP794 OE Unipart ..	£17.50 set
Brake shoes 5 speed GBS813	£18.00 set
Wheel cylinders 4-5 speed	£15.00
4 speed differential TKC2619 (exchange)	£420.00
Jackshaft 215207	£240.00
Recon starter motor (exchange)	£120.00
Fan idler pulley bearing	£12.00
Clutch kit TR8 Q/H	£150.00

STAG

Front suspension leg insert	£36.00
Track rod end GSJ157	£12.00
Gearbox (exchange)Reconditioned	£600.00
Recon exchange J Type overdrive	£600.00
Rear shock absorbers	£21.00
Service exchange drive shaft 311914	£360.00
Recon rear hub assy (exchange)	£240.00
Recon Brake Calipers (exchange)	£72.00
Caliper seal kit inc pistons	£36.00
Set brake pads	£15.00 set
Recon brake master-cylinder (exchange)	£120.00
Recon Servo (exchange)	£180.00
Rear wheel cylinder GWC1211	£15.50
Viscous fan coupling TKC101	£90.00
Stag Mk II Rostyle wheel trim	£120.00 set

TR6

Recon steering rack (exchange)	£96.00
Front trunnion 142377/8	£60.00
Top ball joint GSJ131	£12.00
New Brake servo	£108.00
Brake disc 209327	£18.50
Recon (exchange) caliper type 16P/16PB	£72.00
Brake pads early/late type	£15.00
Gearbox (exchange)	£600.00
Recon drive shaft assy (exchange)	£360.00
Recon rear hub assy (exchange)	£240.00
HT lead set	£18.00

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Front outer wheel arch 903137/8	£96.00
Front inner wheel arch 706548/9	£96.00
Bonnet hinge tubes 811679/811680	£96.00 each
Hinge tube pivot bracket	£18.00
Side light mounting panel 907157/8	£96.00
Door skins	£96.00
Battery box 806707	£36.00
Rear valance lamp panel 569900	£150.00
Boot lid 575787	£420.00
Dash top cover 714482	£72.00
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Rear lamp assembly 208532/217025	£49.50
Track rod ends	£9.60
Gearbox 3 Syncro (exchange)	£480.00
Fibreglass Gearbox Tunnel Cover	£72.00
Recon Exchange Diff	£540.00
Recon exchange brake caliper type 12	£60.00
Recon exchange brake caliper type 14	£48.00
Distributor cap	£6.00
Front valance support bracket 712567/8	£8.40

SPITFIRE MK IV & 1500

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Front wheel arch inner 909797/8	£90.00
Headlamp support panel assembly 818871/2	£80.00
Front quarter valance 815391/2	£135.00
Door skins	£96.00
Sills non original. 903097/8	£84.00
Sill reinforcement panel 806634/5	£12.00
Inner sill 806638/9	£36.00
Front sill end plate 706422/3	£12.00
Half floor (deep pressing) 908900	£225.00
'A' post lower filler panel 706288/9	£30.00
Bonnet hinge pivot box RKC362/3	£96.00
Chassis front gusset 218526/7	£30.00
Bonnet hinge tube L/H-R/H 911107/8	£96.00
Rear wing non O.E.	£240.00
Rear wing front repair panel	£42.00
Rear wing rear repair panel	£36.00
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Rear valance 908970	£150.00
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Exterior door handle (black) YKC2837 LH only	£120.00
Front outriggers 209398/9	£120.00
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Steering joint 142140/FAM1718	£42.00
Fibreglass Gearbox Tunnel Cover	£72.00
Gearbox exchange	£480.00
Recon exchange D Type O/D Mk IV	£600.00
Recon exchange J Type O/D Mk IV	£720.00
Recon exchange J Type O/D 1500	£600.00
Recon Exchange Diff	£540.00
Recon Exchange Diff (NCW&P)	£720.00
Rear wheel bearing kit GHK1029	£15.00
Early/late rear drive shaft	£102.00
Recon exchange drive shaft assembly	£240.00
Rear shock absorber GSA385	£18.00
Rear leaf spring 159640	£120.00
Recon exchange brake caliper type 14	£48.00
Brake disc 208715	£15.00
Brake disc 208715 Drilled/Grooved	£60.00 pair

Caliper repair kit inc pistons type 14	£30.0
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Recon distributor 1500 (exchange)	£60.00
Distributor cap Mk IV	£6.00
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Wiper motor (new)	£60.00
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GT6

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Mk II boot reinforcement panel 910505	150.00
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Rear bumper moulding (saloon) 824479	£36.00
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Dash veneer set 2000TC/2500TC - ZKC1552	£65.00
Dash veneer set 2000TC/2500TC - 730397	£65.00
Interior grab handle ZKC 701/711	£24.00
Boot carpet 728551	£36.00
Recon manual steering rack (exchange)	£96.00
Gearbox (exchange)	£600.00
Mk II front side/flasher lamp 216149/216150	£42.00
HT lead set	£18.00
Clutch kit	£96.00
Rear shock absorber	£20.00
Brake shoes Mk I (axle set)	£48.00
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HERALD SUSPENSION - PART 1

My monthly sequence on engines was somewhat broken by the editorial decision to have the CCLP Herald loan car, JDX 884, as the May issue's cover story, so I hope you managed to get back into my flow of detail on the Small Car engine. I could discuss engine tuning further but I will leave that for a future feature.

I was going to cover the transmission next, both the gearbox and the differential; however, very recently (sorry, now a couple of months ago), several social media classic car sites put up an image of a Spitfire on significant opposite lock with full camber tuck under on the right rear wheel. The other image that is used again and again is the one shown below. [Apologies for the quality of the images, but these are obviously scans of old photos – Ed.]

Various comments then follow, mostly of an 'Against' nature, touting how dangerous our cars must be with the hideous creation of the rear swing axle set-up. Happily, though, there were sufficient supporting comments from those experienced with the early cars. In addition, there were those who added comments about the taming of the system with the addition of a rotoreflex coupling and lower wishbone, and also the swing spring option. Camber compensators were also mentioned. So, this month into next I've decided to go through my analysis of the

Herald chassis suspension collated through study and experience over the past 50 years.

ALL-INDEPENDENT SUSPENSION

Standard Triumph already had a very good small car set-up in the Standard 8 and 10. At the front, Standard had used a double-wishbone suspension mounted in a semi-trailing manner on a strong subframe. At the rear, as with so many cars through to even the 1990s, there was a live axle suspended on two longitudinal semi-elliptic leaf springs. Perhaps the most interesting feature on the Standard was that for the front upright was one of the earliest installations of what is now known as the 'Alford and Alder vertical link'.

The Standard Motor Club webpage attributes the suspension design to a Mr Alan Coaley; I need to research this further with respect to Alford and Alder having been used for many essential suspension aspects of Standard and then Triumph, plus fairly ubiquitous use of the upright across a range of sports and racing cars including early Lotus, in Formula Ford and in 1960s Coopers, through Marcos, Marlin and on through to even current Caterham Sevens (NB: not in the CSR variant). There is a useful discussion on this on the Autosport Forum: <https://forums.autosport.com/topic/71291-the-alford-alder-upright>.

Having taken the engine and gearbox, and a modified version of the front suspension (not trailing and not on a subframe) from the Standard, what is intriguing is that to some it looked to be a retrograde step moving from a monocoque to a separate chassis for the Herald. Potentially even more surprising was the decision to move away from the known quantity of the live rear axle. Of course, we know that with respect to the body it was a

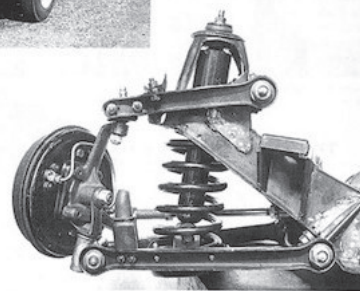
need to make use of separate production facilities, as Triumph could not afford a large single production location for all body parts. However, it would seem the company was determined to offer the unique situation of all-independent suspension with the new small car, resulting in the swing axle that we now know so well.

Two questions remain: first, with all the testing that was conducted, was it considered risky in its standard form; and second, could they have made it better – or different – from the outset?



Introduced in 1953, the Standard Eight was the first of a very successful family of small cars, which would eventually bequeath all its running gear, engine, transmission and modified front suspension to the Triumph Herald. No-one, however, was very enthusiastic about the styling!

(Right) This picture, of the original-type Standard Eight (SC) front suspension, shows that the Herald's layout was not entirely new, for the general layout of the vertical link and wishbones was carried forward. For use in the SC, however, there had been a more conventional pressed-steel chassis cross-member, a bump stop fixed to the bottom wishbone and no sign of an anti-roll bar.



The Standard 8's front suspension (source: Graham Robson – Herald & Vitesse, The Complete Story).



A photograph that's often published when discussing Herald handling.

A key picture I have looked at again and again over the past 40 years is the one used in Graham Robson's book showing early testing of the saloon variant cornering in the wet (top right), with large angle oversteer with opposite lock but looking controlled with apparently no adverse outer rear wheel tuck under; although there is a large angle of roll, the rear end is not raised. At this stage there was no anti-roll bar, also known as a sway bar. This shows testing was extensive before finalising the design. However, having

decided to add an anti-roll bar to tame the tendency to oversteer, it compounded the problem of having a simple swing axle as the rear-wheel drive axle. This is twofold: with the halfshaft as the primary lateral link, it results in a high roll centre; and second, if the suspension becomes unloaded there is a self-jacking effect, further raising the roll centre. Note: if this is combined with large lateral forces as when cornering, the suspension remains jacked with a severe loss of stability.

Overall, having higher roll stiffness at the front can lead to a critical condition when cornering and having to make a significant

reduction in speed in a corner or an unanticipated sharp turn at speed. The issue is that with higher roll stiffness at the front, there is a large transfer of weight to the front when cornering, thus causing unloading at the rear and the consequent jacking leading to an even higher rear roll centre. As the jacking occurs, the lateral cornering forces only serve to magnify the jacking through leverage from inside tyre contact patch through the UJ. It is thought that Harry Webster, as chief engineer, came up with the concept of the swing spring very early on, but for cost reasons it was not implemented until the later Spitfires.



Herald 948cc suspension testing (source: Graham Robson – Herald & Vitesse, The Complete Story).

ANALYSING WEIGHT DISTRIBUTION

I will go into more detail next month, but before that it's worth considering some generic handling theory. To assess the effectiveness and performance of any suspension system, and indeed to design

one in the first place, the following aspects need to be considered. (Technically one should refer to mass but we all tend to use the generic term weight.)

- 1. Static weight distribution.
- 2. Dynamic Weight transfer.

- 3. Any specific limitations or quirks of the suspension design.

It should be fairly clear already that in the Triumph rear swing axle design we have some quirks!

STATIC WEIGHT DISTRIBUTION

The Herald is well proportioned in this respect. However, when then looking at the impact of fitting a larger engine, such as the straight-six, there is a static imbalance. For the Herald 948, the declared kerb weights and nett power to weight calculations were as below:

COUPE/CONVERTIBLE	
Dry	14½cwt (733kg)
Wet	15¼cwt (775kg)
Wet PTW	64bhp/tonne
Weight Dis	54 Fr/46 Rr
SALOON	
Dry	15cwt (758.6kg)
Wet	15¾cwt (799.6kg)
Wet PTW	49bhp/tonne
Weight Dis	52 Fr/48 Rr

For the 1200, the declared kerb weights and nett power to weight calculations were as follows. NB: figures taken from a variety of period road test reports where 'wet' figures may vary for amount of fuel in tank. 12/50 is slightly heavier again: Saloon wet, 16.58 cwt (841 kg). PTW is given in quoted gross bhp / metric tonne, slightly mixed units but provides a comparison across the range:

1200 COUPE/CONVERTIBLE	
Dry	14.6cwt (739kg)
Wet	15.375cwt (781kg)
Wet PTW	55bhp/tonne
Weight Dis	54 Fr/46 Rr
1200 SALOON	
Dry	15.1cwt (767kg)
Wet	16cwt (809kg)
Wet PTW	53 bhp/tonne
Weight Dis	52.8 Fr/47.2 Rr
1200 ESTATE	
Dry	15¾cwt (799.6kg)
Wet	17½cwt (889kg)
Wet PTW	48 bhp/tonne
Weight Dis	48 Fr/52 Rr

For the coupe, convertible and saloon, the sprung mass CoG is located just ahead of midway between front and rear axles. For the estate, this is just behind the midway position. For the estate in terms of handling feel, this coincides with the driver's fore and aft position.

Another critical aspect to consider is roll resistance, and the distribution of roll

resistance front to rear. Although it seems good to resist roll, the more you resist it at the front, the more the car will resist turning in. Thus, if only fitting an anti-roll bar at the front, or if fitting a stiffer front anti-roll bar, there will be more understeer. This is why I shy away from the swing spring as a solution because, although it takes away the tuck under, you have to increase roll stiffness at the front as there is none at the rear. It is vital to note that Triumph conducted a significant amount of testing, including taking the early prototypes through the Sahara across Africa.



Turn left for Tangier! (NB: personal photograph purchased from the Graham Robson Collection).

Next month, there will be more detail on an issue with the front suspension layout, specifically the nature of the jacking-up problem and what we can do to improve things, especially at the rear.

Adam

RESTO PROGRESS

How can I be writing the July article already? I'm sure it was only a matter of days ago that I was writing the previous one. Where did that month go?

I have added to my Triumph fleet and am now the proud owner of a TR3 (pic 1). Not Herald 13/60 related, I know, but this will give me the incentive to crack on with my Herald restoration. I had to agree to one condition if I was allowed to buy it, and that was no parts could be bought or work started on it until my Herald is done. Part of the deal in buying the TR3 was it had to be collected quickly as the old chap was moving out, and as I don't own a trailer this was nearly a deal-breaker; but good friend and fellow TSSC member Simon Whenmouth came to the rescue with his Discovery and trailer. Thank you, Simon.



A little bit of background on the TR3 just to whet your appetite. It's a 1956 example, 52,000 genuine miles, and I am the fifth owner; the old chap I purchased it from had owned it since 1965. He drove it for two years, decided to take it off the road to do a little work to it, and that's where it had sat ever since. As it's been off the road for so long, well before the DVLA started their electronic records, the original registration plate is not on the system. Thankfully, though, it's not been allocated to anyone else and so I'm currently in the process of trying to register the car with its original number.

Trudi at HQ looks after DVLA enquiries and she has been very helpful in authenticating the details I have provided and sending off the application. If you are trying to recover an old registration, a club official has to inspect the car, so a big thank you to Sue Franklin who kindly came over at short notice.

ADRIAN'S HERALD

Now on to Adrian's Herald restoration. Last month I had just finished the welding when I fitted two new footwell panels for the front tub. With these done I could get onto prepping the underside and floor sections for both front and rear body sections.

I decided to start with the inside, so everything was cleaned up with a selection of wire wheels, 80-grit discs and localised blasting to remove any rust. Then any areas that still showed signs of rust were treated to Dinitrol Rust Converter (pic 2). Two generous coats of Epoxy Primer were applied, and then all joining panels and areas that had repair patches were seam sealed, followed by another coat of Epoxy



(pic 3). Once the Epoxy had flashed off, it was straight on with the Signal Red UPol Raptor (pic 4).

Normally you would allow the primer to fully dry, then flat back to a smooth finish before applying your top coat, but as the Raptor finish is neither smooth nor a high gloss, you can do 'wet on wet'. For those not familiar with the term, this is the window where your primer is dry to the touch but still chemically active, so when you apply the top coat it makes a chemical bond and cuts out hours of prep. I then completed the same



process for the underside (pics 5 and 6).

I let the Raptor harden a little over the weekend before refitting the two body



sections (pic 7) and to see if I could get those good gaps back like before. After a little fiddling here and there, the doors and bonnet all lined up nicely (pic 8); now that I was happy, all the body mounts were fully tightened before one last check of the gaps and the doors came off again.

What was left of the original paint was covered in micro-blisters and a few rust scabs. The new wings were also covered in light surface rust, so the front and rear tubs were fully stripped and cleaned (pic 9), then treated with rust converter (pic 10).



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After some years of debate in the bodywork world of whether any filler work should be done before or after Epoxy, it's now pretty much accepted that applying Epoxy first is the best method, so the whole



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body had three coats to get everything sealed (pic 11). There were a few areas on the inside of the front tub that needed seam sealing, so this was done before a little more Epoxy was applied over these areas. To keep costs down for Adrian, the 'wet on wet' method was used for the top coat on all the internal areas where a perfect finish was not needed (pic 12).

Next stage is to start on the external bodywork, dealing with any low spots and old damage with filler.



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WORKSHOP UPDATE

The list of jobs on Simon's TR4A seems to be showing signs of shortening, but there's still plenty to do. So, in the last month I was starting to get a few shiny bits on – bumpers and spotlights (pic 13), door mirrors and fuel cap (pic 14). The interior is getting closer to being complete; the MX-5 seats are in (pic 15), which was made easier by a purpose-made conversion kit that utilises the original seat mounts.

The car previously ran on SUs, but this time around twin Webers have been fitted, which means I needed to find a way of creating a link between the carbs and the accelerator pedal. After deliberating several methods, I chose a very simple option. The Webers came with throttle linkages, so no issue at the carb end (pic 16); at the pedal end I just drilled a hole through the rod near the pedal box, threaded the cable through and straight out through the bulkhead



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immediately in front (pic 17). Hopefully, this will give a good feel when driving.

I'm sure that anyone who works on their own cars has sometimes been frustrated



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with poor quality or ill-fitting parts. Well, take a look at the fit of the Triumph letter set and the TR4 badge (pic 18). The alignment of the locating pins is just wrong, and this is from one of the largest suppliers of Triumph parts. They admitted they don't have any cars on site so can't ever check the fit of their parts, so I'm not sure how they operate any kind of quality control; I guess we have to do that for them. Needless to say, they'll be heading back for a refund.



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See you next month.

Darren

VITESSE NEWS

SEM VITESSES

Although SEM wasn't on my radar this year, I hope to finally get there next year. However, I am indebted to Gary Flinn who has provided several photos of Vitesse. If yours is in there, please drop us a few lines about your Vitesse.

It's interesting that of the MkIIs, saloons seemed to outnumber convertibles on this occasion, and also how many of the MkIIs are now sporting duo-tone paintwork, which was available as a special order option only on the original Vitesse 6 models. I like the white saloon with the green stripe – all this needs is a Lotus logo on the rear wing and we would have the Vitesse Lotus... imagine a twin-cam 'six'!

The Jasmine MkII Convertible at the Bicester Scramble in April was also at SEM, so I hope it makes the Malvern show as it would be good to catch up with the owner. I can't recollect the last time I saw a Herald or Vitesse in this colour. It is particularly rare on a MkII, replaced by Saffron in 1970.

STEERING RACKS

I had some interesting correspondence recently with Barry Ashbolt (Lancaster Area) who needed to replace the rack in his Vitesse MkII. It sounds straightforward until one checks what part number various suppliers actually provide. The OE fitment for all Vitesse and GT6s is part no. 307830, which uses a seven-toothed pinion rather than the six-toothed pinion used on most Heralds. This is a slower rack to counteract the heavier weight of the engine, so full lock to full lock should be approximately 4.25 turns of the steering wheel. The best way to measure this is to jack up the front of the car so that both tyres are just off the ground, making it easy to rotate the steering wheel.

Of course, you can put in the Herald rack (part no. 305932, except 948 models), which is quicker (approx. 3.6 turns lock-to-lock) but the steering will feel heavier, particularly at slow/parking speeds and even more so if you have larger tyres than the standard 155s. So,





There is more choice now on the mountings available. OE was the rubber mountings clamped around the rack body with steel U-bolts, which helped to isolate some of the feedback from the road surface. Aluminium mounts (as per the original 948 Heralds) can also be fitted, and nowadays polyurethane bushes are also available in Comfort Blue and Performance Red (Polybush brand) plus other manufacturers.



They are not expensive, so if you wish to try something different it's fairly straightforward to swap them over, although unbolting the front engine mounts and jacking up the engine is usually required to provide enough clearance to remove and replace the bushes.

It would be interesting to hear from Vitesse owners of their experience and opinions on the different types of mounting bushes. Barry provided some feedback following the installation of his new rack:

"I collected the Vitesse just after lunchtime today and I have just come back from a sunny

be careful what the supplier is providing as it may not be the OE Vitesse spec. It is possible to look at the end of the pinion to confirm it is seven-toothed – there are two circumferential grooves as demonstrated in the Courier article by John Thomason in January 1992 (see the extract reproduced top-right).

Note that Vitesse (and GT6) steering racks are more prone to wear on the pinion gears due to the heavier front end and generally more enthusiastic drivers. So, if your car's steering seems to lack precision and appears vague, a new rack and/or mountings are probably required.

VITESSE 1600/MkI/MkII

run on the back roads of the Lancashire countryside. I have to say the new rack, track rod ends and tracking have all resulted in a beautifully balanced drive, very precise steering with good driver feedback. The rack lock-to-lock seems to be right gauging from earlier discussions, and it is a definite improvement on the old rack. Retaining the aluminium alloy steering bushes has kept that nice tight and precise steering I remember from when I first got it nearly four years ago. If I had to sum it up, it has given the car back that exciting sporty feel!"

CLASSIC TRUCK

Here's something for the wider classic vehicle enthusiast, in particular the Derek Mathewsons of this world. Just a couple of miles down the road from home is the Ford Daventry Parts Distribution Depot, and since last year I have noticed classic Fords parked up at the security gate. Last autumn there was a yellow Cortina MkIV (even these are now regarded as classic, being over 40 years old). Then around Christmas, its place was taken by this magnificent Fordson Thames truck complete with fairy lights on the rear

truck sides. At the time of writing this in early June, it is still there – hopefully not suffering too much for being outside for an extended period.

It is a 1939 vehicle, adorned with 'Ford Motor Co., Detroit, Michigan – Daventry Parts' on the door skins.

The reason for seeing these classic Fords outside this depot is that the Ford of Britain heritage collection, comprising some 120 vehicles, was moved here from Dagenham back in 2022 and is now housed in a new Heritage & Innovation Centre. The collection contains a wide array of historically important Blue Oval vehicles, including cars and commercial models, as well as important milestone vehicles and race cars.




It is currently used for promotional and



media purposes, with a group of dedicated heritage technicians and volunteers from within the retired Ford network looking after it. Although not currently open to the public, open days are planned and eventually the centre could be open on a regular basis.

That's it for this month. By the time you read this I may have caught up with you at Malvern. In the meantime, stay safe and keep firing on all six.

Dave T



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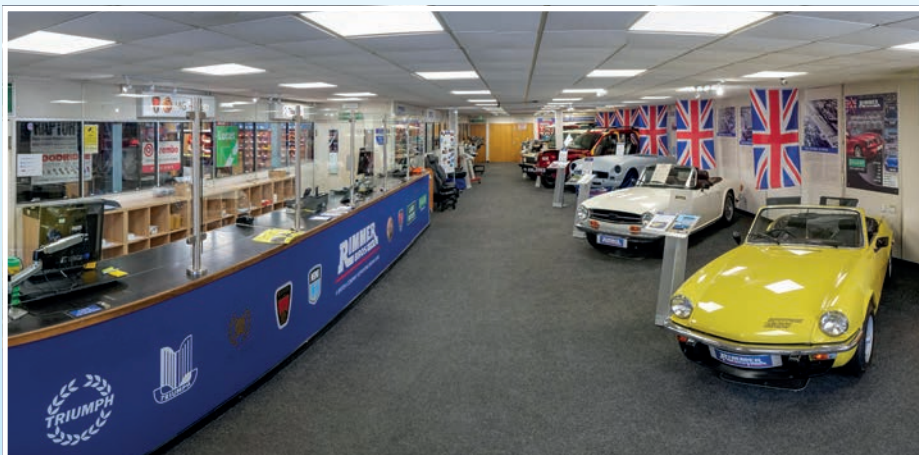


As the British motor industry has contracted, Rimmer Bros. has grown larger, to ensure that many well-loved classic cars, now out of production and no longer supported by their original makers, can still be maintained, restored, and enjoyed.

While the support for Triumph strongly continues, during the 1990s the coverage of Rover SD1 models was added, and in 2001 Land Rover and Range Rover parts were added, including models right up to date. From 2005 our support was extended to cover more modern MG Rover cars. In 2012 our range was further extended to cover Jaguar models. 2013 saw the completion of our new warehouse built to the rear of our existing building. It effectively doubled our storage capabilities allowing our bulk Land Rover and MG Rover stocks to be stored on one site. We have also introduced a production line conveyor system into the packing and despatch building to increase the speed of order processing and despatch.

With the company now well-established, the parts inventory at Bracebridge Heath continues to grow, the technical and service expertise continues to match it, and our strategic aim is to improve on that, even further, as space, time, and new opportunities allow.

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We sincerely thank you for your unwavering support over the years. This exciting merger signifies our dedication to being your partner, not just today, but for years to come. Together, we'll ensure a thriving future for car enthusiasts everywhere.





REBUILD *UPDATE*



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Guy kindly went around the field at SEM to take photos of some of the roundtails there, my mobility being very much limited these days, making it difficult for me to do that. Hope you enjoy the photo selection shown here (pics 1 to 6).

In early March, Asim Mohyidin gave another update on the Spitfire that's being rebuilt in Pakistan at 'The Sanatorium':

"On a long, long road as we continue towards making that base body by fabricating panels, trial fitting them, then removing, checking out which parts of the

inner structure will need to be reinforced/ replaced before final fitting of fenders, door skins, floors and so on. The transmission tunnel is yet to be formed. Floorpan level



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ROUNDTAIL SPITFIRES



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is yet to be finalised and for that the seat 'skeletons' will be needed.

"The idea is to first complete the body aft of the windscreen frame. Once done, we will tackle the somewhat more awkward, tedious fabrication of the one-piece front. Progress is steady but excruciatingly slow, a bit like watching the hands of a clock!"

The photos this time (pics 7 to 13) show the rear wings – what they started with and then with the new wings in place. I included photos of the wings that were made totally by hand in my May article. Also shown is the new rear panel, again hand-made.

Finally, I don't have a rubber tyre sculpture for you this month, but rather 'garden dogs made from rubber boots worn by the miners of Geevor Tin Mine' in Cornwall (pic 14). The artist is David



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Kemp, and you can find out more at www.davidkemp.uk.com/tinners-hounds. His original rubber sculptures were then made into hounds cast in bronze.

I even found a website with instructions for making the rubber version, just in case you fancy having a go yourself (pic 15). See <https://empressofdirt.net/rubber-boot-dogs>.

Suzie



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SEM & GT6 VALUES



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SEM 2024

As usual, I attended the South of England Meet (SEM) in Leatherhead last month – an event I've been attending since the mid-1980s. The first one I attended was in 1987, and back then it was held in Chessington World of Adventures. It was also before I became a GT6 owner, so I was in a Spitfire.

As usual, there was a very nice selection of GT6s at this year's show. Best GT6 award was won by a car and owner that I know well, Jeremy Silver's MkII (RDF 97G), and second place was given to Mike Edmondson's MkII (RMM 572L). Pics 1 and 2 show the winning GT6s parked next to David Burden's unusual MkII, which has a MkIII front end and I'm pretty sure was a previous SEM trophy winner.

Pic 3 shows runner-up MkIII, RMM 572L, parked next to Dick Twitchen's MkI – a previous SEM winning car. And pic 4 also includes two previous SEM-winning GT6s: Kevin Perryman's white (with a black stripe) MkIII and Ian Gordon's yellow MkIII.



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Three more GT6s are shown in pic 5: the Carmine Red MkIII is owned by Peter Goodson and is up for sale at the moment, advertised in the May issue of the Courier; the Saffron Yellow MkIII is mine, and a previous runner-up at SEM. Pic 6 shows another Saffron Yellow MkIII and a white MkI, the latter owned by previous GT6 Register secretary, Jasper Bacon.

A Powder Blue MkIII and a Midnight Blue MkII are shown in pic 7. The MkII is owned by previous Club Triumph secretary and current Round Britain Run Organiser, Tim Bancroft, who has had the car for an impressive 38 years!

GT6 VALUES

One of the most common queries I get from members is "What's my GT6 worth?". I usually refer them to the club valuation table available on the website and

previously included in The Courier each month. I also point out that the values are insurance valuations and are therefore higher than private sale prices; they are reinstatement values. My experience is that cars usually sell for 20-30 per cent lower than the insurance value as a private sale. Of course, some dealer asking prices and auction reserves are higher, but they try to push the values and whether they achieve anywhere near the asking price is debatable.

I now intend to start providing an extract from the insurance valuation table and my take on private sales values in my register report each month.

FROM THE ARCHIVES

This months From the Archives (pic 8) looks back at a previous SEM, showing a row of GT6 rear ends assembled at the 2011 event.



Andy

Insurance values, extracted from the latest TSSC valuation table (last updated Feb 2024)									Andy Cook's realistic estimate of private sale values			
MODEL	BODY	PROD	CC	CYLs	Concours	A1+	A1/S	Project	Concours	A1+	A1/S	Project
GT6 MkI	FHC	1966 to 1968	1998	6	£27,000	£22,000	£15,500	£4500	£20,000	£16,500	£12,000	£4500
GT6 MkII	FHC	1968 to 1970	1998	6	£26,000	£20,000	£14,000	£4500	£20,000	£15,000	£10,500	£4500
GT6 MkIII	FHC	1970 to 1973	1998	6	£23,000	£19,000	£13,000	£3000	£17,000	£14,000	£10,000	£3000
GT6 Convertible early (Roundtail) if built on GT6 chassis	DHC	N/A	1998 or 2498	6	£22,000	£19,000	£15,000	£4000	£16,500	£14,000	£11,000	£4000
GT6 Convertible late (Square tail) if built on GT6 Chassis	DHC	N/A	1998 or 2498	6	£21,000	£17,000	£12,000	£4000	£16,000	£13,000	£9000	£4000
GT6 Convertible if converted from Spitfire	DHC	N/A	1998 or 2498	6	£15,000	£10,000	£6500	£1500	£11,000	£7500	£5000	£1500



MEETS & MAINTENANCE

As I write this, I am looking forward to the Inter-Club International Rally at Malvern and hope to see many of you at the event.

I will now go back to the early part of May, beginning with the Classic Car Show & Autojumble at Popham Airfield. It was a very wet day so, by Suzie's request we took the Bond with a roof – the 2+2 – and ended up next to Andy Belchers in his 4s (pic 1).

The following weekend we were at the South of England Meet at Leatherhead, and would like to thank Mickey and Julie Hazell and their family and helpers for putting on another excellent event. I know only too well how much work is needed to do it, and it is greatly appreciated. This year I was Equipeless, as we took our 1924 Standard Kenilworth to the show as part of her 100th anniversary celebrations (pics 2 and 3).

There were three Equipes at SEM: a 1300 4s, a MkI 2 Litre coupe and a MkII 2 Litre Coupe (YRE 747H). All three of the cars I know well, and two of the owners I also know well; unfortunately I didn't get to meet the owner of the MkII Coupe as we were some way away from where the Equipes were displayed and did not see it arrive.

Best Equipe was awarded to Andy Belcher with his 1300 4s and runner-up to Ray and Linda Lomax with their much-travelled, French-registered MkI Coupe. They had decided to surprise us, incorporating SEM into their UK trip, which was going to amount to around 2500 miles – it just shows that the cars are quite capable of doing the miles (pics 4, 5, 6 and 7).

It was great to catch up with them, and also help a bit with an emergency repair. The gear lever had dropped down and almost needed two hands to change gear. This is quite a common problem with

the small-chassis Triumphs, perversely often caused by replacing the bushes and wearing parts in the gear linkage – the modern replacement ball at the base of the gear lever can break up.



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An initial root through the autojumble did not find anything useful, but persevering and digging in the bottom of a box, a complete gear linkage was found. Ray managed to access the gear lever from the top and replace the missing ball. He then said the linkage felt strange – well, after 1000 miles of driving with it being broken, that might not be surprising!

Moving on, I have now made some more progress with the MkIII Equipe prototype, and finished putting together the rolling chassis. With help from three of my neighbours, I now have the body fitted onto the chassis; it seems to fit well but I need



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to spend a bit of time getting it all lined up and bolted down, and checking the door fit before doing the next stage, which I think will be stripping the paint off the bulkhead and getting it ready for painting. This will allow me to start fitting up the bulkhead (pics 8, 9, 10 and 11).

I recently went to see Paul and Clare Hutchings, who are previous owners of YRE 747H, the MkII Coupe at SEM (Equipe ownership is a small world!), who now have a 2 Litre Convertible. With the help of fellow member and Vitesse owner, Costa, we had a go at improving the fit of the bonnet on Paul's car.

The system for fitting and adjusting the bonnet is the same as on a Herald or Vitesse. One problem on the 2 Litre cars, however, is that with the additional curve on the doors, if the gap between the bonnet and doors is less than about 1/2in, the doors will hit the bonnet when open – so one cannot get as good a gap as you would like. I think on the cars used for press release photos, one had to open the bonnet before opening the doors!

Lining up the bonnet is one of those jobs that over the years I have done a number of times, so have a reasonable idea where

to start. First check that the bonnet link attachments are the right way round, with the slot at the top and the hole where the bonnet is bolted on at the bottom. Then loosen the top bolt and lift or lower the front of the bonnet so that the rear shut lines are vertical; now tighten up the top bolts. If there is too big or small a gap between the bonnet and the door, you can now adjust the bonnet stay – shorten to reduce the gap, and lengthen to increase the gap. If you need to move it a long way, due to the geometry you might have to adjust the height at the front again. You

BOND EQUIPE



need to take into account that as you move in one direction, the pivot point is moving and that can skew the bonnet (pics 12, 13 and 14)

We did eventually get a reasonable fit – not perfect but a lot better than it was before. Whilst doing this, we also found that one of the supporting brackets had broken, so this will need welding up. There is a lot of weight on these brackets, so I have had to repair them a few times on my car. I believe their design life was 10 years and we are well beyond that now, so should not complain... not too much anyway!



Now, a reminder about the Bond Equipe Weekend on September 6th-8th. The itinerary at present is approximately as follows:

Friday, 6th – meet at the Milton Keynes Museum from 1pm. There is a cafe where you can have lunch. Then around mid-afternoon, on to the hotel to get booked in. Bob Buckby (my opposite number in the Bond Owners' Club) has told us about a classic car meeting at a pub near him on the Friday evening, so the plan is to go there, join the meeting and get something to eat. He says it gets busy, so suggests we aim to get there around 5pm.

Saturday, 7th – road run to Bletchley Park, and a meal together in the evening.

Sunday, 8th – road run to the Shuttleworth Collection to join the All Triumph Day being held there in a move away from Duxford. Then finishing the weekend and heading our



separate ways in your own time – or if there's a demand, a meal on Sunday evening as well.

Finally, Chris Longhurst told me about a Bond card on eBay. I did bid, but not

enough. Anyway, a photo is shown here (pic 15) for info. My German is not very good, but it's an interesting item.

Guy



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GOING WITH THE WIND

This month I'm taking you back to a time before the Triumph Herald existed, just a couple of years. The two cars I feature this month are both built out of a TR3/4. Their new bodies were also supplied by the same company, Microplas.

Back in the 1950s, there was a boom in kit car building, with many companies springing up to make bodies for home builders to convert production cars. Some you may have heard of, like Fairthorpe or Falcon; others you may not, such as Nickri, EB or Markham Peasey. Automotively speaking, I find that period very interesting and I have a section of my home library dedicated to it... yes, actual card and paper books. For now, I'm just focusing on Microplas.

Microplas Ltd was founded in Rickmansworth, Hertfordshire, in the early 1950s by a group of 750 Motor Club enthusiasts, who got together to design and produce an all-enveloping glassfibre bodyshell for the Austin Seven chassis. Its first design, the Stiletto, was followed in 1955 by the Mistral. Intended for the contemporary Ford 10 chassis with a 90in wheelbase, the original round-tail Mistral looked rather like a scaled-down Jaguar D-type. Cresting the wave of the 1950s kit car boom, Microplas expanded and relocated to Mitcham, Surrey, supplying Mistral bodysells to several independent producers, including Buckler, Fairthorpe and TVR.

I don't know how many Mistral bodies ended up being married to a Triumph chassis (not many, I'm pretty sure), but I bring you two here that I've come across. The green car, RLM 31E, has been sold a few times since the widespread availability of the internet, and one owner must have lived down my way as I remember seeing it on the road a couple of times back in



the day. Here is a description of the car lifted from one of its online adverts: "This is a one-of-a-kind Triumph Mistral, built on a chassis of a Triumph TR3, the front end of an Austin A60, and engine and gearbox from a Triumph TR4. It was built in the late 1960s by electrical engineer, Anthony Snapper. It features an overdrive for high-speed cruising and the later Kamm-tail Mistral bodysell. (A Kamm tail is so called after the German aerodynamicist, Wunibald Kamm; the design calls for a body with smooth contours that continues to a tail that is abruptly cut off, reducing drag.)

"The car sits on wire wheels and has



a tonneau cover to keep the elements at bay, while the driver and co-driver are supported by bucket seats. The dash features a passenger map-reading light and transmission tunnel-mounted start button. Following Mr Snapper's retirement, the car was advertised for sale and featured in *Classic & Sports Car* magazine in July 2001. The car boasts a charming patina that only time and use can achieve, and it would be a shame to renovate the paintwork. Ideal for various sprints, hillclimbs and rallies, this unique motor car would be a great first step into historic motorsport."



One instance of it being for sale that I came across was by a Belgium-based classic car dealer, at an indeterminate date, with a very hefty asking price of €32,000. On this website it was described as a 'Triumph Mistral'.

The red car lives in the USA and I found it described on pcarmarket.com, where it apparently sold in May of this year for \$45,000. It is introduced as being based on a 1957 TR3. Here's some of the catalogue description:

"This 1957 Triumph was purchased by the owner's friend in 1958 after it had been rebodied with a Microplas Mistral kit. The car was used for SCCA events and local club racing in Georgia and South Carolina before it was sold and eventually rediscovered by the seller's mechanic in a scrapyard many years later. Having since undergone a complete restoration with several performance upgrades, this Mistral-bodied Triumph is now being offered for auction out of Florida.

"Created by Microplas of England in 1955, the fibreglass Mistral body kit was designed by former RAF fighter pilot, MG employee and amateur racing driver, Bill Ashton. It was used on many race cars throughout the 1950s, including Frazer Nash, TVR, and Buckler. The bodywork of this Triumph has been restored and refinished in red.

"The cockpit features grey-painted aluminium floorboards and kick panels, with black leather upholstery on the custom dashboard, transmission tunnel and bucket seats. Power is derived from a Triumph TR4 inline four-cylinder engine that has been rebuilt with a lightweight flywheel and an upgraded camshaft. A claimed output of 130hp is sent to the rear wheels through a four-speed manual transmission. Other equipment includes slotted and cross-drilled Wilwood front disc brakes, stainless steel brake lines, a front sway bar, an ATL fuel cell, a Rimmer Bros telescopic rear shock conversion, and an upgraded



aftermarket steering rack."

To finish this month, don't forget that I am waiting to hear about your Triumph-connected kit car or special! Do please get in touch and share your story and photos with other TSSC members.

Trevor

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A 'WHEELIE' IMPORTANT WARNING

This was not going to be my article for this month, but I believe its importance is paramount. Please, read on. A club member mentioned to me that they had fitted alloy wheels to their Vitesse but were not happy with the amount of wheel stud that was protruding for the wheel nuts. I asked if he had told the supplier who sold them that he was fitting them to a previously steel-wheeled car and, if so, had they mentioned or recommended that longer wheel studs should be fitted.

He had ordered them online, but there had been no warning that longer studs may be required. I told him not to drive the car and that I would check it out for him.

I had fitted Minilite replica wheels that I'd bought at a show to my TR4A many years ago, and when I compared the thickness of the wire wheel spin adapters to the Minilite replica wheels, it was obvious that I had to fit longer studs. At the time I also

contacted the supplier and suggested that they informed people who bought wheels off them that longer studs would be required.

When I checked the fellow club members' wheels and studs, it was obvious that longer studs were needed. I gave him the part number and said I would fit the studs when they arrived. He called me a few days later to say that the studs had arrived and so I went around to fit them. I noted that he had not bought the parts that I'd recommended (£116) but had paid £35 from another supplier. Starting with the front offside, I jacked the car up, placed a stand underneath it, removed the road wheel, brake caliper and the wheel hub (the wheel bearing had felt loose with the wheel off the ground and I found that there was no split pin holding the castellated nut in place – this nut would have soon fallen off!). The studs came out with a sharp 'tap' from my copper mallet, but the new studs were too long to fit between

the disc brake and the hub, so the disc was removed for the studs to be fitted.

I compared the new longer studs to the originals. There was a significant difference: coarser splines, longer shank and a slightly different 'head' on the new studs. I tried the diameter of the new studs in the exit hole on the hub and it was a very tight interference fit. I tried to fit the studs and pressed them in place using a vice and socket, but there was no way that they would press home. I contacted the supplier and was told that they had sold lots and hadn't had any complaints (perhaps others who had bought them were not skilled engineers and would not notice the poor fit). I pointed out that the studs were a different size on the shank, a different spline and head, and that if the studs were not fully 'home' there was a danger that under hard braking they would shear and the wheel would come off. I sent images of an original and new



This shows an interference fit by 0.006in.

Not one correct dimension, and wrong splines.



These may shear off – don't take any risks!



stud to show the obvious differences. They again reiterated that they had had no other complaints; I pointed out that they were selling products unfit for purpose and that if there were any accidents due to these studs it would give the 'get the old cars off the road' brigade more ammunition.

The person I spoke to said that if we sent the studs back, he would get them checked and would contact those who had bought these studs from them if they agreed that there was an issue. (If they didn't, would they still sell these substandard items?) I don't want to criticise suppliers as without them there would be no spare parts to keep our cars on the roads, and they do a great job having parts manufactured; but I have

come across many poorly manufactured and potentially dangerous items over the years, because of either poor specifications or material quality, and the suppliers are usually grateful for feedback so that they can address any issues with the manufacturers and provide us with good quality parts. So, if anyone experiences issues with any parts they buy, please inform the suppliers – they would want to know.

At the time of writing, these studs have only just been sent back and with no time yet for a response, so I urge anyone who has

alloy wheels on their classic to check that the correct-length wheel studs have been fitted (don't forget, alloy wheels are 'thicker' than the steel wheels or wire wheel adapters fitted to our cars) and that they are fully 'home' in the back of the hub. It's not just your life in danger if your wheel studs shear!

IF YOUR WHEEL STUDS SHEAR, I DON'T WANT TO BE NEAR...

Bern

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STAG GEARING

I hope everyone is enjoying the use of their Stags now that we are deep into the season. I had a conversation back in December with a non-member who was converting his gearbox; he promised me an article but unfortunately he's been ill and has not completed the work. So, instead I have again turned to Richard Briscoe's article about conversions that can be undertaken. Here is what Richard had to say:

I have been asked recently to look into converting a manual Triumph Stag to a four-speed automatic. I know this conversion has been done before and there are kits available from Monarch and the original 'kit in a box' manufacturer, Tate & Lewis. But has anyone actually managed to do it without the kit?

ZF automatic box (ZF4HP22) from a Jaguar XJ6 plus Torque converter

Standard Triumph Stag type 65 Borg Warner prop shaft

Stag type 35 Borg Warner rear engine plate

Stag type 35 Borg Warner Bell housing

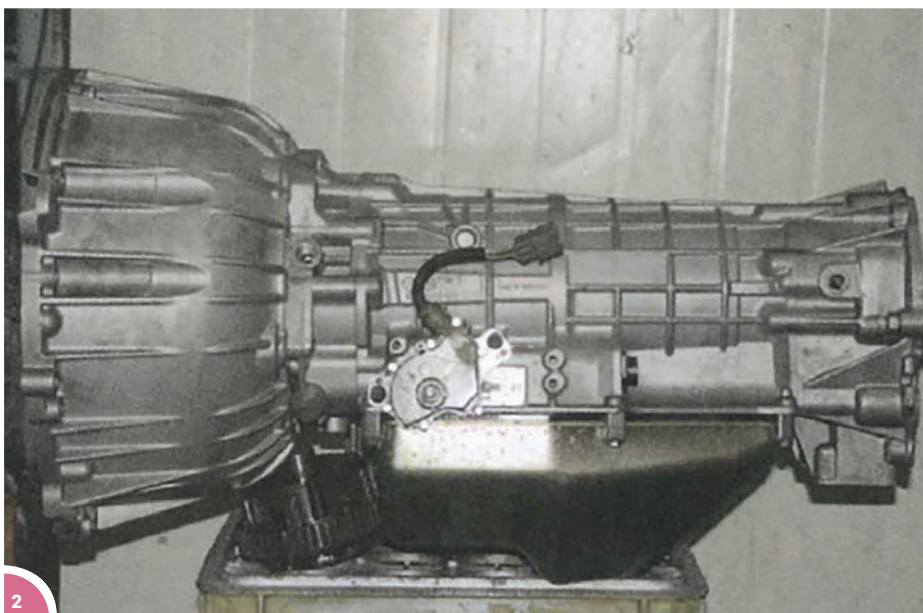
Stag type 35 Borg Warner Bell drive plate

New, fabricated from scratch, gearbox mounting.

As far as I can tell, the components required for this are shown in Pic 1.

Also, please note pictures 2 to 4. Pic 2 shows the Jaguar ZF automatic box (ZF4HP22), Pic 3 is a cutaway of the same, and Pic 4 shows the Type 35 Borg Warner with the Stag engine.

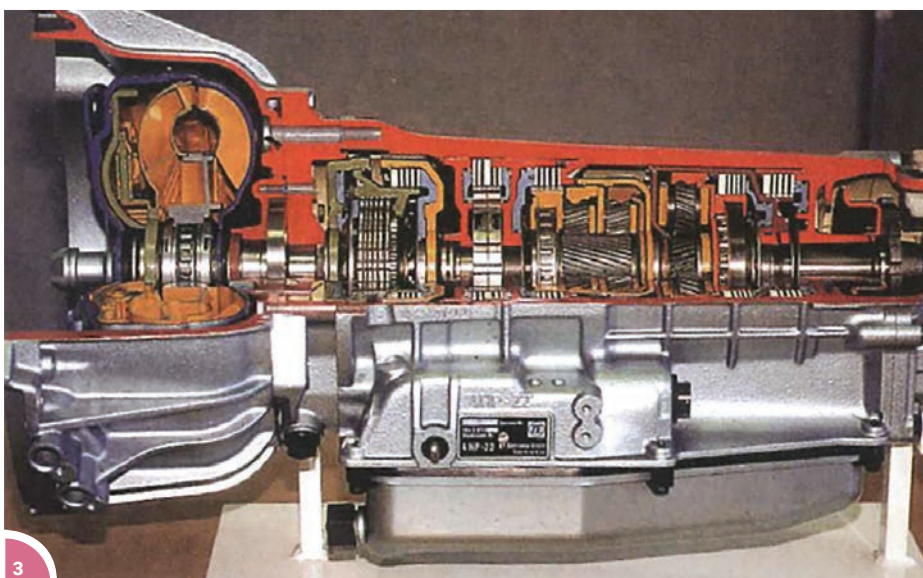
I know there isn't a speedometer drive on the Jaguar 'box but that's not an issue any more as Speedy Cables can supply a reconditioned speedometer that uses an ABS sensor on the propshaft bolts to convert the speedo to a digital one. This



saves tons of work, as otherwise you need to make a manual drive gear from scratch on the rear of the casing and hope you get the ratios correct (as well as keeping the gearbox internals in the position they were intended to be!).

As far as I can tell, the main problem is mating the Jaguar and Stag bell housings

together. It appears from the little information on the internet that you cut them both and weld them together. The torque converter on a Jaguar is a three-bolt mounting, while the Stag one is a four-bolt fixing, so the drive plate would need redrilling carefully to get the bolt centres exact.





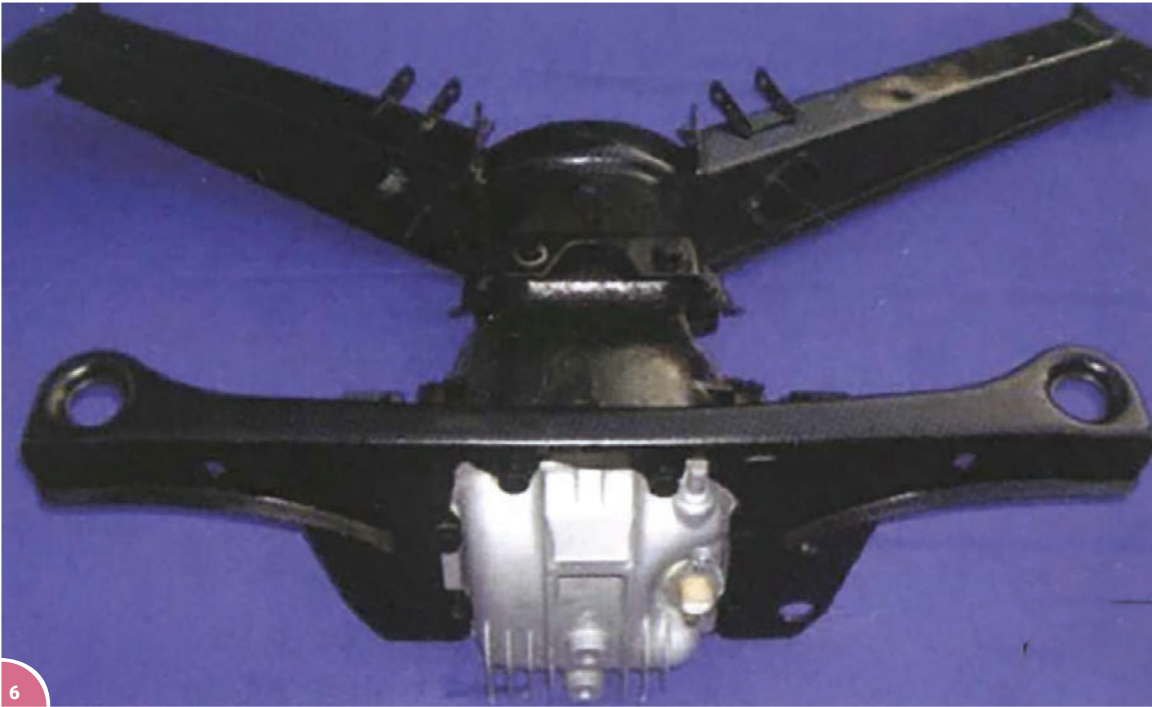
The gear selector would potentially have the issue of squeezing an extra gear in, but the simplest way is to not worry about being able to lock the 'box in first gear. The gears would then be as shown in Pic 5.

Looking amongst the Stag spares in the barn, the only bit I'm short of is the Jaguar 'box so I might have a look later this year. You never know, someone might have one!

On the subject of changing gears, another option for improving fuel economy on an automatic Stag is to change the rear axle ratio from the standard 3.7 to 1 to a 3.45 to 1. This is simple if you change it to a rear axle from a 2.5 saloon; but beware, the front and rear sections of the casing will need changing as the saloon has a different nose piece and a different rear casing.

The more costly option is to fit a Weslake BMW conversion, which gives a wider range of axle changes for personal choice. Standard ratios are 3.72 to 1, 3.63 to 1 and 3.46 to 1. The advantage of this conversion is that the BMW diff is regarded as being almost bomb-proof (pic 6).

I think it's worth pointing out that people do seem to worry a lot



about the economy of a Stag. The average given when they were new was just over 20mpg for an automatic and just over 22mpg for a manual. When compared to a Mkl GT6 this is not too bad, as they were quoted as an average of 22mpg by the factory! In practice on a long run, you tend to find that Stags like to cruise. So, yes, they will sit in the outside lane at 90mph all day (in countries where this is legal, of course). You do, however, tend to end up having a relaxed drive at between 65 and 70mph.

Thanks again to Richard, a very interesting article.

Borg Warner	Jaguar
P	P
R	R
N	N
D	D
2	3
1	2

Disclaimer: Richard's descriptions and tips are of his experiences and are not intended as an official TSSC guide to undertaking gearbox work on a Stag. Please refer to the Triumph Repair Operation Manual for the method prescribed by Triumph for undertaking such work, or consult a Triumph specialist.

Can I ask if anyone out there would like to contribute an article about their Stag and experiences (we need about 600 words and six photos each time), any contributions would be appreciated. Thanks in advance.

Keep those V8s purring!

Ben

INTERNATIONAL NEWS

THE POWER OF COMMUNICATION

INTERNATIONAL LIAISON SECRETARIES, JOHN LAY AND JESS SMALE, BRING US UP TO DATE ON SOME OF THE LATEST OVERSEAS ACTIVITIES WITHIN THE TSSC

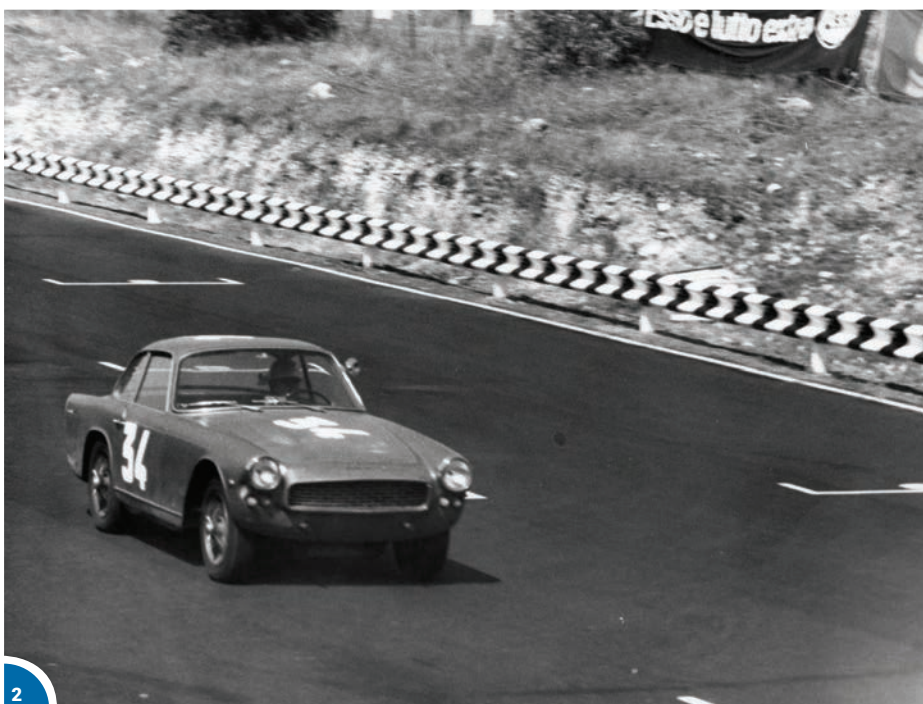


Late in 2022, we wrote to a new member – Mario Sgro – to welcome him to the TSSC International community and to ask a little bit about him and his Triumph. As these things sometimes do, that brief email snowballed, not least when Mario wrote back to say: “I have been a classic car enthusiast for over 40 years and I live in Sicily, a land rich in vintage cars and sports car history. I bought my 1964 Herald Convertible last year. I’ve known this car for over 30 years. I am also the president of the Autodrome of Pergusa (Enna)”.

Knowing that this might lead somewhere, we followed up with more correspondence and a get-together at Brooklands, asking Mario if he could write something for The Courier. He did, resulting in the fantastic report that we ran in April 2023, featuring a modern photo shoot (Mario’s car is the pale blue Herald in pic 1) and many wonderful historic pictures, including this one (pic 2) showing 34 Angelo Rizzo in a Triumph Italia 2000, taking part in the 4th City of Enna Cup 1964 – a World Championship of Makes – GT Category race.

Little did we know that the report – and this one photo in particular – was just the beginning of the story for another

TSSC member, Jeremy Woods. So, let’s hand over to Jeremy to tell you what happened next.



TRIUMPH ITALIA AT PERGUSA 60 YEARS ON

I'm reading my Courier (April 2023) and there's an interesting article in the International section about the history of this racetrack in Italy that I'd never heard of – Pergusa in Sicily. What really gets my attention though, are the pictures that appear to show a Triumph Italia competing in the Coppa Citta di Enna in 1964. Intrigued and wishing to know more, I email John, our International TSSC whizz, to find out where he got the pictures from as I was fairly sure the Italia community did not know about this piece of history.

John already knows about my Italia as I'd met him and Jess at a Goodwood sprint event. John offers to introduce me to the source of the Pergusa article, Mario, although he warns me that Mario has as much English as I have Italian... which is bugger all. No doubt with the aid of Google translate, we exchange emails about the 1964 event and Triumph Italias and I introduce him to my car. He signs off this exchange in April 2023 with 'happy to have you participate'...

I then don't hear anything from Mario, who turns out to be the president of Autodromo Pergusa, until March 1st, 2024, when he sends me the flyer for this year's Coppa Citta di Enna – nothing more, just the flyer. I then begin, via my race contacts, to start tracking down the grid organisers, GT & Sports Car Cup (GTSCC), and try to explain the story that we want to recreate an Italia racing at Pergusa.

So, the good news is that Mario, unknown to me, also reaches out to the GTSCC to invite the Italia, so we are now officially 'in'. Now comes the tricky bit: the race regulations and specifications to race internationally, including the level of race licence, are different from those for UK racing. I set to upgrading my race licence, race suit, driver's seat, and working out how to get a Triumph Italia, me and my mate, Alistair, who will be driver two, oh and Mrs Woods, from Surrey to Sicily.



First the Italia, which already had work done over the winter by Jamie and Harry at RACE. This work had included a new fuel tank, pump and lines which were failing badly towards the end of last season. Jamie asked 'what's the longest race you do?' I said, 'oh, we never go more than 40 minutes, an hour max'. The space in the boot allows him to fit a 55-litre tank; however, the GTSCC runs long races, sometimes of two hours. The Pergusa races are scheduled to be 75 minutes each with 40 minutes of qualifying. Time to get your calculators out... RACE reckoned we'd now be on 0.7 litres per minute; we used to be 0.5. You lose around five litres of capacity to the foam lining, so we are playing on 50 litres-ish with no refuelling allowed. Alistair and I decide we'll worry about it when we get there. RACE then source and fit a new 'in date' driver's seat and we reckon we're good to go.

Early season outings don't prove very successful. A pre-season test day at Brands is washed out by torrential rain, and a rear damper breaks. First race of the season with Equipe series, the coil fails two minutes from the chequered flag and I have to be towed back in. Second outing at the GRRC sprint at Goodwood, the throttle linkage breaks. Race prep not great. However, all is fixed up as best we can and I drop the Italia up to Staffordshire to join some other cars being shipped out to Sicily.



Meanwhile, my own preparation is under way in parallel. I book a full medical and a stress test ECG, both of which are required to be fit to hold an International Race Licence. I also have to undergo an online FIA training module. Good news, I pass both medicals and the test, and Motorsport UK issue my new licence. I also purchase a new race suit, as my existing one – whilst okay for UK racing – wasn't in date for international events.

The trip gets under way with an early morning flight to Catania, Sicily, followed by

INTERNATIONAL NEWS

a 90-minute drive to Autodromo Pergusa, set in the hills in central Sicily. The car is unloaded and set up in the pit garage squeezed between the lake (now half dried up due to drought), round which the circuit runs, and the pit lane. This will be our home for the next three days. Once the car is out of the truck, we drive up to the local petrol station in Pergusa as we've been told it sells 100 octane. Great news, this is true; bad news, filling to the brim we only get to 47 litres in the tank, but we decide to worry about that later.

The first evening there is a welcome dinner organised by Mario and the team at Autodromo Pergusa. Start time 7.30, we sit down at 9pm as this is Italy, and are presented with numerous courses of lovely Sicilian food ending with massive Canoli. There are lots of welcome speeches and Mario unveils the trophies, a set of huge ceramic jugs. By now it's nearly 11pm and we've been up since 4am, so we retire to the hotel about 20 minutes' drive from the circuit.

Friday had been set aside for free practice and drivers briefing. There were two 25-minute sessions on offer in the morning and a 40-minute session later in the afternoon. I go out for the first free practice, but three laps in the car dies and I grind to a halt within the safety of a marshal station inside one of the many chicanes that pepper this lakeside track. Despite the language barrier I am offered coffee and water while I await a tow back at the end of the session; all very civilised and friendly here, though a terrible start to proceedings.

Once back at the garage (and a few calls to Jamie at RACE), we fiddle with the fuel pressure regulator, we hot-wire the isolating ignition switch and try to get going again. So far we've only eight minutes full-pelt under our belt, so still no idea what the fuel usage rate is – and now we've missed the second practice session. As this is Italy, there is a fabulous lunch and a two-hour break – no burger and chips here!

Following lunch, there's a drivers' briefing and later a 40-minute free practice session. I go out but after two laps the car conks out again – more electrical woes. This time I don't make it back to the pits or the safety of a marshals post, and the session is red flagged due to me (sorry, everyone!). As I'm close to the pit lane not much time is lost, so a bit more fiddling with the fuel pressure regulator and Alistair gets going and takes the opportunity to get a few laps. All seems



to be working fine (hurrah!) and Alistair runs until the end of the session – possibly another 15 minutes of running time. Once cleared from Parc Ferme, we decide to drive the Italia out to the petrol station for some more 100 octane. Unbelievably though, the car won't start. Not a spark to be found anywhere – we have major electrical issues.

Luckily, the really helpful chaps sharing our garage run an electrical diagnostic and it becomes clear the dizzy has given up the ghost. So, now we go on the scrounge. We are all miles away from home and this was amazing, as everyone is in the same position; but with only one other Triumph on the grid (a beautiful TR4), it's not likely we'll source a Lucas 45D4 complete with points and condenser. However, next door is a lovely Morgan with a team of helpful chaps who have a spare distributor. With the help of the guys from the team sharing our garage, we get up and running; they even have a timing gun, and so it looks like we'll make it to qualifying the next morning.

Time for pizza and beer, both of which were of the highest quality. This is Italy, of course, not some windswept ex-airfield...

NEXT MONTH

In next month's Courier, Jez will be telling us more in Part 2 of his story – including whether the Italia finally behaved itself. Meanwhile, two huge 'thank yous' – one to Mario for writing such an inspiring report in 2023 (it's well worth revisiting), and another to Jez for sharing this adventure.

We're always keen to hear from members of our International community, whether your story is as grand as this month's or simply because your Triumph deserves a little bit of fame. Simply drop us a line at international-liaison@tssc.org.uk and we'll take it from there.

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Fast Road Triumph TR5 with overdrive. The engine built to fast road specification produces 180 bhp with forged piston and steel conrods. A 4 row alloy radiator and electric fan help cooling along with an oil cooler.....£44,500



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TRIUMPH TR6 2.5 - 1969

Ex U.S car with overdrive. We have known this car for over 20 years and have completed lots of maintenance on it. The body and chassis are in excellent condition with no rust. The interior has been custom made in full leather by our trimmer.....£25,000



TRIUMPH GT6 2.0 - 1971

Left hand drive ex US car restored to an extremely high standard with lots of work being carried out by TR Bitz. The car has recently returned from a trip to Santorini which it achieved with no issues. The interior has been custom built in black leather.....£24,500

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TRIUMPH TR4 - 1973

UK Car with overdrive. Had a previous body off chassis restoration the car is in very good condition in body and chassis with no rust. Upgrades fitted during the restoration include: Spax shockers all round, poly bushed suspension.....£22,000



TRIUMPH TR4A SPORTS - 1967

Triumph TR4A with overdrive. We have known this car for 15 years servicing and looking after it for its previous owner. Used on a regular basis, MX5 seats, electric cooling fan, electronic ignition, spin on oil filter conversion and K&N filters.....£21,500

This is just a selection of our current cars for sale. For a full stock listing and pictures visit our website.

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Appleton Autodrome, Swine Yard Lane, Appleton, Warrington WA16 OSD

Area News

THIS MONTH'S REPORTS FROM THE TSSC AREAS

Triumph Sports Six Area Liaison Officers: Paul & Christina Girling

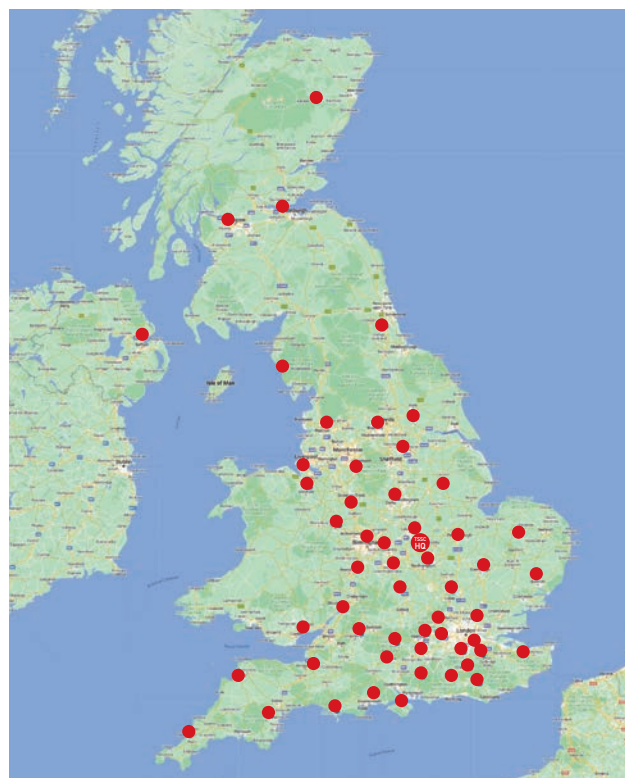
Email: tsscareas@gmail.com Tel: 07584 000442

Is your area lacking an Area Organiser? Why not take on the role? With the summer arriving, it's a great time of year to start a new Area – and there's plenty of help to get you on your way. Let me know if you want a copy of our help booklet, 'So you want to be an AO', which gives a few tips and ideas.

We are looking for AOs for areas around Manchester, West Yorkshire, Coventry, South Staffordshire, Canterbury and anywhere else that you can see a space. Let us know if you can help.

Do more with your Triumph this year!

Paul and Christina



ANDOVER

Popham on the May Day bank holiday Monday was a very traditional Popham – wet! This year it was wet pretty much as we arrived and for most of the morning, but considering the weather there was still a good turnout, not only of classics on the field but also of moderns in the visitors' car park.



Driving onto the field, Guy spotted Wendy's Spitfire, Mike's Stag and Mark's Vitesse from Southern Area, so managed to park just behind them with Andy from Newbury Area arriving shortly afterwards in his Bond Equipe 4s, parking next to Guy's 2+2. Suzie stayed in the car most of the time, joined for a little while by Wendy

from Southern Area, who had brought her lovely MkIII Spitfire; but most people did manage a reasonable wander around the cars and the few traders that had braved the weather. Alan was also there in his TR6, and Norman also came past at quite a wet moment.



We wimped out around 12.30pm and headed home only for all predictions of a traditional Popham to come to pass; a couple of miles along the A303 it dried up, with no sign of rain on the road. There was a bit more rain going through Ludgershall but dry again when we got home!

What a lovely lunch we had in May. Unlike the lashings of rain we had at Popham, just two days later the sun was out and it was lovely and warm. Almost a full

turnout of classics, except that Ernie and Carol's Herald decided it didn't want to go out today and was so petulant (not running on all cylinders) that they had to take it home in disgrace and come along in the modern. Some discussion over lunch gave Ernie a few things to check to try to sort it out. He was planning to go home and order some parts.



What was even better about the day was that it was the first time (since we first used the Chalkhill Blue in 2016) that the weather had been good enough for us to sit outside. They have a very fine shelter, giving just a little cover from too-bright sun or the wind, and suited us perfectly. I hope we'll have future opportunities to sit outside during visits there –

including in July with luck.

Beaulieu was a mixed bag this year, rather damp on the Friday but a scorcher on the Sunday. It also seemed very quiet, so we were a little surprised afterwards to see that we had done better than we had thought.

Over the Whitsun bank holiday weekend, we had an interesting trip to Suffolk for the Bond Owners' Club Rally and a visit to Suzie's aunt and cousin. Another rather wet weekend and the journey took a very long time avoiding accidents and long queues. The journey back was much more straightforward – warm and dry, too.

I read recently that May was the warmest May on record for many years, going back to 1884. Not sure if it was also the wettest as we've certainly had several wet days during the month! Let's hope July is warm without the rain!

Ed: "Went to the gathering at Thruxton the other week; it was a low-key local event, mostly tractors, but a nice day out. The TR7 played up there and back with the engine stopping and

backfiring but managed to get home. I decided to change the points to electronic ignition using an Accuspark kit. Not a simple job – the instructions suggested it was, but they were wrong. I had to disassemble the distributor, removing the drive cog and other stuff, but it did work in the end. I was not very confident it would work, and I noticed that Fitchett had old-stock original electronic distributors, so I ordered one of those just in case. So, I now have a back-up with a better Lucas distributor. Just need to get a fine day to take it for a run.”

Next meetings:

July 10th, 12 noon – regular lunch meeting at the Chalkhill Blue, Andover SP11 8BF

July 14th – BMC & Leyland Show at the British Motor Museum, Gaydon CV35 0BJ

August 2nd-4th – Gloucestershire Vintage & Country Extravaganza at South Cerney Airfield, GL7 5QD

Guy & Suzie

AVON

The show season is well under way and it seems to get harder every year to decide which shows can be attended, fitting in with family and holidays. Members have recently been to Abergavenny, Castle Combe Steam Fair and Chippenham Lions to name but a few.

Poor Mark and Mary suffered a Vitesse diff failure en route to Abergavenny but all is fixed now. Steve had a major electrical short at Castle Combe but managed to disconnect the battery before any major damage was done. Adrian, Jerry and Colin drove to Laon for the Laon Historique classic car event. Dave was at Castle Combe on Supercar Day and was invited to drive his Vitesse around the circuit with his grandson as a passenger; he was super-excited. So, as you can see, people have been busy out and about.



Another Sunday drive out is planned. The last one to the Black Shed Cafe on the side of

the Sharpness Canal went well and was enjoyed by those who attended. If you are local, come and join us. Stay safe.

The photos show members' classic caravans at Abergavenny, members at Chippenham Lions, and Dave at Castle Combe.



Dave

CAMBRIDGE

Despite some of our usual stalwarts being otherwise occupied, we had a healthy dozen turn up for our Monday meeting on the bank of the River Cam, our quiet chats in the car park being drowned out by the coxes as they urged their rowers to even more effort. The survivors from their mini tour of Wales regaled us with tales of breathing in neat petrol sprayed out of the exhaust of the red Vitesse they were following, and 1-in-1 inclines (I need to know where this is for a future C2C route)

The TR5 engine compartment was subject to communal drooling and is a work of art. Even the brake lines run straight and parallel.



Future plans being considered include Shuttleworth Race Day on October 6th and a tribute run for the late Pete Baldwin at the end of September. For those who did not know him, Peter was a legend of a car tuner who worked from a garage in Orwell and did wonders for many of our cars, mine included.

Our next meeting is Monday, July 1st at 8pm at The Plough as usual. My thanks to Howard for this report on the June meeting that I missed as it clashed with a

family meal for my birthday

Tom

CHESHIRE

There's been a recurring theme of rain of late. We must have offended the Weather Elves, or perhaps not offered them the right sort of compensation. Last weekend it was Capesthorpe on both days and Youngtimer at Gawsorth on the Monday. Classicshows.org seem to have revised their pricing, and the weather was scheduled to be rather damp, so I passed on that one. I went to the Youngtimer in Hark the Herald, but I think the majority of cars there were modern and with large-horsepower numbers. It then rained and a large bird used Hark's bonnet for target practice.

Somehow the weather managed to be warm(ish) and dry for both days at Tatton. Last year I noticed large bare patches in the trader areas, but this year all parts of the show seemed to be very well attended. As last year, there was a significant queue to get into the showground on the Saturday (one car had a problem in the queue with the bonnet up and the driver doing things), but no delay at all on Sunday. I can't figure that one out. On Saturday I was parked next to Mr Lomas' immaculate Acclaim (all his cars are immaculate) with a Lotus that spent a long time parked up a short distance from home. There was an unrestored Austin Seven and a fluorescent yellow Spitfire amongst the attendees. On Sunday I was between a Roller and a (the?) Triumph Formosa, which I had met previously. I spent some time being educated about a Trabant, which is another car which has a transverse leaf spring. Later on, Matthew appeared with his dad and asked many questions about various bits of Triumph. Their Spitfire 'kit' is progressing with another chassis bought from the Spitfire Graveyard at a very reasonable price (£75).

On meeting day, the forecast indicated rain in the afternoon and dry for the rest of the day. At the C&P, I found Gerald (with Gerald the Herald with clutch issues), Matthew, Monty, John and Paul. Gerald was shown a potential contributor to his clutch issues (wear between pedal and pushrod). Richard appeared just as we were leaving for The

Swettenham. As we arrived at our destination, we found Alan waiting for us, just as it started to rain. Richard parked under the trees, while the two other ragtops put the rag bits up. Alan is having difficulty separating brake calipers from suspension uprights, amongst other things. On the way home, Hark the Herald reminded the driver that the diff was making those lovely whining noises which require attention. Fortunately, there is a spare 4.11 diff in the Cast Iron World spares pile, so it's a simple task of swapping the diff and seeing if that one is any quieter. Pigs are known to fly, occasionally.

Events in July include Avro on the 12th and 14th, Capesthorpe and Chatsworth on the 21st, and Bodrhyddan on the 28th.

Our next meeting is on Thursday, July 4th at the Cock & Pheasant – second run out of the year, so 7.30pm for 8pm. On the way home from Swettenham, I noticed that there was activity at the Red Lion in Lower Withington, so this may be our destination. Or The Flower Pot. Check the website for updates.

Henry

CORNWALL

It was nice to see those who attended last month's club night. A very informal chat was had and a lovely meal, too. It's not long to go now before the A30 will be finished. I do appreciate all that have come along but especially members that have driven the past four years through lots of diversions to get to a meeting – it's not been easy, but an end is in sight



On Sunday, May 19th we had our car run. Now, in my mind we were to meet at 10.30 and leave at 10.45... ah no, I was an hour early! So, an extra breakfast was had along with a coffee before we

AREA NEWS

were joined by members who did get the time right. We had seven Triumphs and one modern. We left Bodmin Garden Centre heading towards Wadebridge, following the A389 towards Sladsbridge and Port Isaac, passing through Delabole and on towards Launceston, Davidstow and then Callington. We drove through Bray Shop, Codesgreen and Trewint, finally ending up in Five Lanes where we had a great lunch at the King's Head Hotel. Thanks to Tristan for a little bit of help to mend Des's rear-view mirror. Many thanks to Nigel and Mae for organising this lovely run. What made it even more special was the sun shining.



Another event was the Launceston Steam & Vintage Rally, which I decided this year to attend for one day (Saturday, May 25th). I was joined by Malcolm, Craig, Tom, Ross, and their friend. Already at the show and camping for the weekend were Trudy and Tristan, Tony and Lisa, and Colin. Although a little cold, the weather held off and a good show was had.



While writing this in early June, I have been busy organising our Cornwall Event at Eden Valley, which is coming along nicely. News on how this weekend went will be in next month's edition.



No more news for this month, but here are some upcoming events:

JULY

Thursday, 11th – Club Night
Monday, 15th – Stithians Show
Sunday, 21st – Wadebridge Wheels (please let me know of your attendance as I am planning a club stand)
26th-28th – Boconnoc Steam & Vintage Rally
26th-28th – St Buryan Vintage Rally

AUGUST

3rd-4th – Sticker Vintage Rally
Thursday, 8th – Club Night
Saturday, 10th – Carnhell Green Vintage Rally
16th-18th – West of England Vintage & Steam Rally at Stithians Showground
22nd – Fowey Classic Car Show & Parade
24th-25th – Wadebridge Showground Classic, Vintage Rally & Antique Fair
24th-26th – The Great Trethew Rally

SEPTEMBER

6th-7th – Lanlivery Vintage Rally
Thursday 12th – Club Night
20th-22nd – St Mawgan Steam & Vintage Rally
20th-22nd – Watergate Bay Motorsport Weekend
Happy and safe motoring

Carol

CUMBRIA

The summer months are great for driving around the Lake District and our members always enjoy a good drive out around the county and visiting local car shows. Roadworks in Cumbria, however, seem to be spreading like an unpleasant rash across the countryside, with one month-long overnight closure around Gosforth in West Cumbria allegedly necessitating a 100-mile-plus detour via the M6 motorway after the 10pm 'curfew'. It appears that the government's 'levelling-up' funding has been taken literally as for filling in potholes.

The Vintage Metal event at Grates Farm, Kendal in May avoided road closures, however, and although it was primarily a tractor pull and military vehicle day, and featured a hot air balloon, there were also quite a few interesting classic cars present. We were blessed with amazing

weather (for the Lake District, that is!) and our trusty storm shelter for once became a sanctuary from the blazing sunshine. A good turnout from members, and it was particularly good to see our friend Roy back with us after having a 'bit of a wobble' recently.



We are looking forward to the big event in Distington in July. The West Cumbria Vintage Club's 41st Annual Rally takes place on July 7th. This is one of the largest one-day events in Cumbria, with over 450 entrants last year, and has been held at Hayes Castle Farm, Distington with the support and permission of the Christopherson family for 39 years, apart from a break in 2001 due to foot and mouth disease when it was held on Whitehaven Harbour. This year it's again at the traditional location, and hopefully there'll not be the same traffic disruption due to ongoing roadworks that we experienced last year.

Happy motoring.

Nigel

DERWENT VALLEY

Our June meeting was held at The Excavator at Ambergate, as we continue to vary our meeting venues. If anyone has any suggestions for meeting places, please let me know.

For our July meeting on Tuesday, 2nd, we will be doing a short run from Sainsbury's at Ripley (DE5 3QP) to Matlock Bath for fish and chips. We will be meeting at 7pm for a 7.15pm departure.

By the time you read this, we will have held our 34th Peak Run and will also have attended the Inter-Club International at Malvern.

Bryan

DEVON

WHAT'S NEXT IN DEVON

July 13th-14th – Powderham Show. Even if you've not entered

to be on our Area stand this year, do come along to see us; there will be a lot of Triumphs to see and a friendly greeting from us all as usual.

Wednesday, July 17th – Club Night at The Star Inn; as usual, we need numbers beforehand, please.

Saturday, July 27th – With the TOWC Paignton Green Show unable to run this year, we are heading for RHS Rosemoor on the Saturday (the Show also runs on Sunday, 28th). Free to enter and free entry to the lovely gardens if you stop chatting for long enough! Club members wanting an insurance valuation of their car on the Saturday, please get in touch beforehand – £20 for members and £30 for non-members.

Sunday, July 21st – Tour Of Devon (this is number four!). There are four start locations for this year's Tour. All routes will be approx 100 miles and start from M5 J27 Services, Tesco Lee Mill, Strawberry Fields Lifton and Tesco Seaton. We emphasise that it is a non-competitive day, open to all Triumphs, and a lovely opportunity to see Devon from perhaps a different angle – why not start at a different point from your usual? Do any part or all of your chosen route and drive it at your own pace, but aim to finish at White House Services, Okehampton in the afternoon.

To enter, please email all the following details to tourofdevon@tssc-devon.org.uk:

1. Name
2. Triumph car
3. Club
4. Contact phone number for the day
5. Agree to the WhatsApp group for contact on the event day (YES/NO)

Once again, we have Jon Chartres to thank for organising this social event.

Sunday, August 4th – We Are Going To The Zoo! Darren is arranging a visit to Paignton Zoo for us. The more of us who go, the bigger the discount we will get. Please let Darren know (darren.groves@googlemail.com) ASAP if you will be coming. Friends welcome!

WHAT WE'VE DONE

We had 14 members travel from Devon to the Isle of Wight weekend, including Bob and Ann Meller from 'the North'. Hugely enjoyable and congratulations

to Roxy and Jo Hawkins for a wonderful weekend. Not sure they will welcome Devon back next year as we were disgracefully successful at the bingo on the last night – three full houses, a single line, and we won the tabletop quiz! And yes, others were playing! Lovely drives over the island as always, and visits to the military museum and the steam railway where they just happened to be holding their real ale festival.

May's Club Night was dry for a change and there were a fair few Triumphs out. We were delighted to welcome new members, Peter and Stefka. Peter has owned his Spitfire 1500 for 15 years. There were also four Stags (Steve's, Hugh's, Peter's and Charlie's), Julian's Bond, Shane's Dolomite, Mark's TR6, and the other Spitfire 1500 was John L's.

Then we were off to Brittany on a trip organised by Steve Woollett – a first for Devon as the furthest we had been before was the Isle of Wight. We travelled via Plymouth/Roscoff to our hotel at Lacroissant. Wonderful routes were chosen by Steve W, and on the Friday we were joined by the Triumph Club of Brittany, with Pierre la Fol and several of their members all with stunning TRs. We had nine Stags, two Vitesse's, a 2000, Dolomite, TR6, Bond, 2500 PI Estate, Spitfire and Neil's TR8 (all the way from London), plus Greg's Jaguar Special, Richard's MGA and a moped! Only a few minor problems – loose jubilee clips (x2), fuel filter, split hose, flat tyre on the ferry and finally a lost headlight and wiper problem.



A great trip, and we went to places we would never have found on our own. It was good to get two great clubs together, TSSC and the SOC, on an informal but hugely enjoyable holiday that saw existing friendships reinforced and new ones made. The car of the week, chosen by the hotel, was Graham and Alison's Vitesse, but I think the bravery award has to be Steve Horswell's for refusing to put his hood up even in the torrential rain when we landed. A huge thank you to Steve W and everyone who made this such a success. Thanks also to Rimmer Bros and TSSC HQ for supporting our venture with vouchers – much appreciated.

On June 2nd we had our run to Wimbleball Lake, near Dulverton. Six Triumphs met at Tesco Crediton for the drive to Morrisons Tiverton – no, it wasn't a shopping trip! Joined at Tiverton by Peter C, Derek and Anne, Bob and Ann from North Devon and our hosts for the BBQ, Robert and Barbara. Another lovely driving section to the Wimbleball Lake, where some had decided to stay. The rest of us drove on to Robert and Barbara's home – not by the route Robert intended, as muggings in my usual fashion went wrong within half a mile of the lake! Rescued by first-timers Derek and Anne, who luckily live locally, we made it to the venue to enjoy the 'bring and share' BBQ in the lovely peaceful surroundings, in very hot sun, many of us sporting a selection of Barbara's lovely sunhats! A big thank you to them, and to everyone who came. It was way back in 2007 when we last visited Wimbleball.

As you can see, Devon Area is a very active group. So, if you have not ventured out with us before, why not come along this summer?

DEVON DIARY

Thursday, July 4th – North Devon meeting at Crealock Arms, Littleham EX39 5HN

Sat/Sun, July 13th/14th – Powderham Historic Vehicle Gathering

Wednesday, July 17th – Club Night at the Star, Liverton TQ12 6EZ

Sunday, July 21st – 4th Tour of Devon

Sunday, August 4th – Trip to Paignton Zoo (pre-book via Darren)

Sue & John

ESSEX

In May we had several car shows, including Little Totham and East Anglian Railway over the Bank Holiday; the weather managed to hold off for us, and we had a nice selection of club cars. A few others went to the Enfield Pageant, which is always a good show. For Cars at Hertford Castle at the beginning of June, five of our members managed to get tickets to attend this show; we had really good weather and it was a nice change from the regular shows, with a great selection of different cars.



MEMBER'S CAR OF THE MONTH: SIMON'S HERALD

I've owned Mump for about four years and I'm the fourth owner, (the second and third owners were husband and wife). She is a 1965 Herald 12/50 born in March (the same year as me!), with a believed-genuine mileage although I can't back this up. She's never been welded or the body taken off the chassis, and all the gaps are excellent because of this.



Mump has had a freshen-up of the olive green paint at some

stage. I've fitted an extractor manifold and semi-sports exhaust, plus twin SU carbs from an early Spitfire. The brakes had new discs and shoes. I've got braided hoses to fit when I get a chance.

What's next? Well, a freshen-up of the bulkhead wouldn't go amiss, and I would love to source a driver's side original carpet to match the rest of the car. Finally, an overdrive gearbox would complete my wish list. I plan to drive and enjoy Mump as much as our glorious weather allows!

Essex Diary for July
Contact Mike for details
Sunday, 14th – Club Day at Theydon Bois Car Show
Sunday, 21st – Car Show at Stonards Recreation Ground, Epping
Sunday, 28th – Car Tinkering & Craft Day at Robin and Rachael's

Mike & Sue

33RD HISTORIC CIRCUIT AT LAON 2024

Several Essex members made a trip to France for the Laon weekend this year, as Tony and Paula report:

Day 1 – heading to Laon: An early start to catch the ferry at Dover and hoping for better weather, as thunder and rain were forecast all weekend. Mick and Linda in their Stag, Steve and Janet in their Herald, and John and Paula in their Spitfire approached the Dartford Bridge from the A13 to find stationary traffic.

The M25 presented our first challenge due to an incident at the bridge causing a complete closure; after 20-plus minutes we got started again. Some of us were on a P&O ferry, Fi and I were on an Irish ferry. The TR6 had a worrying overheating problem after waiting to board; I thought the car wasn't going to make it onto the ferry. As we queued to drive on, the engine was getting very hot!



We made it onto the ferry and found a fault with the electric fan fuse, which was also very hot. An electrical fault that I will

need to get to the bottom of, but a new fuse will have to do for now. The Channel crossing was as smooth as silk, which I appreciated as I do not have good sea legs. Apparently, the Irish ferry breakfast is better than P&O's.

On arrival in Calais, we all decided to take the scenic route down to Laon via D-class roads avoiding the motorways and tolls. Unfortunately, though, Mike and Linda had a car problem at Calais which meant abandoning it and getting a hire car (it turned out to be an issue with the alternator – a theme of the trip!). The weather was mixed but we decided to drive with the roof down with the French air in our hair; we met some showers on the way down but drove on. The French roads, towns and countryside were very quiet as we weaved our way down to Laon. On the way down, John and Paula had a fuel problem (loose fuel pipe) and were assisted by a fellow traveller, also called John; they managed to get the Spitfire up and running again (thanks, John).

Some of us went to Bethune, but we ended up in Arras – both beautiful old French towns with large squares in the centre surrounded by old buildings, cafes and restaurants. After refreshments, we continued our way down. I am pleased to report that there were no further challenges for the rest of the journey to Laon. On arrival, we had driven 260 miles from Essex and booked into our respective accommodation.

Day 2 – registration and rally: This year's honorary brands were Porsche and TVR, which had centre stage of each day's event. Over 670 cars had entered, covering nearly 100 years of motoring history. The oldest entry was a Lagonda Tourer built in 1928. Around a third of the vehicles had travelled from the UK. In total, there were 67 Triumphs at the event.

Early start for everyone to complete registration between 8.30-9.30am. At registration, we collected our bag of goodies including an umbrella and car event number. Official free photos taken of the cars and time to prepare for the first rally event. The start of the 74-mile run began at 9.30am; we left Parc Foch at 10.15am and began our journey, working our way north to the old race circuit at Chimary in Belgium.

Lots of people lined the streets

to welcome us through their towns and villages, and we felt a bit like royalty as we waved to cheers as we passed. Over three hours and eight pages of tulip diagrams later (well done to all the navigators!), we arrived at Chimary. The circuit dates from 1926 and ceased racing in 1972.

Refreshed after our free baguette and glass of Belgian beer, we could drive on the old circuit. Unfortunately, we missed the entrance turning onto the circuit twice, so gave up and started our second leg of the rally back to Laon. The signage in Belgium wasn't as clear as in France so we had a slow start on the 63-mile route home. At 6.30pm, two hours and 15 minutes later, we arrive at Laon with the band playing and a complimentary glass of champagne! More time to look at beautiful cars, which by this time were very dirty, and exchange stories of the rally. Unfortunately, John and Paula's alternator in the Spitfire decided to give up so they drove straight back to the hotel and bought a new battery as a back-up.

Dinner was booked for 7.30pm so a quick dash back to the hotel to freshen up and we all met up in the centre of Laon at a lovely French restaurant. We enjoyed more French cuisine and wine, and then off to bed.

Day 3 – the parade: After a good night's sleep, Sunday started slightly later. I managed to borrow a bucket and sponge to give the TR6 a quick clean for the parade. We then headed off to park our cars in the centre of Laon at designated places ahead of the procession through the old medieval town in the afternoon. This gave us time to wander around the beautiful 12th century town streets, take in the sights and, of course, enjoy more French coffee and pastries.

There was a safety briefing at the old town hall and a greeting from the local mayor, which was obviously finished off with a glass of champagne! The official parade through the old streets of Laon started at 2.30pm, so there was time to do some sightseeing and enjoy more French cuisine over lunch.

Leading up to the start of the parade, John managed to buy a spare alternator from a TSSC Leicester member (thanks to Adrian, who was driving a very tidy GT6). Around 2.30pm final preparations were being made,

spectators moving off the road, and we prepped our cars before the start. We could hear the noise from the parade as they descended from the top of the town. Within a flash, the lead car (a convertible Mustang) appeared with the mayor sitting on the top of the boot waving to the crowds. This was followed by a large group of Porsches and TVRs.

The sun was shining, our rooftops neatly packed down, and we were off following the parade. Crowds of people lined the streets, waving and cheering; we used our horns and were 'encouraged' to rev our engines as we passed. I must admit, I felt like an 18-year-old all over again! From previous experience, Steve and Janet decided to just complete one lap of the cobbled parade circuit, which was a bit of a 'boneshaker'. After two laps of the circuit on cobbled roads and driving up and down the hillside, my engine was getting very hot again, so decided to call it a day and head back to the hotel for a rest before dinner.

Back at the hotel, John was assisted (or should I say, John assisted Ian) in fitting his new alternator to the Spit. Word got out again and the rectifier from John's old alternator was used by a Stag owner to fix his alternator. So... one alternator fixed two cars! Again, well done, Adrian, for having a spare. Must remember to take alternator spares on my next long rally...

Day 4 – heading home: Three days and it was time to start the journey home. We had a later start and chose to take the D-class roads along with John and Paula in the Spitfire back to Calais – a very pretty route through the towns and villages. Once again the streets and towns were very quiet. On the way we paid our respects at the WWI British War Memorial at Dud Comer; it was very sobering to read that this memorial was in honour of 20,595 men who lost their lives in the battle of Loos and Bethune. I have pictures of the names of the men from the Essex Regiment that are remembered here; let me know if you want me to send you a copy.

At Bethune (another beautiful old town), we found the old square and enjoyed lunch, the sun and the scenery around us. On the final leg in France, we took in the last views of the French countryside as we headed to Calais.

The ferry ride home was (thankfully for me) calm and

uneventful. By the time we arrived back in Essex, we had driven 657 enjoyable miles and it was time to switch off those Triumph engines and unpack the cars. It had been a thoroughly enjoyable, well organised weekend trip, which I recommend to you all if you have not done it. Big thanks again to the fellow Triumph owners who helped keep our cars on the road to get us all home safe and sound.

GATWICK

There were plenty of MkIII Spitfires at the very sunny SEM (nine in all!) but only one MkI, one MkII, two 1500s and a MkIV.



There was a good range of all Triumphs, of course. Justine and I were asked to do the judging on the Vitesses, as we've both owed one in the past. It was very difficult trying to judge between originality and restored. Judging was helped by car use and the ownership story of the cars. Thanks must go to the SEM team for another successful gathering.

I finally managed to get to the Bletchingly meet after a lapse in available time. Chris and I did our usual convoy there. Everyone loved the Austin Seven – very tempting! Also at Bletchingly, we had the Red Brigade (...at ease!).



Well, the sad day of my dad's funeral arrived and we did him proud, with him in a vintage Rolls-

Royce hearse leading the way. His 'Frogeye' Sprite was behind it, followed by me driving his Morris 10/4, Curtis and Harvey in my Spitfire, Andy in his own Mini, and finally my dad's Morris Minor at the end. We convoyed from his house up to the Red Lion, where the locals came out to toast him. Then it was on up the hill, turning off down towards the crematorium.



Since the funeral, the whole family have been enjoying the 10/4 so much, we may well keep it. (A non-Triumph, so another club to join!) It's very different to a Triumph...

Come along to our next meeting at the Crown (July 9th) to catch up on what has been going on and what we're hoping to do. If anyone is not on our WhatsApp group and would like to be, give me a call. I understand not everyone can make our meetings, so this is a way of keeping in contact.

See you soon.

Tony & Paul

HERTS & BEDS

We were a bit short on numbers at the May bank holiday pub meet, with our lowest-ever attendance of 12 members, and so the raffle went on hold until next month. I've no idea who is doing what, other than we seem to be more of a hospital club these days. Barry and I are awaiting more plumbing work, John's back is recovering well and he is walking Elgar the Airedale again, Geof has had a nose job completed, Paul B has had his hip replaced so needs an oil change, and so the list goes on.

Our Sywell drive will have been and gone by the time you read this (more on that later), but July sees our Best Area Car night, where we have the publican choose the best car and they get a name on the Kingfisher Shield (while there is still room). This will be on July 22nd at The Raven, Hexton SG5 3JB, around 8pm. So, a bit of

polish and a smile, and who knows – you may be lucky. There will be a prize to go with the trophy.

Any events through August, with the complication of holidays, will be ad-hoc and not to any plan.

The Pre-78 Rally at Buckingham Steam Railway is open to takers on August bank holiday Monday (26th) and you can pre-book here: <https://forms.office.com/e/mfEEJf3XTa>. There are free steam rides all day.

That it! Best regards.

Peter

SOUTH LONDON

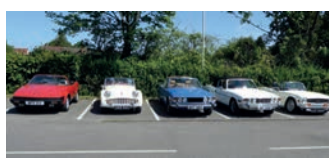


Good to meet first-timer John in his gorgeous '68 Wedgewood Blue GT6. Nice to see Les in his red Herald with new seats and a new hard top – still no sign of the bonnet M, though, Guy. Pete "it was raining in Bexley" was in his modern. Tall Dave arrived earlier than usual, less badminton as he fell off his bicycle the previous day; your nearside brake light wasn't working on the way home, Tall Dave. It was lovely to see everyone – I'm still dreaming of a sunny evening with a blue sky and a team of Triumphs parked up as far as the eye can see! Maybe July?

Rich

NEWBURY

For our first run out of the year, we went to the Gliding Heritage Centre [Lasham] via The Poacher Inn for lunch. Five Triumphs met on June 2nd in the car park at Tesco. With the weather forecasting a rain-free day, most of the convertibles had their hoods down. At 11.00ish the group left, being led by Ian in his TR6 followed by Andy and Thomas (Stag), Chris (Stag), Roy & Helena (TR3), with Dave and Mary (TR7) bringing up the rear.



Unlike my normal tortuous routes through narrow country lanes, we went straight down the A339 to Basingstoke and then (having navigated some of the many, many roundabouts in Basingstoke) we rejoined the A339 heading towards Alton. Just as we were going to turn off onto a country lane to go to the pub, we were overtaken by a host of motorcycles, some of whom were rather loud, and I did notice a couple who made rather dangerous overtaking manoeuvres. Once on the lane, we were then overtaken by a V10 Audi R8, which very quickly disappeared into the distance. After about 45 minutes and 29 miles, we got to the Poacher Inn in time to park up, get the obligatory photos and have a natter.

Just as we had parked, we were joined in the car park by a now very rare Leyland Princess 2200. Once lunch was over, we returned to the Gliding Heritage Centre where we met up with Nigel in his TR7. We were greeted by Tony, one of our tour guides, who escorted us across the airfield to the GHC hangars. We parked in front of an open hangar for photos of the cars, with gliders in the background.



The cars were organised so that they went red, white and blue from both ends of the line-up (with an odd white car at one end). There followed an extremely interesting tour of their historic gliders. We also went into the workshop where a volunteer was ironing the fabric on the wing of a glider under restoration. After we were escorted back across the busy airfield to the car park, there was a brief natter over a cup of tea and an ice cream, and then just after 6.30pm we were homeward bound.

Robin

NORFOLK

Our June meet and barbecue at Old Buckenham Airfield brought out a great display of Triumphs.

The Liberator Restaurant, which opened up just for the TSSC, did us proud with some lovely burgers and chicken wings (and cheesecake apparently). We had 18 Triumphs lined up, including six Spitties. We would like to say a big thank you to all those who attend our club nights. Without the numbers, we wouldn't be able to organise these special events. Well done, all!



Our next meeting will be on Thursday, July 4th with our fish and chip run to Cromer. There will be a convoy leaving the main car park in Dereham (Cherry Tree Car Park, Theatre Street, NR19 2AX) at 18.45 and arriving at Cromer cliff top car park (Runton Road, NR27 9AU) at around 19.45. Either join us for the convoy or meet us there.

FORTHCOMING EVENTS

Thursday, July 4th – monthly meet: Fish and Chip Run to Cromer. Convoy leaving Dereham car park. Join the convoy or meet us there.

No monthly meeting in August.

Sunday, August 18th – Tea and Cake Afternoon, Saham Toney. Join us on a tulip route or meet us there, more details to follow.

Dates, times and venues are subject to change. Confirmation of each event will be given nearer the time via email and Facebook.

Paul & Christina

NORTH EAST

At last, the weather has decided to be a bit brighter, warmer and drier than it has been in the last few months, and we have now started to attend a few more shows. The first big show on the calendar was Ushaw House, where over 500 cars were in attendance and our club had nine cars on

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display. Martin was there with the Vitesse after we eventually got the gearbox back in the car (it's hard to rebuild a gearbox when all the bits are just put in a box and all you have is pictures to assemble the parts in the correct order).

We even had Kev's GT6 there – its first outing in over 18 months after its rear-end rebuild and a tune-up. Kev says it is now running better than ever. We even ran into a few members we haven't seen for a while. Richie Eagle is having issues with fueling on his Herald – he let it run out of fuel and thinks it has sucked a load of rubbish into the carb. To cap off the day, Rune's overdrive decided to play up, but a replacement of the relay cured the problem; sometimes it's an easy fix but not always.



I forgot to share last month that at the show we attended at Prudhoe in April, we were asked to paint some stones to be put on a memorial pathway in Prudhoe Park. You can see our contribution in the photo.

Other shows have been attended by some of our members, with Brian, Pauline and Gregg going to the Isle of Man Festival; they said they had a great time and enjoyed the open mountain roads. The Washington Restoration Club Show saw a good number of cars for such a small venue. Andrew Hardy's classic show at Thornley, County Durham (a big event that we only found out about at short notice) attracted lots of different types of vehicles and is one to note for the calendar next year. Also, the Hartlepool Rugby Club classic event was a popular show; even Brian attended this one instead of opening up the Training Centre for our regular monthly meeting, although he missed out on the photo opportunity.



Nine club cars were in attendance, and even Chris managed to get there in the Sprint (he apologised for the Dolly having a wee in the car park). Philip's Vitesse started running a bit rough due to ignition issues; hope

he gets it sorted before going to Malvern.

We met up as usual at the Training Centre then we drove off to Fishburn Airfield for coffee and cake. Malcolm has a problem with the TR fuel gauge and ran out of petrol when he thought he had a full tank; it could be the gauge or sender, something else to play around with.

On a sad note, someone decided to rearrange the rear end of Joseph's Herald. It could be a write-off; he's just waiting to hear from the insurance company.

In July we have a run out on the 14th. A possible destination will be a return to the Jim Clark Museum in Duns, and his grave in Churnside. Then there's the Hamsterley Forest show on the 28th.

I think that's all for this month. More info on Malvern and Morpeth Fair next month.

Geoff

NORTHERN IRELAND

By now we are well into the summer months, although as I write this at the beginning of June you wouldn't think so with the weather we have been having up to now.

LIFT, LOOK & LUBRICATE SESSION

On Saturday, May 11th we had our annual Lift, Look & Lubricate session at the home of Colin and Heather (L) in Scarva. A goodly number turned up for the early morning session on the indoor lift, while a few more joined us later for the run and meal afterwards at The Boulevard, Banbridge. I'm glad that I arrived for the lift session as Colin began to wonder if I had any oil at all in the diff and gearbox of the TR6 as the filling went on and on. I might add, though, that I wasn't the only one who needed, as they say, a good fill-up. I must say, that's something I need to remember.



For last month's Courier, I put in a welcome note about Graham (M), a new member from the Newtownhamilton area. Then,

low and behold, who did I meet at the LL&L at Colin's three days later? None other than Graham! His friend, Basil (H), a long-time member, also came along in his Herald and had it checked over. It's a small world, as they say, as Peter (M) had previously met Graham and delivered to him a much-needed part that he had been looking for.

Several of us took the opportunity to have our cars checked underneath while Graham and Basil had a good look at the parts stowed away in the loft. It is amazing what some classic car holders hold on to. At least Colin knows what to do with them and what they are for, too! Thanks to Heather (L) for the hospitality and, of course, Colin for all the work in the garage as it was very much appreciated by all who attended during the morning period.



SOUTH DOWN & ARMAGH RUN

After the rest had arrived to join us, we set off on our run in the surrounding areas. There was a good turnout for the run with nine cars of various shapes and sizes taking part. Heather and I even had the roof down! Driving the short distance into Scarva saw us crossing over the railway bridge, past Sinton's, to travel in the direction of Tandragee and saw us pass Terryhoogan Aqueduct on our far right. Making sure to skirt around Tandragee, we crossed over the Cusher River with Sinton's Mill nearby.



We then made our way to Markethill for our tea/coffee break at the Old Courthouse restaurant on Main Street. Thankfully we were able to park nearby, and Simon (H) had the opportunity to use his drone to capture the area and cars. I think that was the first time so many of us were there as we had previously called at Alexander's store, where there was also a lady's shop. I can't think why we called there, though!



Food over, we were on our way towards Keady using the Coolmillish Road and passing through the area of Tassagh. Next up was Keady, which then saw us taking the road towards Newtownhamilton having a view of several lakes to our right, the main one being Clea Lake nearer the area of Racarby. The rest of the lakes were found to be within the Darkley forest area.



Leaving the main road, we took the aptly named Viewpoint Road to enable us to drive up the Carrigatuke 'Road' to the viewpoint there within the mountain area. A bit of a struggle due to the condition of the surface, but we eventually got there to see a large motorhome already at the viewpoint. A good view of the surrounding area in the cold wind and good use was again made of Simon's drone to capture the cars and the area.

Down the 'road' again, we travelled a different way towards Markethill, through the Mowhan and Clady Milltown areas to get there.



Once through the village and crossing the A28, for a short distance we took the Dunesmullan Road to eventually get us to the village of Poyntzpass. Crossing over the railway line and canal once again, with Lough Shark a short distance away to our left, we drove along the Bann and

Poyntzpass Roads to bring us to Loughbrickland. From here it was a short burst along the A1 to the Salt Kitchen at The Boulevard at Banbridge. Once again Colin had set it up with the staff and we had our own area to enjoy a good meal at a reasonable price. Thanks to Colin and Heather (L) for a very enjoyable day.



THE WEDDING DAY

As many of you know, Alan and Pam have a new Triumph Vitesse. Here we have it being used for the wedding of David and Kelly Henry on June 1st. All in the picture look wonderful.



FURTHER AREA NEWS

On Wednesday, June 5th we had our area meeting that was reasonably well attended. Several upcoming events were discussed including the North Down Run and the barbecue at Alans afterwards. It was good to see Laurence (C) looking so well after all he is going through, and we wish him the very best. Great to see the big Datsun, too, with that mighty roar from the exhaust. It was good to see the improvements being made to the car with a lot of help from his friend, Alan (F). Final details were also provided for the mid-week overnight run in June to Letterkenny and surrounding areas.

CAR FOR SALE

I mentioned a car for sale in the June edition of the Courier and, as it hasn't been sold yet, I will add details again in case you might have someone in mind for it, or as another car for your garage or driveway. Please see the details from Michael (K) about his 1979 Triumph Spitfire 1500. Michael lives in the Bangor area and has been a member of TSSC Northern Ireland for over 25 years. The asking price is £3995 ono. I consider this to be a reasonable price for the car, although at this time he may be prepared to take a little less than the published asking price.

The Spitfire has an overdrive, an unleaded Stage 2 head fitted, stainless exhaust and manifold, as well as an electronic distributor. The car was first registered in February 1979 and the tax expires on May, 1st 2025. The vehicle is tax and MoT-exempt in Northern Ireland due to its age and condition.

Anyone can contact Michael (K) on mobile 07720 302303 or landline 02891 456181, or email m.kernahan1@sky.com should you require further details.

NEW MEMBER

Just after our area meeting at the beginning of June, I received a note from TSSC HQ that we had another new member to the area – Johnny Laughlin, who hails from the Stranmillis/Malone Road area of Belfast. Welcome to the area and the club, Johnny, and we hope it won't be too long until we meet up and get a few details about you and your Triumph.

EVENTS DIARY

JULY

Wednesday 3rd – Meet Carrickfergus Castle for an ice cream run to Rinkha, Islandmagee and then to the home of Brian (S) for tea/coffee and possibly a wee tray bake or two.

Saturday 6th – Run from Dunsilly, Antrim; Douglas (H).

AUGUST

Saturday 3rd – Run with Peter (M).

Wednesday 7th – Area Meeting Nortel Social Club, Newtownabbey.

Saturday 24th – Run with Alan (H).

SEPTEMBER

Wednesday 4th – Area Meeting Nortel Social Club, Newtownabbey.

Saturday 14th – Run with Colin (L).

There is the possibility of two runs during October and then, if agreed, three 'Social Runs' during November, December and January. The start time and location of the meetings will be given nearer the events.

Well, that's about it for this month and I trust that you appreciate the new format of the magazine. I hope I will see you at one or two of the runs or meetings throughout the 'summer' period. Keep safe and well.

Douglas

NOTTINGHAM

For our Area meeting in May, we met up at Larch Farm in Ravenshead a week later than normal as we were busy setting up a wedding. A few joined us, and the Little John Classic Car Group came along as well, so there was plenty of us chatting about the events happening throughout the summer months and deciding the venue of our next meet-up.

Also, as many members joined us to celebrate our wedding, we brought along plenty of photos to show and chat about. We would like to thank everyone who joined us and brought their Triumphs along, too. So glad the weather was great and everyone, including our families and non-Triumph friends, really enjoyed looking at the cars.



As we have said before to our members, if you know a great pub in or around Nottingham, let us know – we want a great variety of venues as this seems to work for all. We don't do quizzes, we just like to chat about this and that, or offer help if anyone needs advice with their cars or anything else. Look on the Notts Facebook page for updates and the club website, under Area News, which we try to keep updated as to where we are going to meet. There are lots of events happening locally, which we post on our Facebook page. Hope to see you sometime at our meetings.

Di & Nigel

PETERBOROUGH

Thirteen members made the trip out to the Gordon Arms for the June meeting. The weather has been pretty unsettled recently and club night was no exception; it looked like rain and this resulted in only five club cars in the car park. Hopefully, we will see improved weather and a better turnout for July.

Show season is upon us and we shall be attending the Kimbolton Country Fayre & Classic Car Show on July 14th. If you were not at the meeting but would like to join us, please contact me or Charlie and we will add you to the numbers.

Several members will be making the pilgrimage to Malvern at the end of June and are really looking forward to the weekend. We also discussed the Sunday lunch meetings at Ellenders Bar & Restaurant and will be making a trip out on August 18th.

We also plan to make a trip to Club HQ for a tour, shopping opportunity and lunch/evening meal. Doug has offered to make enquiries about when this might happen; more details to follow.

Meanwhile, Doug has been working through some MoT-related issues and reports the following:

"I thought I ought to make fellow members aware of something that happened whilst fitting some club shop steering parts to my GT6 in preparation for its forthcoming MoT. Now, I know the car is MoT-exempt, but I believe it's good safety ethics to have someone cast a beady eye over what may have happened to it over the last 12 months.

"However, I had one advisory on the last MoT of 'track rod end ball joint dust cover damaged or deteriorated, but preventing the ingress of dirt – nearside front'. On a visit to the TSSC HQ at one of the events, I bought two new track rod ball joints nicely cadmium plated – with the added luxury of a grease nipple – along with several other goodies. So, blocks under the rear wheels, the front road wheels loosened and the car is jacked up at the front. Wheels removed and we'll start with the nearside ball joint as that's the one I have to change. All the suspension on the car's recent rebuild was treated to polybushes, new top ball joints, new track rod ends and trunnions, but the quality of the rubber dust shields is now very poor. I have had to change those seals on the new top ball joint joints before, as they were already breaking up and I did have two (and how fortunate was that!) old stock ones from many years ago that were 'proper' rubber.

"Undo the nut and with a few cracks from a 'Birmingham screwdriver' and the joint was free. The lock nut on the rack rod was loosened and the distance from the lock nut to the centre of the

AREA NEWS

thread was measured to ensure we kept the tracking as close as possible to the original, and the new one threaded on and popped into the taper on the steering arm and tighten the nut up. Plenty of time left to do the same on the driver's side, so off with the nut on the old joint but the taper was very recalcitrant and so the 'nutcracker' was employed and it soon gave up. Same procedure as the passenger side – old joint was screwed off and the new one was screwed on and everything tightened up. BUT for some reason, I gave the brake disc a spin and it wouldn't turn – it was stuck fast.

"The newer joints appear to have a little more generous casting around the top, and that was binding on the disc on suspension full droop. So, it was case of disassembling it and carefully grinding some of the ball joint housing until we had some decent clearance between the joint and the disc. This was only on full droop but could cause an issue in the future. I checked the nearside immediately but that was okay. Possibly over the years, the steering arm has been bent a couple of mm's but it's the driver's side, not the kerb side. This is just another case of checking everything twice – before you drop it off the jack – to save yourself time and angst in the future.

MY CAR & ME

This month's 'My Car & Me' article is by Graham Bellamy, and there are some photos to remind us of the lovely Spitfire and TR4 that he has owned. Over to Graham:

"Most of my career has been in engineering. I worked for Perkins Engines in many roles involving engine development work, and this involved me travelling to 'interesting' and far-flung countries. My first car was an A35, on which I had the cylinder head gas-flowed, added twin SUs, uprated brakes, and so on – typical BMC Speedwell conversions of the day, which gave for some very spirited driving. This was followed by my hankering for a Mini Cooper.

"With my long and great interest in engineering over many years, I also started a business making car trailers. My spare time from there has been spent stripping, rebuilding and tinkering with classic cars and improving them. I became a member of the TSSC

in 1997 whilst I was doing a nut and bolt restoration on a red MkII Spitfire that my wife had discovered for me in 1968. This completed car won me an award at a classic car show. I took this revitalised Spitfire on several TSSC trips, such as the Le Mans Classic, and I was photographed going past the start line of the Circuit de Spa-Francorchamp – a photo that hangs on my lounge wall to this day.



"Having sold the Spitfire, I had a foray with a new Mazda MX-5 and then with a Cobra, but I soon retuned my hankerings and interest back to Triumphs. In 2015, a Triumph TR4A came my way – a red one, just like my old Spitfire, and it also sat on sparkling chrome wire wheels. One improvement I made to the Spitfire was the fitting of a Type 9 five-speed gearbox and I decided to do the same with the TR. It transformed the car. Mazda MX-5 seats were already fitted when I bought it and we installed an anti-roll bar to improve the handling. A 123ignition electronic distributor was subsequently fitted and the engine was set up accordingly; it improved the drivability of the car with increased smooth power, torque and mileage too.



Sadly, due to health

conditions, I've decided to part with my TR4A to another local (Northamptonshire) TSSC member and Triumph enthusiast to cherish and enjoy. So, no doubt I will get a chance to see it being used and proudly displayed at car shows in the near future."

The next meeting is Monday, July 8th in the function room at The Gordon Arms, Oundle Road, Peterborough.

Steve

SCOTLAND EAST

May 2024 was a fantastic month, with three significant shows and even a little Scottish sunshine.

On May 12th we attended the Stirling & District classic car event at the Bridge of Allen; it was a lovely show, and thanks to Dave for organising the stand. This was followed on the 19th by the TR Register's weekend at the Doune Hill Climb – a big thank you to Stephen Hall and the TR Register for welcoming us to their event and to Fergus for organising spaces for the members. We enjoyed a few spirited parade runs up the hill and it was great to see a Triumph GT6 MkII convertible being driven competitively. I love the sound of that six-cylinder engine being pushed to its limits.



On June 2nd the sun shone down on the BVAC Classic at Thirlestane. For me, this is one of the highlights of the year with well over 1000 cars located in the spectacular ground of Thirlestane Castle. This year the show celebrated everything from 60 years of the Ford Mustang to tiny Smart cars. One of the oldest cars on display was a 1915 Arrol Johnston 15.9hp Tourer, built just down the road in Dumfries. We had nine cars on the stand, including two GT6s, two Vitesse, a 2500S, a Stag and three Spitfires. We even had our 15 minutes of fame in the main show arena to celebrate the cars and shout about the club. It was a genuinely enjoyable show, so thank you to all the members who took part with or without their cars.

In July we will be attending the SVVF Classic at Glamis Castle on the 13th and 14th. This is another

big show celebrating all forms of transport and engineering. There will be tiny single-cylinder stationary engines and massive steam traction engines as well as buses, lorries and cars of all types. It is certainly worth the trip if you are about. Dave has been organising the stand with several members planning to make a weekend of it, camping at the showfield.

Once again, please come and join our regular meetings at the Hawes Inn, South Queensferry – pop along and say hi. We meet at 7.30pm on the second Monday of every month and our next meeting will be Monday, July 8th. See you there.

Alan

SCOTLAND WEST

I am writing this area news to catch up with you all as I was unable to attend the last couple of shows for several different reasons. The Harvester restaurant in Glasgow was closed for three weeks for refurbishment and we decided to cancel our normal monthly meeting on the first Thursday of June, but we did travel through to South Queensferry for a catch up with some of our East Coast colleagues on June 10th at the Hawes Inn. Our next meeting in Glasgow will be on Thursday, July 4th at the Harvester as usual.

Alan and the East Coast team organised the Thirlestane Castle event on June 1st and 2nd, which looks to have been a great show,

Can I please remind you all that if you require a valuation for your car, this can be done at our club meetings or one of the shows. I have all the relevant forms should you need them.

The Glamis Castle event is on July 12th and we have 14 members booked in. It looks like it will be a great event; some of us are planning to be on-site from Friday right through until Monday morning.

On a personal note, I am still having issues getting the TR7 back on the road. The fuel pump is the latest frustration; I ordered one on eBay for it then to get lost in the post, so a new one is now on its way from Robsport. The hunt is still on for parts for the Herald 1200, and I'm hoping to pull this together over the next couple of months.

Finally, I have been sorting out

some club files recently and came across the photo you see here of our trip to the Fat Lamb in 2018.



Looking forward to catching up with you all soon.

Dave

SOMERSET

A number of us enjoyed a run down to Westbay in May. After meeting up at the Haynes Museum for a coffee, we made our way down to Westbay for lunch. The day was sunny, so hoods were down where possible. We had a picnic lunch and a wander around the town/harbour area before heading back home.

Nikki and I have done a few miles in the TR, firstly to Haslemere in Surrey for a classic rally, then to Jersey with the Somerset TR Register group – nearly 600 miles over 10 days, and no issues with the car. Additionally, we had a great few days at the Monaco Classic Grand Prix, which is well worth attending if you get a chance.



June's club night was set to be a roving one – I'll report next time. I am away for the July meeting and probably for the August meeting (sorry!) due to holidays and my son's wedding. The Vitesse is being used as the transport for the bride and groom on the day, so fingers crossed that it behaves.

Steve

SOUTHERN

Things have started to get busy show-wise. May's regular meet at the Stars had the old faithful attending but the weather was pretty grim, and I expect that put many off. However, there was great weather for the SEM at Leatherhead – and a great turnout of cars. I bet a lot of Triumph owners' wives and kids were nagging them to go to the beach

as it was the best weather yet this year. A big thank you to Mickey and Julie Hazell for hosting the event, backed up by the TSSC team.



Next was the Fernhurst Revels, Wendy's local village fete. We had a good turn-up of cars including Tim's, Derek's and Mike's Stags, Dave H's TR6, Wendy's MkIII Spitfire, my Vitesse saloon and Dave Moore's GT6. There were four other Triumphs that joined our ranks and a few that parked up elsewhere. For those who have not been to this fete, try next year – it really is a good day out.



This was followed by the Haslemere Classic Car Show, another great village show with probably around 200 cars attending. Wendy and I met Dave H in Tesco's car park and got into the show line-up together. Mike G, Dave B and Derek had been on the run out in the morning and so were scattered around the showground.

I was going to the June Classic Car Sunday at the Departure Lounge but a last-minute phone call from my eldest daughter had me going to the Andover soapbox races. Around 3000 people turned up to see the event, which was great fun to watch.



Our regular meet at the Stars had a good turnout and we had a few cars there, but it was the Porsche Owners' Club that had turned up in strength. One car that did catch everyone's attention was the Shelby Daytona Cobra,

especially when it was fired up. Its owner, although semi-retired, is a product development engineer for Porsche.



That's about it for this month's blurb.

FORTHCOMING EVENTS JULY

2nd – Regular meet at The Seven Stars (GU32 3PG)
7th – Godalming Food Festival & Classic Car Show
13th – Swanmore Village Fete, New Road Recreation Ground (SO32 2PD), cars need to be there by 1pm
18th – Roaming meet, The Pub With No Name, Froxfield (GU32 1DA)

AUGUST

6th – Regular meet at The Seven Stars (GU32 3PG)
11th – Classic & Retro Car Show, Breamore House, Fordingbridge (SP6 2DF)
15th – Roaming meet, The Flower Pots (SO24 0QQ)
17th – Capel Classic Car Show, Capel, The Street (RH5 5LB)
24th-26th – Hellingly Classic Car Show, Broad Farm, Hellingly (BN27 4DS)
26th – Wisborough Green Fete

SEPTEMBER

1st – Ball Cross
3rd – Regular meet at The Seven Stars (GU32 3PG)
19th – Roaming meet, The Hampshire Hog (PO8 0QD)

Mark

NORTH STAFFS

I think we have all been waiting for summer to start as a few events have suffered with wet boggy ground – not great for classic cars. Fortunately, the Rotary Club Extravaganza had a nice day and the field was jam-packed with a large variety of vehicles. A great show with lots of entertainment and very well attended by the public, so it should have raised a lot of funds for charity. Make sure you put it in your diary for next year.

I had hoped that our monthly meeting would include a short

drive to another pub but for a number of reasons, including the poor weather, it was cancelled. Hopefully, at the next meeting we will finally get some sunshine and can do a run out somewhere. Not a lot to report this month but hope to see more of you at the Inter-Club Weekend at Malvern.

JULY EVENTS

Lichfield Cars in the Park
 Cheshire Steam Fair
 Draycott in the Moors Summer Fayre (TBC)
 Alrewas Show
 Chatsworth House
 Leek Show
 Audlem
 Arley Hall

Dave

SURREY

This report was missed from the June issue. Apologies, Surrey area!
 Hello all and intrepid campers. In some sort of chronological order, Drive It Day in April was good fun; we went to Chiddingstone Castle in Kent on a reasonably dry day. The majority of cars were Ferraris but there was a fine selection of older classics, although not many Triumphs. Interestingly, I met a gentleman (whose name escapes) who had written a book on registration numbers and from memory could tell where your car was registered and when – fascinating! (This would have been Jonathan Del Mar who has produced two volumes of registration numbers books. He's contactable on 020 7622 2000 or via jrdm.oakwood@gmail.com – Ed.) The book was selling fast, and he drove a nice Vitesse. I hooked up with some MG pals and we had a nice convoy home; I always wonder where these classics go when they disappear from a meet.

Another good turnout at the Wellhouse, and the brave souls who don't have a roof in zero degrees deserve a medal.

So, the IoW arrived on the Thursday when Jeremy and I convoyed down to Southampton to catch the 12.30pm ferry. All started well but my overdrive decided to fail as the two gearstick wires came adrift and kept touching, which made for a high-revving unpleasant drive. Luckily the problem was diagnosed and Garth was on hand with some crimpers to resolve the situation, so no more 4000 revs!

AREA NEWS

Alistair came in a micro tent minus electricity but as the weather did actually rise above zero, he survived. I can recommend smoked bacon from the family butchers on Cowes, which will provide 25 rashers with a smile.

Great drive outs too, and well done and thanks to the organisers who did a fab job. A number of roadworks on the island caused some havoc as Bonchurch was isolated and we had to do a 12-mile detour to get there, while Ventnor had a landslide that the council was excited about! I now know how a tank works and also an AK47 thanks to the tank museum, which was great fun. Whizzing along the Military Road always brings a smile and considerable reduction in the fuel tank.

Great to see Caroline (poor foot) and Martin with their lovely family and the huge 2000. The obligatory trip to the Spyglass was pleasant and the sun shone most of the time. Nice to meet Francis, very accommodating wife of Tony, who allowed three evening trips to the pub with the boys – and the Ale House. I need some track rod ends from Adam, so will do that now. We missed William for the first time in his life, apparently due to a wedding; I trust it was a goody.

Right folks, I'm off to Wisley to buy some plants and will hopefully get to the SEM on Sunday with the M25 closed!

Cliff

EAST SUSSEX

It was looking to be a nice day as cars gathered at the Pease Pottage service area before heading off to the South of England Meeting (SEM) at Leatherhead Leisure Centre. We had 13 cars in total from East Sussex. Andy set up his gazebo for shade, this time with optional side panels for increased shade. Lynn made some fabulous cheesecake puddings with caramel/berry flavours, and Clive and Pete cooked everyone hotdogs for lunch.

We must have some good quality cars in East Sussex because once again two of our members won prizes. Gordon took best saloon and also best in show, whilst Ian won runner-up in the Spitfire class. We also did well in the raffle as Wendy, Geoff and Kevin all had winning tickets, with the East Sussex members in the gazebo whooping and cheering each time.

All too soon it was time to go home, with people advised to avoid the M25 due to the weekend closure. Many thanks to the local organisers once again.



There were six guys who set off for Spa for the weekend classic car racing. I was given some feedback regarding the circuit laps. Clive spent some laps chasing a Corvette, catching him on the bends but not being able to match the raw power on the straight. The track was a little wet and slightly slippery, and eventually the Corvette spun off trying too hard to shake the little Spitfire off his tail. Martin said that even though he was driving hard around the track, his Stag was overtaken by quite a few cars.

Meanwhile, back in Blighty, Andy and Lynn, Geoff and Wendy, and John and Janice went to the SCS Car Show at Isfield. This time we asked to be a club display so that our cars could be grouped together and, lo and behold, we won the 'best club display' (there were only two clubs at the show and the judges liked ours). Must have been Andy's gazebo and the TSSC flag! May must be a good month for raffle wins, as Wendy was asked to pick the first ticket and (you couldn't make it up) it was her number – a little embarrassing. Then she got a second number, but asked them to draw again.



The Cuckoo Spring Fayre at Laughton was held on May 25th-27th. We had six cars on show on the Saturday and two cars on the Sunday. Always a good show with plenty to see and buy, and even better if the weather is dry.



Kim and David's Vitesse is now running well after the rear hub repair, but not as well as one of his hubcaps which overtook him one day. Fortunately, hubcap and car have been reunited and both are doing well (but only after hubcap doctor, Andy, stepped in to straighten things out). My own 2000 is now sporting a 2500 engine and is also running well. Many thanks again to Pete, who has also been giving some love to his own Spitfire.

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.

Lots of events planned for July:

Saturday, 6th – Uckfield Lions Run for charity

Sunday, 7th – Wheels on the Waterfront at Sovereign Harbour

Sunday, 7th – Car Show at Crowborough Rugby Club

Sunday, 7th – SCS Car Show, MNDA Funday at Broadwater Green

12th/13th/14th – Club Triumph National Weekend at Gaydon

Sunday, 21st – SCS Breakfast Meeting at Sheffield Park

Sunday, 21st – Car Show at Michelham Priory, Upper Dicker with Jaguar Club

The photos this month are from the SEM, Cuckoo Fayre at Laughton, and the car show at Isfield.

If anybody wants further info about events, see me at the next meeting, or drop me an email (details can be found in the Courier), or call my mobile number: 07833 944847.

Geoff

WEST SUSSEX

Thank you to everyone who came along to our May monthly meeting. Thanks to the good weather, we had a decent turnout of Triumphs which included Vince, Brian, Glen and Martin in their Vitesse, Alan in his Herald, and Joe and David in their Spitfires. It was great to

meet David and see his excellent Spitfire.



Unfortunately, Joe has had some more issues with his Spitfire, which cut out on the way to the monthly meet and wouldn't restart. At the roadside, Joe removed the rocker cover and, when turning the engine over, the rocker shaft was not moving. Joe suspects the timing chain has snapped. Although this is bad news, hopefully it is just the chain that's snapped rather than the camshaft seizing and causing the chain to snap. We hope this will be confirmed soon and work can start on getting the car back on the road. Despite the major breakdown, Joe and his Spitfire still made it to the monthly meet as Glen kindly towed Joe the rest of the way using his mighty 2.5-litre Vitesse. Unfortunately, it was just an AA Transporter van for the journey home.



Alan, Brian, Vince, Paul, Stewart and I enjoyed breakfast at the Torque Moto Cafe in Horsham for the Timeless Classics breakfast meet. The weather was great and there was a good selection and variety of cars to look at, which is pretty standard at the Torque Moto Cafe. I also enjoyed the drive down to the cafe as I had just finished fitting the new head gasket to my Vitesse.



We'd love to see you at one of our meetings. We have a 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 to.

George

NORTH WALES

What a gorgeous start to May we had, just right for getting out in our cars... and we did! Marbury Merry Days on the 10th was great as usual, with a good collection of stalls and shows plus the Battle of Fredericksburg being performed on the sloping field in front of the church. The American Civil War Recreation Society provided commentary and all the action – cannons included.

Unfortunately, the weather wasn't to continue in the same genre, but it didn't stop our enthusiasm for getting out and about. As a club, we particularly enjoy going to local shows to support their charity events. It never ceases to amaze me the amount of hard work put in by the organisers, who usually don't charge an entry for our cars and show fantastic appreciation for us turning up, unlike some of the big shows. I sometimes wonder what would happen if we classic car owners, as a group, boycotted these big-name shows. We are the attraction, without our presence there would be no show, yet we are charged up to £25 entry, sometimes plus a discounted fee for passengers. Rant over.

When the 20mph rule came in in Wales last year, I had a rude awakening – travelling at 20mph is horrendous. For many years I have, I admit, been relying on the rev counter in my Spitfire to give me a rough idea of my speed. That and the speed at which the surrounding vehicles are travelling. The actual speedo often shows 40mph when I am at a standstill, and any odd mph at other times. I have not been lazy or even penny-pinching, though they are a ridiculous price new. To be fair, I have tried to get a new speedo that would fit, and even bought one once only to find that my main beam, oil and ignition light were not included on the face display, as they are on my present one, much to my disappointment. However, reading last month's magazine was an eye opener for me; I now know (from the article pictures) that the one I have is actually that of a GT6, so perhaps a new one will be on the way soon?

As I may have said, our club frequently joins in with the very friendly West Cheshire MG Owners' Club and so it was that many of us joined them on their Candles Run, in aid of the Motor

Neurone Disease Charity. An excellent cause, and an excellent run ending at Glyndwrfy Railway Station field (on the Llangollen to Corwen railway) with much-reduced price tickets to ride the steam train as a bonus.

On the 25th, for the first time, we attended a Round Table show in Hawarden on the Gladstone Playing Fields. A lovely show with over 200 cars. Wonderfully tasty bacon baps, burgers and beverages helped the day along!

A few of us joined West Cheshire's first of their Summer Evenings Run on May 29th. These runs give those still working the chance of a pleasant hour-or-so drive through – in this case – local Cheshire countryside, with a very tasty meal to finish at The Hanging Gate at Weaverham. Brilliant!

The day after was our club's lunch run, organised by Neil and Jill. The weather certainly helped as it became nicer as the day wore on, but I have to say the run was exceptional with its views over the Welsh hills and valleys, and ended at The Greyhound in St Martins.

JUNE EVENTS

Monthly Meeting – the first Tuesday of the month (June 4th), Northop Hall Cricket & Hockey Club, Smithy Lane (CH76DE)

1st-2nd – Classic Performance Show, Tatton

1st – Classics at the College charity run/show

1st – Holywell Classic Car Show (free, just turn up)

8th – Caerwys Agricultural Show

15th-16th – Oswestry Show

15th – Gredington Show (charity show, free entry)

16th – Chester Lakes Breakfast meet (just turn up)

15th-16th – Kelsall Show

27th – Lunch Run

Julia

SOUTH WARWICKSHIRE

Another enjoyable evening was had, which started slowly with just me and the boy... then everybody else piled in. There were 10 of us in all: Dave Tunbridge (in his Golf!), Roger (not in his 'dead Stag'), Dave Holden (not in his Vitesse), Marcus Dunkerley (not in his Mkl Triumph 2000), Ed (not in his Herald), me and my boy (not in either the GT6, Gitfire or Vitesse), and it was nice to see Pete Boyce (not in his Vitesse) who we'd met at Stoneleigh earlier in the year. David and Liz Moore were the only

ones brave enough to come in a club car 'cos it was threatening to rain (and did so!), so they definitely won the bravery prize for bringing their GT6.

So, what have we all been up to? After just about drying out the Vitesse after the Isle of Wight trip, I took my boy Charlie down to Leatherhead in it for the South of England Meet. We were all a bit worried that the event would either be a washout with the predicted thunderstorm or would be seriously curtailed due to the M25 being shut at Leatherhead. I resolved to attend anyway, and so did everyone else because the number of cars there was well up there with the best years I can remember. The traffic was a bit on the heavy side around the junctions of the A-roads with the M25, where everyone was being forced off, but the Vitesse mostly behaved and coped with being a little bit hot (they all get a bit hot under the collar in standing traffic, I think, due to relying on carburettors rather than fuel injection). We arrived, put the tent up, then went to 'spoons for dinner; back after that for a beer or two (thanks, Adam!) and the quiz, then bed. In the morning we got up, had a cooked breakfast in town, came back, went round the autojumble, looked at the cars, had a hamburger from the van, looked at the cars and autojumble again, got the Vitesse valued for insurance purposes, and pretty much rinsed and repeated till it was time to go home. Got the tent down in the dry sun and made it home without drama, the new propshaft proving its worth in refinement once again!

The weekend after that, I took the Vitesse to the Long Itch Diner (a good transport café/greasy spoon in Long Itchington) and met Rich Greenaway and his wife there. I also ended up chatting with one of the bikers there who'd had a GT6 in the past. A good fried breakfast to clog up my arteries, too.

In other news, Jonathan Fallowell bought the 1200 Herald convertible that I helped the guy in the village advertise on the club's Facebook page, so a happy ending for it I'm sure. Jonathan has all the skills and equipment to get it back to health, and I think I might have to visit his workshop at some point. He was also able to help another guy out who wanted someone to inspect a prospective GT6 purchase, so good things are

coming out of this little branch of the club.

Dave Bramston and Philip Smith have both been in Madeira, spotting Triumphs (and other classics – Big Healeys, small Minis and more). Good to see the pictures on the WhatsApp group. Ed and Adrian went to the Kineton meet on June 3rd and provided us with some nice photos. I should have gone but work got in the way. Next time, though!

Speaking of the WhatsApp group, the events calendar is now on it – an Excel spreadsheet for you to peruse. On Sunday, June 23rd there is the Triumph Picnic, which has relocated this year to Woodland Grange, near Leamington Spa. I will be at that, and the TSSC usually has a stand there, which is useful to know if you need to get your car revalued for insurance. Also, on July 12-14th there's the Club Triumph camping weekend at the British Motor Museum, Gaydon; it needs pre-booking, but I'm reliably told there's the possibility of coming just for the Saturday night. Please contact me for details if you want to catch the entertainment (a certain Bowie tribute band, which yours truly is involved in...). Malvern is, of course, June 28-30th, and I'll be going to that for the whole weekend – it should be the best show of the year.

Some mixed news next. There has been a fire at Hook Norton Brewery, although it only affected the stable block, not the facilities that visitors/customers use, so the monthly classic car meetings are unaffected by it. We're planning to visit the brewery on July 14th, so let me know if you want to come along to that, and maybe help them get back on their feet with a bit of visitor income!

That's all for now, I think. The next meeting, as usual, is on the first Tuesday of the month – so that's Tuesday, July 2nd. The venue, as always, is Harbury Village Club & Institute, Crown Street, Harbury, near Leamington Spa (CV33 9HE) from around 7pm. The club car park is 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. Just ring the doorbell to be let in!

Mark

AREA NEWS

WESSEX

Our trip to the outskirts of the New Forest for our May meeting at the Empress of Blandings, Copythorne, was well attended, as we were joined by our TR friends from the Southampton area. Trevor had the foresight to check closing time, which was just as well as it was 10pm; this made it sensible to bring the meeting forward to 7pm, which suited some but not others. It was a sunny evening and the drive there and back was enjoyable; hopefully, the next one will be closer to home. It makes you appreciate the effort of others who regularly come from Salisbury, Southampton and other far-flung places!

The Hardy Classic Tour, in aid of Weldmar Hospicecare, started at Higher Bockhampton, just outside Dorchester. A gathering of some 90 classics assembled to take on the Dorset countryside, covering approximately 70 miles. The Mayor of Dorchester (not Casterbridge!) made sure we all safely got on our way. The lunch stop was in the picturesque setting of Melbury House, then it was on to Bridport, then via the sea road to Abbotsbury and on to Weymouth where we were welcomed by the Mayor of Weymouth. We regrouped on the seafront next to the Jubilee Clock. I do not know the total raised; with the £10 entry and the raffle it must be in excess of £1000! All in all, a good day, if rather hot for us and the cars. From home and back, most of us would have travelled a good 130 miles.

Keith is planning a road run to the Weald & Downland Museum, which is near Goodwood, one Sunday in July. More details to come shortly.

FUTURE EVENTS

July 6th/7th – Chickerall Steam & Vintage Rally

July 10th-23rd – Stompin' on the Quomps, Christchurch

July 19th-21st – Netley Marsh Steam & Craft Show

July 27th-August 3rd – Swanage Carnival

June 29th/30th – Inter-Club Weekend at Malvern, which includes most of the Triumph Clubs and the MG Club

August 3rd – Salisbury Summer Fair (formed in 1981, the Salisbury Hospice Charity jointly funds palliative care services with the NHS)

August 23rd-25th – Silverstone

Classic/Festival, August bank holiday

August 29th-31st – Bournemouth Air Show (Thursday, Friday, and Saturday)

September 14th/15th – Beaulieu Autojumble

September 21st – Ringwood Carnival

Best check with Trevor or your Wessex Triumph email as things change quickly. We are still doing our roving meetings... or if you want to be cynical, making it up as we go along. At the time of writing, our July meeting has not been decided.

Martin

NORTH WILTSHIRE

Our May 14th meeting at the Foxham provided us with a chance to bring out our cars as the weather was at least half decent, apart from the 10-minute shower that caught a few of us out. Three Spitfires, two Heralds, a GT6 and a Vitesse were duly gathered for us to enjoy. Unfortunately, there was an interloper in some sort of modern thing stuck in the middle of the car park hiding Andy's GT6, while Iain had to park his Spit opposite.



Craig has published a list of all upcoming events to our WhatsApp group. Future events attracting our attention are at Sutton Benger, Devizes, Cricklade and Calne.

Iain tells us that he has fitted new front wheel bearings to his Spit – the first in 50,000 miles and 35 years of ownership. He is investigating a misfire on pick-up when the engine is hot and suspects it is due to having pancake filters feeding hot air to the carbs. Callum is now concentrating on his mum's (Sarah's) old Herald, which has been off the road for some years; the engine is now running and he is turning his attention to the hydraulics and brakes. Graham completed the Chippenham Classic Car run in his Spit covering the 75 miles with ease.

Nick C isolated a carb fault on his Vitesse when he found one of his Strombergs had the wrong needle fitted. He's 'hors de combat' at the moment following knee surgery and we wish him

a speedy recovery. Meanwhile, Nigel is getting around to sorting out the SUs on his V8, which have suffered the ravages of time. Dave H has a water seep from his top radiator hose, which appears to be due to the radiator inlet being misshapen. He has, however, fixed his overdrive, which turned out to be both a faulty solenoid and a faulty relay! Lastly, I have fitted a new breather system to my Sixfire, which has somehow improved the pick-up for overtaking.

Jim & Craig

WORCESTER

Apologies for the lack of news last month, but unfortunately I had to travel down to Hampshire to help my dad. However, I managed to turn up at this month's meeting, albeit in my modern car. After completing some jobs on the Triumph, I was unable to take it for a spin in the local area to ensure everything was okay before the longer trip down to the club meet. I do hope, though, that the weather will be kind and I will be able to do that soon.

The meeting was very well attended this month, with 24 members turning up and, I think, six club cars being used. Not a lot of news about this month as Vicky managed to double book the evening, but some discussion was made of the big bash at Malvern at the end of June for which some members had purchased tickets. I'm hoping to go along but can't commit at the time of writing; hopefully I'll be there on the Saturday.

Things went a little quieter when the sandwiches and chips appeared. I, unfortunately, had to leave early with commitments the following morning, so I'm not going to spread this report out. I hope I will have more to write about next month (pre-election remember!). So, hope to see you all at The Oak on July 3rd.

Take care and enjoy your classics.

Stef

NORTH YORKSHIRE

We have not had the best weather for getting out in our beloved cars. The one I'm thinking of was the Thornton-le-Dale show on May 26th – what a wet day! Fin turned out in his TR8 and Paul with his

Herald convertible, along with Richard and Martin from the TR Register, but looking at the photos that I was sent, the field looked very sparse.



Then the following Tuesday we had our annual fish and chip run, where it rained most of the day but somehow dried up come 7pm. We were all sitting outside with our cod and chips, so at least it worked out well.

On Sunday, June 2nd, two of us (David and me) joined a very good display of cars in the village of Ellerton for their annual country fair. We were very lucky with the weather, which was dry and sunny all day. The only problem was no ice cream van or drinks in the display area, it was all in the village, so David disappeared for most of the day to the Tap Room.

The next events for us are Castle Howard and then the Inter-Club Show at the end of the month, so I will report on that next time.

Keith

AUGUST ISSUE DEADLINE

All contributions for the August 2024 issue of The Courier must be received by Monday, July 8th.

Email: editor@tssc.org.uk



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Area Directory

For area meetings please check with your AO

SCOTTISH AREAS

SCOTLAND CENTRAL WEST
1st Thurs, 7.30pm
Dave Fray: T: 07557 659311
E: dave.fray25@gmail.com
FB: TSSC Scotland
Harvester, Hillington Ind Est,
Glasgow G52 4DR

SCOTLAND CENTRAL EAST -
2nd Mon, 7.30pm
Alan Wells: T: 07845 823064
E: alangeorgewells@gmail.com
The Hawes Inn, 7 Newhill's Road,
South Queensferry EH30 9TA

SCOTLAND NORTH EAST - Last Thurs eve
Danny Stroud: T: 07823 539047
E: dannystroud@sky.com
Various - Contact AO

NORTHERN AREAS

CHESHIRE - 1st Thurs, 8.30pm
Henry Jones: T: 01625 425845
E: rhenry.jones@ntlworld.com
Cock & Pheasant,
Bollington Cross SK10 5EJ

CUMBRIA - Last Sun, 12 noon
Nigel Entwistle: T: 01229 717544
E: n.entwistle@cwgsy.net
Roy & Ann Ross: T: 01229 316501
E: roy.anne@tiscali.co.uk
FB: TSSC Cumbria
See report in Cumbria Area Report

LANCASHIRE - Last Tues, 8pm
Kevin Makin: T: 07946 045869
E: kev.makin@hotmail.co.uk
Dennis Petty: T: 07951 727747
E: jdpetty@talktalk.net
Hoghton Arms, Blackburn Rd, Withnell
PR6 8BL

LIVERPOOL - 1st Tues, 8pm
Mark & Tracey Lamb: T: 07975 591421
E: mlamb2486@gmail.com
Vikings Landing, Stonebridge, Liverpool
L11 2BD

MANCHESTER
New AOs Wanted - contact Paul Girling
E: tsscareas@gmail.com

NORTH EAST - 1st Sun, 10.30am
Geoff Dent: T: 07773 440201 -
E: geoff.dent14@gmail.com
Deryck Beadling: T: 07939 068976 -
E: deryck.beadling@yahoo.co.uk
FB: Triumph Sport Six Club (TSSC) North
East
W: tsscne.wixsite.com/tsscnearea
MES Training, Blackmoor Court, Durham
DH1 5ES

WIRRAL - last Thurs, 7.30pm
Richard Lloyd: T: 01516 253172
E: rullloyd@yahoo.co.uk
The Red Fox, Liverpool Rd, Thornton
Hough, Wirral CH64 7TL

NORTH YORKS
Keith Warren: T: 07534 820155
E: warrenktr6@yahoo.co.uk
FB: North Yorkshire
The Greyhound - 4th Tues 7.30pm
82 Main Street, RICCALL YO19 6TE
The Motorist - 2nd Weds 6.30pm
New Lennerton Lane, Sherburn in Elmet,
Leeds LS25 6JE

SOUTH YORKS - 1st & 3rd Tues, 8pm
Richard Oakes: T: 07702 492349
E: the.oakes@btinternet.com
Crown Inn, Barnburgh, Doncaster DN5 7JQ

WEST YORKS
New AOs Wanted - contact Paul Girling
E: tsscareas@gmail.com

MIDLANDS

COVENTRY
New AOs Wanted - contact Paul Girling
E: tsscareas@gmail.com

DERWENT VALLEY - 1st Tues, 7.30pm
Bryan Clayton: T: 07858 959027
E: derwentvalleytssc@outlook.com
FB: Derwent Valley TSSC
Top Club, Stanley Common, Ilkeston,
Derbyshire DE7 6FY

LEICESTER & RUTLAND - 1st Tues, 7.00pm
David Smith: T: 07770 650802
E: davesmith.triumph@hotmail.co.uk
Graham Moody: T: 07544 537048
E: ggmgt6@gmail.com
FB: Leicester & Rutland TSSC
The Curzon Arms, 44 Maplewell Road,
Woodhouse Eaves, Leicestershire, LE12 8QZ

LINCOLNSHIRE - 2nd Tues, 8pm
David Samways: T: 07709 565118
E: davesamways@gmail.com
The Kings Head, 31 High Street, Navenby,
Lincs, LN5 0EE

NORTHANTS - 2nd Wed, 8.30pm
Nigel Hawes: T: 07879 491778
E: nigeljohnhawes@gmail.com
FB: TSSC Northants Area
Overstone Manor, Sywell, Northants
NN6 0BB

NOTTINGHAM - 3rd Wed, 7.30pm
Nigel Hill: T: 07976 163006
E: nigel.hill@hotmail.co.uk
Roaming meeting around Nottingham and
Nottinghamshire

OXFORD - 3rd Tues, 6.30pm
Thomas Cope: T: 07972 03953
E: imp064@yahoo.co.uk
FB: TSSC Oxford

New venue to be confirmed, contact
Thomas or visit Facebook page

PETERBOROUGH - 2nd Mon, 7.30pm
Charlie Noble: T: 01780 666045
E: tssc@noblesoft.co.uk
Steve Abbott: T: 07516 488443
E: abbott4747@talktalk.net
FB: TSSC Peterborough Area
The Gordon Arms, 527 Oundle Rd, Orton
Longueville, Peterborough, Cambs, PE2 7DH

SHROPSHIRE - 3rd Sun, 10am
Bill Bate: T: 01952 581391
E: billbate2012@hotmail.co.uk
Kevin Cain: T: 07515 834594
E: kevincain@hotmail.com
David Embery: T: 07701 049881
E: david.embery@me.com
Simon Morgan: T: 07786 806189
E: simon.morgan@linxdesign.co.uk
FB: TSSC Shropshire
Contact AOs for meeting venue

NORTH STAFFS - last Sun, 10.30am
David Woodward: T: 07939 603061
E: triumphsportssixstaffs@gmail.com
tsscnorthstaffs.home.blog
Duke of York, Longton Road, Barleston
ST12 9AA

SOUTH STAFFS
New AOs Wanted - contact Paul Girling
E: tsscareas@gmail.com

WEST MIDLANDS - 1st Tues, 6pm
Ken Heaton: T: 07766 837630
Farmer Johns, Streetly, Sutton Coldfield

SOUTH WARWICKSHIRE - 1st Tues, 7pm
Mark Smith: T: 07989 104324
E: oilymark@protonmail.com
Harbury Village Club & Institute,
Harbury, Nr. Leamington Spa CV33 9HE

WORCESTER - 1st Weds, 7.30pm
Vicky Dredge: T: 07745 299457
E: vickydredge@yahoo.com
FB: Triumph Sports Six Club
Worcester Area
The Oak, Worcester Road,
Upton Snodsbury, WR7 4NW

EASTERN AREAS

CAMBRIDGE
Tom Hartley: T: 07795 436149
E: tom.hartley@homepages.co.uk
FB: TSSC Cambridge
The Plough - 1st Mon, 8pm
Fen Ditton, Cambridge, CB5 8SX
Barrington Village Green - 1st Fri, 6pm
(Apr-Oct)
CB22 7RZ (and noon New Year's Day)

ESSEX - 2nd Sun, 12 noon
Mike & Sue Titchen: T: 07860 708356
E: miketitchen@aol.com
FB: Triumph Sports Six Club Essex Area
Various venues from April to September -
contact AO for venue
The Astronomer, Avenue E,
Braintree CM77 7AA from October to
March

NORFOLK - 1st Thurs, 7.30 for 8pm
Paul & Christina Girling: T: 07584 000442
E: paul.norfolktriumph@gmail.com
W: www.norfolk.tssc.org.uk
FB: TSSC Norfolk
Venue to be advised by email and
Facebook - contact AO for details

SUFFOLK - 1st Tues, 8pm
Colin Wake: T: 01206 250360
E: colin_wake@yahoo.co.uk
Sorrel Horse, Barham,
Ipswich IP6 0PG

SOUTH EASTERN AREAS

EAST BERKS - 2nd Tues, 6pm
Doug Brown: T: 07974 709954
E: qbrown6914@btinternet.com
The Royal Oak, Ruscombe Lane,
Twyford RG10 9JN

SOUTH BUCKS - 3rd Wed, 8pm
Daniel James: T: 07818 052276
E: varsas10@yahoo.co.uk
The Harte & Magpies, Coleshill,
Amersham HP7 0LU

CANTERBURY
New AOs Wanted - contact Paul Girling
E: tsscareas@gmail.com

GATWICK - 2nd Tues, 8pm
Tony Locker-Lampson: T: 07775 564427
E: rowfantgardencare@hotmail.co.uk
The Crown, East Street,
Turners Hill,
Nr. Crawley RH10 4PT

HANTS & BERKS - 1st Tues, 8pm
Alan Fulbrook: T: 07795 096394
E: alan.fulbrook@ntlworld.com
The Twesledown, Church Crookham, Fleet,
Hants GU52 8DY

HERTS & BEDS - 4th Mon, 8pm
Peter Lewis: T: 01582 750943
E: peter.h.lewis@green-home.co.uk
The Raven PH, Hexton, Nr Hitchin SG5 3JB

ISLE OF WIGHT
Jo Hawkins: T: 07594 884725
E: jo@hawkins.engineer
Roxie Hawkins: T: 07342 678869
E: roxy.walters98@gmail.com
FB: Isle Of Wight Area Triumph Sports
Six Club
Various - see report in Area News

WEST KENT
Colin Robertson: T: 07810 102525
E: colin@tssc-westkent.org
FB: TSSCWestKent
Last Tues, 7.30pm - The Pheasant,
Goathurst Common, Ide Hill TN14 6BU
Last Wed, 7.30pm - The Castle Inn,
Main Road, Bodiam TN32 5UB

SOUTH LONDON - 1st Tues, 7.30pm
Richard Robinson: T: 07968 702564
E: 15grassmount@gmail.com
The Greyhound, Commonside, Bromley,
Keston BR2 6BP

NEWBURY
Dave Rumens: T: 01635 868640
E: dave.rumens@btinternet.com
FB: TSSC Newbury
2nd Weds 7.30pm - See our Facebook
page and your emails for details.
4th Weds 7.30pm - See our Facebook page
and your emails for details

SOUTHERN - 1st Tues, 7.30pm
Mike Goodling: T: 01252 722432
The Seven Stars, Stroud GU32 3PG

SURREY - last Wed, 8pm
Clifford Darby: T: 07853 793341
E: darby136@btinternet.com
FB: TSSC Surrey Area
Wellhouse Inn, Chipstead Lane,
Mugswell CR5 3SQ

EAST SUSSEX - 1st Wed, 8pm
Geoffrey Scarborow: T: 07833 944847
E: gwscarborow@gmail.com
FB: TSSC West Sussex
The Halfway House, Rose Hill,
Isfield TN22 5UG

WEST SUSSEX - 3rd Wed, 7pm
Nigel Ayre: T: 07799 660212
E: nigelayre@hotmail.com
George Ashborn: T: 07508 853397
E: georgeashborn@gmail.com
Selsey Arms, Coolham,
Horsham RH13 8QJ

THAMES
Mickey Hazell: T: 07773 623807
E: chippymickey@yahoo.co.uk
FB: Thames Area Triumph Sports Six Club
1st Thurs, 8pm - Fairmile Inn, Portsmouth
Road, Cobham KT11 1BW
3rd Thurs 8pm - George Inn,
29 Windsor Road,
Wraybury TW19 5DE

SOUTH WESTERN AREAS

ANDOVER - 2nd Wed, lunch 12noon
Guy & Suzie Singleton: T: 01672 514241
E: guy@bondequipee.org
FB: TSSC Andover Area
The Chalkhill Blue, Hawker Siddeley Way
Andover SP11 8BF

AVON - 1st Tues, 7.30pm
David Dyer: T: 07860 878058
E: daverover@hotmail.com
FB: Triumph Sports Six Club Avon Area
Contact AO for details

CORNWALL - 2nd Thurs, 8pm
Carol Coventry: T: 01726 824523
E: carol.63@hotmail.co.uk
FB: TSSC Cornwall
The New Inn, Newquay Road, Goonhavern
TR4 9QD

DEVON
Sue & John Franklin: T: 01548 821348
E: sue@tssc-Devon.org.uk
W: www.tssc-devon.org.uk, FB: TSSC Devon
3rd Weds, 6.30pm - The Star Inn, Liverton
TQ12 6EZ
1st Sun - Sunday Lunch
Call AO Details

NORTH DEVON - 1st Thurs 7pm
Darren Groves: T: 07806 351499
E: darren@tssc-Devon.org.uk
Andy Luckhurst: T: 07971 413045
E: arluckhurst@googlemail.com
W: www.tssc-devon.org.uk
FB: North Devon TSSC
Crealock Arms, Bideford EX39 5HN

DORSET SOUTH - 1st Sun, 9am - 12 noon
Robin Nicholls: T: 07920 549474
E: robbynicks@msn.com
Oily Rag Breakfast Club, Bob Lucas
Stadium Weymouth DT4 9XL

GLOUCESTER - 3rd Mon, 8pm
Jane Rowley: T: 07802 171227
E: j.rowley269@btinternet.com
FB: Gloucester Area Triumph Sports Six
Club
Fromebridge Mill, Gloucester GL2 7PD

SOMERSET - 2nd Thurs, 8pm
Steven Polden: T: 07504 516623
E: steven.polden@gmail.com
Contact AO for meeting venue

WESSEX - last Thurs, 8pm
Trevor Carlyle: T: 01425 475376
E: trevorcarlyle@btinternet.com
FB: Triumph Sports Six Club Wessex Area
To be confirmed, contact AO for details

NORTH WILTSHIRE - 2nd Tues, 7.30pm
Craig Gingell: T: 07852 455242
E: craig@gingell.com
James Croton: T: 07879 471593
E: jim_croton@hotmail.com
Foxham Inn, Foxham, Wiltshire SN15 4NQ



WELSH AREAS

NORTH WALES - 1st Tues, 7.30pm
Julia Edwards: T: 01978 852319
E: j.d.edwards1@btinternet.com
Northop Hall Hockey and Cricket Club,
Smith Lane, CH7 6DE

SOUTH WALES - 1st Tues, 7.30pm
Megan Hancock:
E: southwales@tssc.org.uk
FB: Triumph T.S.S.C. South Wales
Northop Hall Hockey and Cricket Club,
Smith Lane, Northop, Wales, CH7 6DE

NORTHERN IRELAND

NORTHERN IRELAND - 1st Wed, 7.30pm
Doug Hogg: T: 07707 288233
E: heatheranddouglas@gmail.com
Nortel Social & Athletic Club, Newtownabey BT37 0EB

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
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ITALY	Pietro Noe	pietro_noe@libero.it
JAPAN	Shinichiro Nakano	nakanoryugasaki@yahoo.co.jp
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MALTA	John Pullicino	jpullicino58@gmail.com
SOUTH AFRICA	Karl Illenberger	karl@kre.co.za
SPAIN	Dulcie Crabbe	dulcie@tonycrabbe.com
SWEDEN	Odd Hedberg	odd@triumphclub.se
SWITZERLAND	Robin La Barre	robin.Labarre@Bluewin.ch
UNITED STATES	Ben Blaney	benblaney@gmail.com



Sunshine Rally 38

9th - 11th August 2024

Once again, we will be at Greetham Community Centre for two nights camping / caravanning, Friday 9th & Saturday 10th August with the option for additional nights.

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

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

Saturday Night – This year Saturday night is a casual night in or outdoors, dependant on the weather. A chance to relax and socialise with a bit of fun if you wish to join in.

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

Please call or email Jan or Dave for further information and / or a booking form:

Jan on 07799 804415
J.muschialli@ntlworld.com

Dave on 07770 650802
davesmith.triumph@hotmail.co.uk

or by post to:
Jan Muschialli, 10 Marsh Road,
Mountsorrel, Loughborough.
LE12 7JP.

Please enclose a self-addressed envelope.

Held at our usual venue:
Greetham Community Centre,
Great Lane, Greetham, LE15 7NG





ALL TRIUMPH DAY @ SHUTTLEWORTH



Sunday 8th September

Bring your Triumph car to the Old Warden Aerodrome and get preferential admission price of just £10 per car. This includes entry for the DRIVER and ALL occupants to this wonderful museum, including return visits for 30 days.

Pre booking essential, please email trr.lvg@gmail.com

Payment will be requested nearer the event.

Entry via the new entrance in Alder Drive, SG18 9DT - 10am to 5pm

WHO'S WHO

TSSC Council of Management 2024



Chris Gunby
Chairman/
Gen Sec



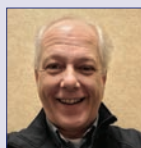
Tracey Hawes
Financial Lead



Paul Girling
Area Liaison



Nigel Hill
Events & Shows



Tom Hartley
Director



Jane Rowley
Director

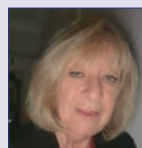
TSSC Headquarters



Lisa Marley
Membership
info@tssc.org.uk



Graham Moody
Club Shop
clubshop@tssc.
org.uk



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

TSSC HQ

Sunderland Court, Main Street,
Lubenham, Leics LE16 9TF
Open 9am to 5pm
Monday to Friday.
Closed to the public on Fridays.

Club Shop

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TSSC Museum

Open Monday to Thursday



TSSC AGM – Sunday, September 22nd 2024

Any member who has any item of business that they wish to be discussed at the AGM 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 are received by the General Secretary Chris Gunby at least two weeks before the date of the AGM.

TSSC Honorary Members

Chris Allen, Dave & Sue Bayliss, Trevor Collett,
Martin Cox. Eddie Evans, John & Pam Griffiths,
Leon Guyot, Pip Flegel, Michael Hancock,
Angie Hill, John Macartney, Fred Nicklin,
Paul Richardson, Bill & Jo Sunderland,
Frank Spencer, Victor & Vivien Thompson,
Peter Williams

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Model Register Contacts & TSSC Officers

NB: Please only contact the relevant secretary with specific questions on each model and ONLY at reasonable times. Remember, this is a voluntary service

and each secretary will only deal with problems and enquiries in his or her own specific area and car model. Whilst any information given by the following officers

is provided in good faith, no responsibility is accepted by them or the TSSC in the event of problems arising after acting on advice given.

Model Registers

HERALD 948/1200/1250

Finn Adam Egeland-Jensen MBE

15 Tebourba Drive, Alverstoke,
Gosport PO12 2NT

T: 07770 427602

E: herald@tssc.org.uk

HERALD 13/60

Darren Groves

Moorside Cottage, Ashwater, Beaworthy,
Devon EX21 5DD

T: 07806 351499

E: herald1360@tssc.org.uk

SPITFIRE MkI/II/III

Suzie Singleton

31, Cadley, Marlborough, Wiltshire SN8 4NE

T: 01672 514241

E: spitfires@cadley.org

SPITFIRE MkIV/1500

Steve Payne

47 Tiverton Drive, Horeston Grange,
Nuneaton Warks, CV11 6YJ

T: 07885 449609 (6 to 7pm)

E: spitfireIV-1500@tssc.org.uk

VITESSE 1600/MkI/II

Dave Tunbridge

2 Windmill Gardens, Staverton, Northants,
NN11 6DD

T: 078155 29453

E: vitesse@tssc.org.uk

GT6 MkI/II/III

Andy Cook

7 Albany Road, Fleet, Hampshire GU51 3NA

T: 07822 801275 (Eves/Weekends)

E: gt6@tssc.org.uk

BOND EQUIPE

Guy Singleton

31, Cadley, Marlborough,
Wiltshire SN8 4NE

T: 01672 514241

E: guy@bondequipe.org

SPECIALS

Trevor Collett

25A, Greenacres, Bookham,
Surrey KT23 3NG

T: 0776 7248798

E: specials@tssc.org.uk

BIG SALOONS

Dave Harvey

Melrose, Snelsmoor Lane, Chellaston,
Derby DE73 6TQ

T: 07540 167534

E: bigsaloon@tssc.org.uk

TOLEDO/DOLOMITE 1300/1500

Andrew Burford

13 Highgate Avenue, Birstall,
Leicestershire LE4 3JL

T: 0116 267 1688 (Eves/Weekends)

E: toledo@tssc.org.uk

TR4/4A/5/250/6

Bernard Littlewood

92 Lascelles Drive,
Pontprennau,
Cardiff CF23 8NQ.

T: 02920 315260

E: tr4-tr6@tssc.org.uk

TR7/TR8

Paul Lewis

14 Northbourne Drive,
Nuneaton,
Warks CV11 4GA

T: 07766 101615

E: tr7-8@tssc.org.uk

ACCLAIM

Julian Rowell

6 Stainmore Grove, Bingham,
Nottingham, Notts, NG13 8SF

E: acclaim@tssc.org.uk

STAG

Ben Carney

28 Forshaws Lane, Burtonwood,
Warrington Cheshire, WA5 4ES

T: 07875 944541

E: stag@tssc.org.uk

AMPHICAR

David Chapman

T: 01684 592985

E: amphicar@tssc.org.uk

TSSC Officers

TSSC TRIUMPH ARCHIVE

Ben Carney

28 Forshaws Lane, Burtonwood, Warrington
Cheshire WA5 4ES

T: 07875 944541

E: archive@tssc.org.uk

INTERNATIONAL LIAISON SECRETARIES

Jess Smale & John Lay

6 Derwent Close, Horndean, Waterlooville,
Hants PO8 0DH

T: 0781 107 3138

E: international-liaison@tssc.org.uk

YOUNG MEMBERS CO-ORDINATOR

Conor Lukeman

14 Quinton Close, Redditch,
Worcester B98 0EL

T: 07758 539750

E: youngmembers@tssc.org.uk

EVENTS & SHOWS

Nigel Hill

32 Hollyhill Road, Selston,
Notts NG16 6EF

T: 07976 163006

E: nigel.hill@hotmail.co.uk

AREA LIAISON OFFICERS

Paul & Christina Girling

76 Richmond Road, Saham Toney,
Thetford, Norfolk IP25 7EU

T: 07584 000442

E: tsscareas@gmail.com

PUBLIC RELATIONS OFFICER

Vicky Dredge

Kingcott Farm, Alcester Road,
Flyford Flavell WR7 4DF

T: 07745 299457

E: pro@tssc.org.uk



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SOUTHERN TRIUMPH SERVICES

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Gordon Melville (Perthshire). Tel: 01764 68223.

GT6



New home required. Body-off restoration, overdrive. Electronic ignition, cooling fan, HiTorque starter, rolling road test report original BOS, approx 750 miles from engine rebuild, rechromed bumpers. Sensible offer.
Ian Cooper (Redditch). Tel: 07811 456713

HERALD

1967 Herald 12/50 plus extras. Engine needs attention. Only two owners since new. £2500.
Gail Ellisdon (East London). Tel: 07761 629816



'Hettie' 1966 Herald 1200 Saloon. Includes valance, grille and extra wheels. Genuine 35,000 miles. Some rot in front footwells but otherwise very sound. Service book last stamped at 30,000 miles in 1974 and dry stored ever since. More photos on request. £850, no offers.
Sue Hyeaddon (West Midlands). Tel: 07870 476777



1968 Herald 13/60 convertible. Body and chassis all good. Slight surface

corrosion on rear arches. Bought in 2002 for simple restoration but never finished. Driven occasionally and runs well. New vinyl hood. Garaged since purchased. All service and history documentation. £3500 ono.

Gident_9492 (Bromsgrove, Worcestershire). Tel: 07774 696241

SPITFIRE



Spitfire 1500, 1980. Burgundy body, blue hood and silver hardtop. Overdrive, electronic ignition, MoT, rebuilt and in good condition. LEDs and many updates. £8500.
Peter Jepson (Plymouth). Tel: 01752 646172



1976 Spitfire 1500, overdrive, hardtop. Rebuilt 1988 on US import chassis/ bonnet. Bare metal respray black 2018. Unleaded head, 84,500 miles, owned 42 years. £8000 ono.
Andrew Marson (Lincolnshire). Tel: 01529 497162



Spitfire 1500, 1979. Excellent starter classic. 25,300 miles, good history, current MoT. Hard and soft tops, roll bar, electronic ignition, electric fan, period immobiliser, new tyres, twin sports exhaust. Good bodywork, chassis solid. Further photos available. £6450.

Trevor (Bath, Somerset). Tel: 07887 851417



Red Triumph Spitfire, 1979. 1Full nut and bolt body-off restoration completed in 2021. As clean underneath as on top. Runs well. Please text for further photos. £7500. **Barry Withers (Cannock). Tel: 07875 360216**



1963 Triumph Spitfire 4. For Sale: a very useable early Spitfire 4 (MkI), Signal Red with black trim, upgraded to 1300c with O/D and alternator conversion. Engine sounds very sweet and drives well with no mechanical issues. Number plate valued at £2800. £10,000.
Chris Curtis (Hampshire). Tel: 07745 244543



Spitfire MkIII, 1971. Good condition, many new parts including bootlid, bonnet panels, suspension, brakes clutch, carpets, etc. Needs tuning and finishing. £4850.
Matthew Feltham (Newton Abbot, Devon). Tel: 07396 173148



MkIII Spitfire, 1967. Dark blue, mohair hood and cover, garaged. Sound, not rusty but needs clean, rarely used. £7000.
Carol (Ramsey, Cornwall). Tel: 07934 417822



1971 Triumph Spitfire MkIV. Lovely Spitfire which was fully restored in 2001. 92,500 miles. Has current MoT and MoT history back to 2002. I've owned it for three years and previous owner 16 years. Good rot-free example finished in Valencia Blue. Recent tyres, water pump, radiator and battery. £8450.
Graham Warr (Teesside). Tel: 07789 711856

STAG



1977 Triumph Stag 3.0 Auto. Owned 40 years. Hard/soft top with replaced mohair roof, recon engine, bare metal respray in 2001. Limited use, some areas of minor storage damage. Bereavement sale. £11,875.
M Kemp (Northants). Tel: 01933 563842

TR6



1973 TR6 CP model. Selling my lovely TR. Recent CV driveshafts and diff mounts. Loads spent in nine years of ownership. Call for more details. £21,995.
Tony McAlpine (Kent). Tel: 07973 539081



Beautiful TR6 CP, 150bhp with overdrive. This is a great driving car, meticulously maintained, box file full of history, fully restored in 1990s, many parts replaced since, 97,500 miles, beautiful condition. £15,000.
Graham Kelley (Cardigan). Tel: 07854 109274

VITESSE



Wagger's Vitesse. Fitted with 2.5 TC Engine, 3-rail box and 3.63 to 1 diff. Has sunroof and is in original colours. Goes and stops. Ideal for continuing rolling restoration. £3500.
Lloyd Tweed (Eastbourne). Tel: 07923 434665

Triumph Vitesse 1600 Convertible. Conifer Green. Fair condition. Clutch release bearing needs doing. Used daily, lovely drive and head turner. Offers, £7,900.
Steve Kirk (Oxted, Surrey). Tel: 07969 143531.



1971 Vitesse MkII Convertible. This car has done 97,000 miles and is in original condition other than sports steering wheel and exhaust system. Professional inspection done, no major issues. Log and service history available. £7000.

Stuart Rowley (Stamford, Lincs).
Tel: 07718 909774



Vitesse 2-Litre MkII. Fully documented restoration late '90s, as featured in Courier magazine July/Aug 2001. Very good condition, 2018 valuation £13,000, doesn't get enough use hence reason for sale. £11,500.

Derek Ratcliffe (Broughton-In-Furness).
Tel: 07951 277955

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Overdriveclassics (Warwickshire).

Wanted: Original or fully restored Vitesse. I'm still looking for a mint condition original or fully restored Vitesse. A MkII Convertible with overdrive is my preferred choice but any model considered if in A1+ condition.

Gary Flinn (Derby)

Tel: 07825 269136.

PARTS FOR SALE

One Pair of GAZ GT4-2270 adjustable suspension dampers. Bought in 2007 but unused. Still in box. £100.

Martin Pinney (Devon).

Please note new number:
01395 568627

2500 TC engine. Engine coded MM44733HE. Good condition. Low mileage. Not needed. £200.

Julian Crinall (Twickenham).

Tel: 02088 902499

Rollover bar purchased for GT6. £75.
David Brown (Buckinghamshire).
Tel: 07966 271657

GT6 centre wheel trims (4). Fair condition with all mounting springs. Wheel nuts available. £50.

David Brown (Buckinghamshire).

Tel: 07966 271657

GT6 MkIII parts. Bonnet, chassis, doors, engine, diff, stainless exhaust, also other parts from an abandoned project for sale, please contact for details. Offers.

Thebeeman57_9442 (near Louth Lincolnshire).

Tel: 07502 019597

GT6 MkIII/Spitfire stainless steel oversills and kit. Brand new, never used, £90. GT6 MkIII rad, good condition, £35. Collection only.

J Nicholas (Teignmouth, Devon).

Tel: 07553 770265

GT6 tailgate and glass. Tailgate has some corrosion, but no dents. Clear heated glass in good condition. Will sell separately, £250 each. Buyer collects or arranges shipping. £450.

Dave Dorrington (Portsmouth).

Tel: 07889 180582.

Herald 13/60. Stanpart panel. Rear driver's side valance complete with rubber strip mounting, original Stanpart, £35.

Julian Crinall (Twickenham).

Tel: 02088 902499

Herald 13/60 Estate rear side window seals. Good condition secondhand. 704786/7. Very rare and hard to find. £40.

Julian Crinall (Twickenham).

Tel: 02088 902499

Vitesse Convertible sunvisors.

Matched pair, white padded type, good condition £60.

Julian Crinall (Twickenham).

Tel: 02088 902499

Vitesse 1600 1965 overdrive gearbox plus the propshaft. Rebuilt 1980, hardly used since, not suitable for 2-Litre cars as too weak. £300.

Julian Crinall (Twickenham).

Tel: 02088 902499

Vitesse Stanpart door skins. Original pair of door skins, stored 50 years, good condition, rust treated, £100.

Julian Crinall (Twickenham).

Tel: 02088 902499

Vitesse MkII front valance.

Secondhand good condition, needs some work but an original panel stored 40 years, £60.

Julian Crinall (Twickenham).

Tel: 02088 902499

Vitesse/GT6 gearbox tunnel cover.

New, unused gearbox tunnel cover for Vitesse/GT6, black, glassfibre, no hole yet cut for gearlever. Can take to Malvern. £65.

Joe Grundy (Morpeth, Northumberland).

Tel: 07831 097659.

Mike Papworth Gearboxes. Std and H/D – overdrives A - D - J to order, halfshafts std and Rotoflex. Vehicle Movements, project cars required. (Trade).

Mike Papworth (Coventry).

Tel: 07768 775170.

PARTS WANTED

Wanted: GT6 MkII interior trim.

Looking for interior trim for my MkII GT6, particularly tunnel cover pieces around the handbrake and the rear panels in the boot.

Keith Hardwick (South Bucks).

Tel: 01753 647188.

GT6 MkII seat rails. Looking for a pair of GT6 MkII seat runners, or even a single set to use as a pattern!

Josef Gluyas (Durham).

Tel: 07761 716401.



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Spitfire 1500 dual oil/temp gauge wanted. Do you have a working dual gauge to sell? Smiths 2in chrome bezel.

Neil Levings (Stratford upon Avon).


Tel: 07436 930510.



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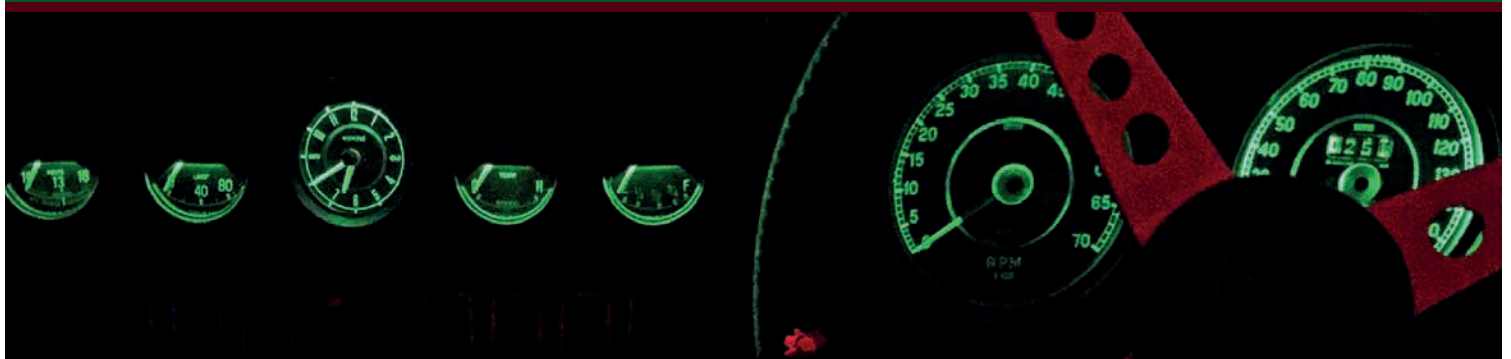
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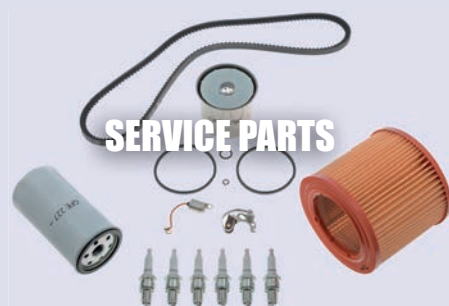
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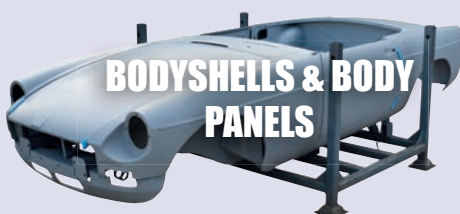


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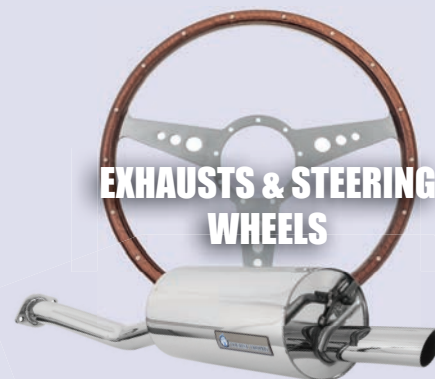
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