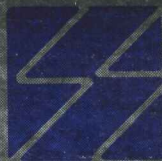


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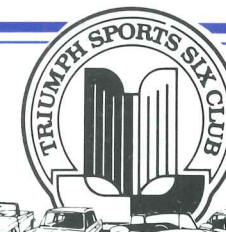


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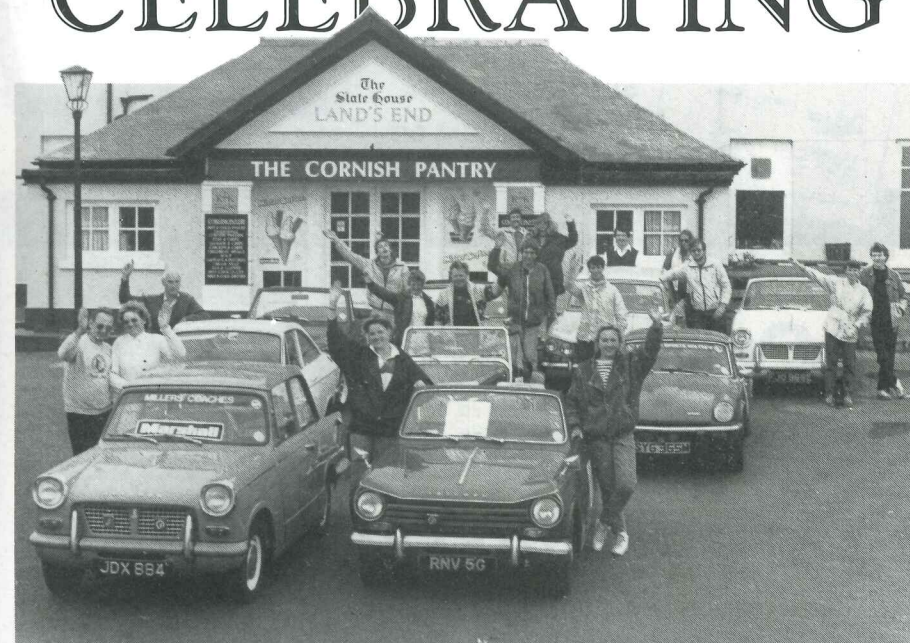
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Turning Circle



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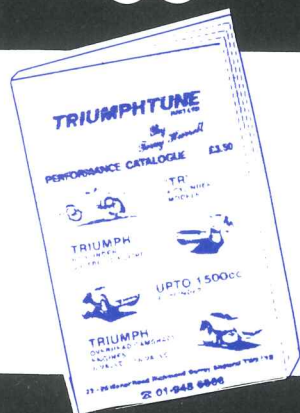


TEN T.S.S.C. YEARS

1977-1987



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TURNING CIRCLE
Editors: W.E.SUNDERLAND
B.J. ROBINSON

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If you are reading this Magazine and you are not a member of the Triumph Sports Six Club, but would like to join, send a large S.A.E. to:

THE MEMBERSHIP SECRETARY, TSSC, 121B ST MARY'S ROAD
MARKET HARBOROUGH, LEICS. LE16 7DT

PRICE £1.50 Free to Club Members



First ever TSSC meeting Travel Lodge Newport Pagnell 1977

The First Ten Years Possibly to many this seems a strange Turning Circle to produce. However, it was generally felt that the Club's history was worth preserving and the production of this magazine coincided well with the end of our tenth year birthday celebrations. There are a good deal of you who have joined us over the last few years and we are sure you will be interested to read about how and why the TSSC was formed.

The Club is what we make it and many members, along with our hard-working officials and National Committee, have helped to build the Triumph Sports Six Club into the second largest car club in the U.K. - no mean feat. Our recipe for success has been the cars we represent and the warmth the membership has towards them.

The biggest difference between now and 1977 is that many of the cars on the road then are now scrapped. Indeed I believe that the membership number could have been much higher if the TSSC had been formed earlier.

So what of the next decade? The first priority must be to keep the remaining Triumphs going. Many thousands are still roadworthy but for how much longer? As a Club we must continue to avert this problem by spreading the word to fellow owners that once they are members, the door opens to parts and technical availability.

Providing the Club and trade suppliers can continue to work well together, the next decade will see many thousands of Club cars saved from the scrapheap, indeed many being rebuilt, thus giving us all a hobby and the pleasure of owning a bit of history. ★

Paddock, Salisbury Road, Andover, Hants. (C1028)
Triumph Owners interested in forming a club for all vehicles using herald chassis's, Vitesse, Courier van, Bond Equipe, etc., please contact Paul Swanson, 54 Caves Lane, Bedford. Phone 0234 56125 anytime. (X1845)

The Volvo Owners Club is open to all Volvo enthusiasts. Quarterly magazine, rallies, technical advice, etc. Owners of PV444 and 245 GLE models need the new 4 tails

IN THE BEGINNING THERE WAS AN AD...

TEMPORARY NEWS LETTER 29TH JUNE 1977

THANKS

First of all I must thank everyone who 'phoned or wrote to me after my advertisement had appeared in the "Thoroughbred and Classic Car" and "Exchange and Mart."

I was quite overwhelmed by the response and almost fanatical enthusiasm shown towards the delightful Herald Chassis Vehicles. I am still amazed that no one thought of forming a club before, surely such an exceptional and versatile chassis such as this should not be ignored or even taken for granted. The incredible access afforded to the engine and front suspension can surely never have been equalled by any other make of car and the fact that it has a chassis makes it virtually unique for any vehicle produced in the last 20 years. The steering lock speaks for itself. One becomes the envy of other drivers in being able to execute a three point turn in one turn and being able to park in a space that would make other drivers shake their heads and try round the block for a larger space.

I have a smacking feeling that I am preaching to the converted and wasting valuable space but I feel that perhaps we need a little encouragement to consolidate our feeling towards these cars and perhaps a knowing smile to other people driving monocoque construction cars that are quietly rotting away as their owners lovingly polish them.

I know that only 6 years have passed since the last chassis left the production line but already parts are becoming unobtainable, so, what of the position in the next 6 years. Now is the time to act and become the 'founder' members of a club with the chassis interests at heart.

The common denominator to us all is the chassis and running gear, it was the essence of 1960's motoring, used in the Bond Equipes (what a great motor, we used to have a C T & S, wished we had never sold it) the Spartan Kit car and various specials which were easily (I can imagine some special owners arguing with that) built on a running chassis.

AMERICAN MISTAKE

I have to apologise for a mistake even before we have started. In the "Exchange and Mart" advert I included the Amphicar implying it had a Herald Chassis. I have since been corrected by Keith Gauld of Oxford, (the Amphicar man in this country) it had its own chassis and a variety of continental parts. It was however, fitted with the 1200 Herald engine and we suspect the Quarter Lights (how obscure can you get) but I think because of the engine it should still be included in our club. Keith has asked if we were willing to take the Amphicar into the club. I readily agreed, Keith is an expert on the Amphicar and there are only about 12 examples left in the country and obviously not enough to form a club, so, I think we will be doing a service that no one else would really offer for. Keith is sending me all the details of the Amphicars plus compiling a list of all known owners and interested parties which should help boost our membership plus adding a very unusual set of cars for our 'rallies'.

MEETING

I suggest a suitable meeting time and place as follows. The Newport Pagnell Service Area, North Bound Side (on your left coming from London) we can all meet there at 10.30 a.m. on Sunday 31st July. I have booked the Conference Room at the Travelodge Hotel which is just behind the car park of the Service Area. It unfortunately only holds 12 people so the only fair thing I can do is to take the first 12 people who reply on the attached sheet and notify them accordingly. (I only hope I can get 12 people on the same day.)

I have provisionally booked a table for 12 at the Motorway Grill so please indicate if you require lunch, it should cost under £5.00 per head, (sorry you will have to buy your own lunch but my Bank Manager keeps sending me rude letters.)

I will bring a rough agenda but the main point is to form our own committee and make the necessary joint decisions, so, please, please, bring your ideas and information. We have the room for the day so we should be able to consider just about any idea or proposal and drive away having formed a National Motor Club.

P.S. CAN SOMEONE PLEASE THINK OF A SUITABLE NAME FOR THIS CLUB?

PAUL SWANSON

'COMMITTEE' MEMBERSHIP

Thanks very much for agreeing to attend the meeting at Newport Pagnell. I am looking forward to seeing you all there, it should be a pleasant although rather a busy day out.

I am only preparing a rather rough short agenda as I said before, so please bring your ideas and we can sit and thrash them out.

If you wish to bring your family they will be able to visit Woburn Abbey and Game Reserve which is only about four miles away, but, you will have to make your own arrangements in that respect.

I have enclosed a legal badge with your name, our model and town/country printed on. This mainly for my benefit because I am terrible at remembering names and faces.

I have already had some obvious nominations for committee appointments

1. Michael Hancock - Treasurer. Michael is an accountant so a very obvious candidate for this position. He has already arranged for an account to be opened for us at Williams & Clyns Bank.
2. Philip Parfitt - Newsletter/Magazine Editor. Philip is in the printing and publishing business and has been supplying the photostat copies you have been receiving and at the moment is pricing the cost of the newsletters, car stickers etc.

3. Mr. I would like to be the General Secretary, it's something I like doing and I am determined that the club should succeed, come what may.

Don't breathe a sigh of relief yet, there are still plenty of appointments left, namely:-

- A. Chairman
 - B. Membership Secretary / PRO
 - C. National Events Secretary, plus a small committee to organise same.
 - D. Technical Secretary
 - E. Spares/Obsolete Parts Secretary.
- PLUS - Your ideas of other positions which will arise during the meeting.

I believe that the more responsibility is spread among us, the more time each of us will be able to devote to their particular subject. This should result in a more attractive and efficient 'package' to offer to prospective members. Anyway that is enough of my ramblings and we will 'sort' the remainder at the meeting on the 31st.

In case anyone is concerned, shall we all agree to come casually dressed, after all, it is a day out on a Sunday and some of you must be on again during the week end. Lunch is booked for 1.30 p.m., but as the hotel bar doesn't open until 6 p.m., there is a rather nice 'pub' about three miles away from the hotel which is on the side of the Grand Union Canal and has rather a nice garden and bars, just in case anyone is interested in an aperitif (I am) it is open from 12 noon and should make a welcome break.

Thanks once again,
Phil H. Swanson

P.S. Can you please come in your 'club cars' if possible and we can make quite an interesting 'convey', don't worry if your isn't immaculate mine isn't, it's three tons 'Sundaprimer' - Primer Filler and Rust.

Founder



PAUL SWANSON

THE MEETING

- 2 -

7. To organise rallies, social functions, etc.
8. To have a regular Newsletter

At about 12.00 noon it was decided to adjourn to the local pub - The Barge - when arriving at the Reception we discovered another 'Member', Mr Peter Driver, and we then travelled in convoy.

Mr John Griffiths had thoughtfully brought his camera with him to record the historical day on film, and took a couple of photographs of the cars lined up in front of the hotel.

When in the pub we were joined by Mr and Mrs Ian Graves who, by a remarkable feat of spreading, had discovered our hideout! (Those to be watched on rallies!).

Upon returning to the hotel we were joined by Mr Adrian Honey and Mr Steve Sears, who had been waiting for our return and then we progressed to a very pleasant lunch - where of course the topic of the day was motor cars.

Upon return to our room after lunch, we endeavoured to summarise the general discussion of the morning.

Mr Michael Hancock had suggested earlier that we should have a subscription of £5 p.a. plus an entrance fee of £2. This was generally accepted by those present and agreed.

Mr John Griffiths volunteered to contact Thoroughbred & Classic with regard to the formation of the Club and to let them know that we intended to attend the meeting at Weston Park, scheduled for 21 August.

It was felt that to get new Members interested in the Weston Park meeting we would need to act quickly in getting some leaflets out advertising the Club and upon general aims. (See copy attached) Mr Philip Parfitt agreed to get these done for us and Mr Peter Driver said he could get some reproduced if Philip would let him have the master. This has since been done.

These leaflets then to be distributed to all Members present for them to place under windscreens of appropriate vehicles.

It was felt necessary that we should have an introductory newsletter to people who responded to this initial PP shot, and that Philip and Lesley would liaise on this. Also to incorporate a Membership Application form in this.

During the day the following officers of the Club were elected, but it was felt that we should have a re-election in six months time, when perhaps we have a few more members:

TRIUMPH SPORTS SIX CLUB

The Meeting was convened by Mr Paul Swanson, who did all the ground work in placing advertisements in National newspapers and magazines and by arranging the meeting place and communication with people who showed interest in forming a Club.

It was agreed that we should all meet at 10.30 a.m. on Sunday 31st July 1977 at the Newport Pagnell Travelodge.

Unfortunately, and much to the disappointment of others, Paul Swanson was taken ill at the last moment and was therefore unable to attend, thus leaving the rest of us without a leader!

The Meeting was opened at 10.45 ish with the following present:

Mr Eddie Evans, Mr R Goldschmidt + 1, Mr John Griffiths, Mr Michael Hancock, Mr Philip Parfitt, Mrs Lesley Hunter.

First to be discussed was the name the Club should adopt and after a time it was decided - see above - this title, although could be considered ambiguous by some, to cover SIX categories of cars:

1. Vitesse - which has six cylinders
2. Herald
3. Specials
4. Bond Equipe
5. Amphicar
6. Spitfire, etc.

It was then felt that we should have specific aims in mind for the Club and its Members.

1. To build up a stock of spare parts on behalf of Members and to endeavour to keep a central store. How this is to be administered needs to be discussed a little more at a later date.
2. To encourage pride of ownership in these Classic cars.
3. To attain national recognition of our Club and its aims.
4. To find the oldest Member car in our Club.
5. To establish some kind of library, whereby technical data, parts manuals and workshop manuals could be either borrowed or photocopied and thereby lent to Members.
6. To establish a scheme whereby specialised tools for specific work could be loaned or borrowed. Or perhaps a list could be compiled of Members with specialist tools who would be prepared to lend these to other Members.

6th NATIONAL CONCOURS

TRIUMPH SPORTS SIX CLUB

DONINGTON PARK

MAY 14th

TRIUMPH SPORTS SIX CLUB

8th NATIONAL CONCOURS

M.O.T.E.C.

MAY 18th 1985

T.S.S.C. INTERNATIONAL

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6th & 7th JUNE

CRANFIELD BEDS 1987

TRIUMPH SPORTS SIX CLUB

THE 4th LEICESTER ANNUAL SPLASH

STANFORD HALL

3rd AUGUST 1986

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FIRST NATIONAL CONCOURS
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TRIUMPH SPORTS SIX CLUB

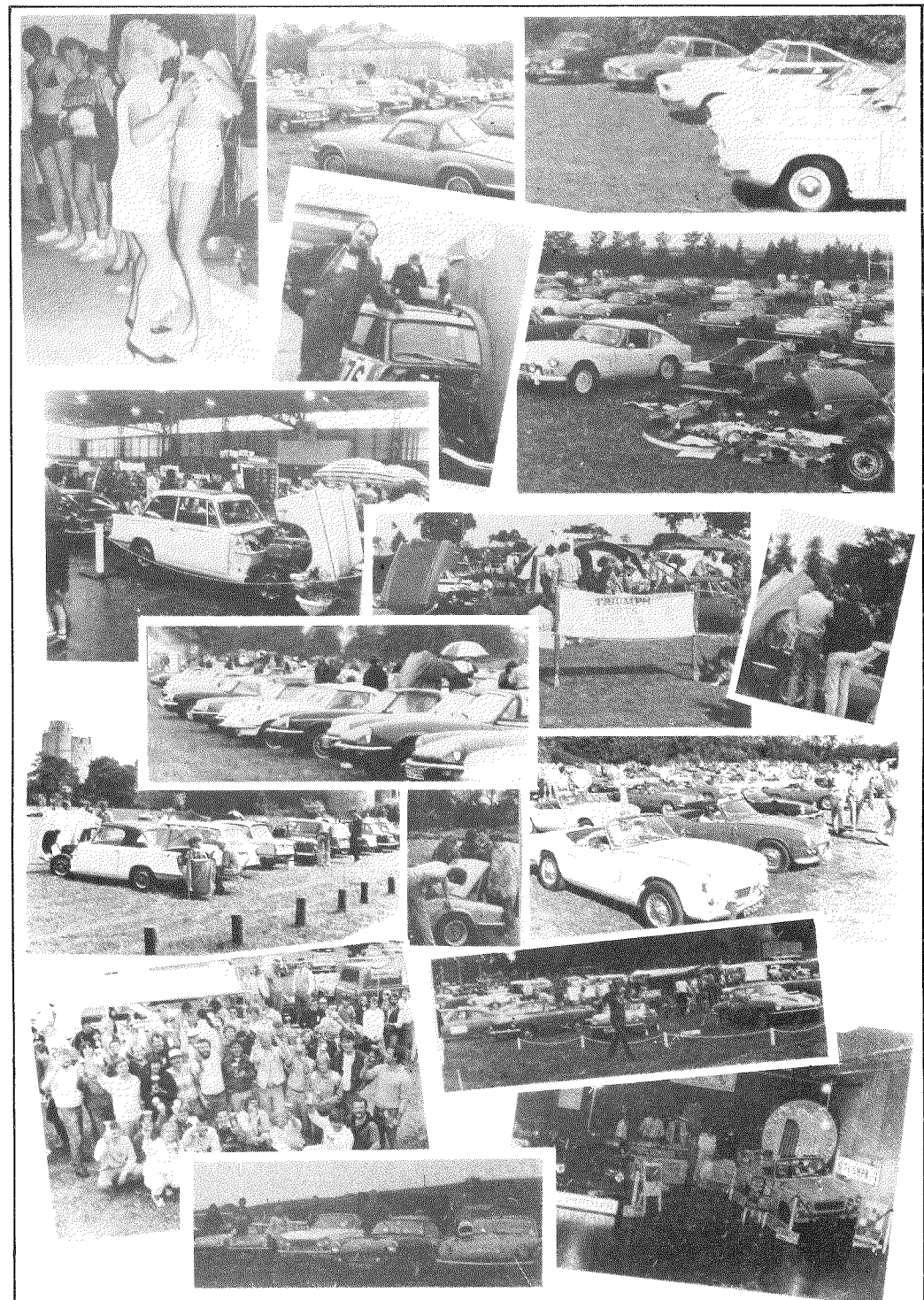
TEN T.S.S.C. YEARS (1977-1987)

1987 WALES MEET

27th & 28th JUNE

CELEBRATING THE 10th YEAR OF THE T.S.S.C.

THE T.S.S.C. THE CLUB THAT'S BEEN PLACES



THE TSSC - SEEN THROUGH THE EYES OF THE PRESIDENT'S WIFE

By Pam Griffiths

Ten years of the TSSC! It is difficult to imagine how we existed without it. We watched the Club spring to life and have seen a lot of water pass under the bridge - some good and some bad.

Having lived in so many different parts of the country, we have been able to find friendship immediately through members of the local TSSC. Looking back to the time we spent at Radstock, Avon, it didn't take long before our milkman (hello Brian) started asking questions about what was going on in the garage. John was restoring the Vitesse at the time and spent most evenings working (?) with a neighbour until the early hours. I think there was a fair bit of sherry drinking and smoking going on at the same time. Anyway, Brian was soon a TSSC member and ended up becoming the local Area Organiser.

I sometimes feel a bit sad that the administration of the Club has taken over from those early days of car restoration but it is a natural progression and I do feel part of that sense of achievement when we see hundreds of Club cars lined up at a national event.

When I worked in Bath, my boss thought John had a screw missing to be so obsessed with cars, (I sometimes thought so too) but when he saw our Vitesse I think he understood a little more. When Club cars in good condition, they can certainly make heads turn. I know because I watch them in my rear view mirror when I'm in the GT6!



We moved to Devon - what a bunch of nutters! Sorry about that Richard and Mike, I couldn't resist it! Once again we found the local TSSC members very friendly and many memories of happy days come to mind - barbecues on the beach, treasure hunts (particularly when the oil cooler broke on the Vitesse), open camp fires at Yeovil (who was that funny man who moved to Reading?); and which large-footed friend owned that red Herald and ended up in the ditch on a quiet country lane near Christow?

As for Essex, well, if you can find a decent pub I might come to the meetings more often!

Naturally with John being so closely involved with all the Club's administration, we have had "problems" and there have

been quite a few in 10 years. It has certainly taught me a thing or two about human nature and many an evening I have said to John "What are we doing this for?". But looking back over the years I must say that the Club has certainly enriched our lives, and writing this article I have been chuckling to myself about all the hilarious thing we have witnessed, which until today had been pushed to the back of my mind. As to our girls - well, they seem to be able to identify a Club car, so it's had little effect on them!

Here's to another
10 years

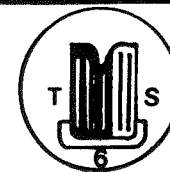
What was I doing back in 1977?

By John Griffiths

What was I doing back in early 1977? DVT 784J (my Triumph Vitesse MkII convertible) had been in the family just over two years. I was busy renovating and tuning it, spending most evenings and weekends in the garage and nearly all our spare money seemed to go on SAH bits and pieces.

I remember, I got it back on the road on 1st April, 1977! On the 8th, Pam and I set off for a camping holiday with it to the Brecon Beacons. I was also busy at the time writing to Classic Car and Motor Sport every so often, telling them how undervalued the Vitesse was. I had been considering starting a Club and had obtained from Fords a publication on how to run one when Paul Swanson's advert appeared suggesting enthusiasts should get together. A meeting was arranged at Newport Pagnell on Sunday 31st July, which clashed with a BARC Harewood event and the Annual Healey Day at Doddington Park. But there was no question where I was going.

The week before had been quite eventful. I had been busy doing some repair work on my Riley 1.5, the Vitesse had gone into a local garage in Midsomer Norton for work on the doors, my mother managed to overturn her Morris 1000 and one of Pam's grans died. Still, I made it to Newport Pagnell, but Paul Swanson who started it off, didn't come because he had flu! I remember we all got there and wondered where Paul was. No message had been left, so in the end we phoned from the hotel, only to speak to him in his sick bed. In his absence we elected him as the original Club President.



The Triumph Sports Six Club

This is to certify that the holder of this card is a member of the
Triumph Sports Six Club.

Name M J Griffiths
No 77/00004 Expiring on 31-8-78
Sign [Signature] (Membership Sec.)

From that day on our lives changed. We have lived and breathed 10 years of the TSSC. But it has been worth it. We have seen it grow and prosper, we have seen hundreds, thousands of people find enjoyment and friendship. We have seen Club marriages and regretfully divorces. We have seen people's achievement in Concours, in Competition, in organising events, in producing magazines and so on. We have seen the family grow from the original 13 people who attended Newport Pagnell to 10,000 plus today.



Over the ten years there have been many very special highspots but in particular the following stick in my mind -

1. The Round Britain Tour in 1980 to celebrate 21 years of the Herald, so ably organised by my old friends Dave and Sue Bayliss.
2. The RAC Golden Fifty Rally where we, Pam and I, acted as the support crew to Dave and Liz Clements' Herald coupe. Dave and Sue were there and another of my old friends, Eddie Evans. We did some very serious drinking that week and acted very stupidly in the Swan Hotel I believe.
3. The first Christmas Weekend event held at the Berystead Hotel (10.12.77), Matt Maudsley, Eddie Evans, Paul Swanson, myself and a bottle of very dubious quality Scotch (provided by Paul Swanson) served to help us discuss until the early hours of the morning, were we right to include *all* Herald chassised cars in the Club! A certain colourful character by the name of Alaistair Graham thought the Club should only be for Vitesses called VODCA (Vitesse Owners and Drivers Car Association - I think that's right).
4. Stoneleigh - The early years at Stoneleigh were great fun. Paul Swanson used to take things very seriously, even arranging for local members to mow the whole TSSC camp site and remove all cow pats before Club members arrived. Again we spent many enjoyable evenings drinking and chatting in various people's tents. Chris and Eddie Evans, John and Barbara Bust, Paul and Margaret Swanson were normally involved.

Of course there have been many other memorable occasions, not least of which include the Hillclimbs and Sprints I have competed in. The hillclimb boys are a great bunch - Andy Jones, Richard Bruford, Paul Lucas, Derek Clarke, Martin Brown and so on.

Today the Club is more professional and polished, offers more services and organises more events. I hope it continues to keep its small Club feel to develop new friendships for people and make owning and driving a Herald chassised vehicle the most fulfilling experience. During the next 10 years the club will continue to evolve and develop. The preservation aspect will become more and more important as the cars get older and become more historic. The Club must continue to preserve and promote the cars, to protect the history of a unique piece of British Motor Heritage which, thankfully, Paul Swanson had the vision to realise back in 1977.

I hope I shall have the honour to remain your President during the next decade.



Life without Triumphs?

Bill & Jo Sunderland

Life without Triumphs? It would be like strawberries without the cream or beef without the Yorkshire pudding. And Triumphs without the TSSC? Well, it just does not bear thinking too deeply about. Since this Turning Circle has been produced especially to commemorate the 10th Birthday of the Club, I thought I'd relate how I came to be so involved with both Triumphs and the TSSC itself.

Back in the early 1970s I was the proud owner of a red Triumph Vitesse Mk1 convertible, which was the envy of all my friends and my personal pride and joy. I can remember many happy weekends which were spent touring the countryside or the coastlines of England, Scotland and Wales, generally in the company of two or three other Triumphs of the same marque. We'd formed our own little 'club' you see, just for the fun of it and were thoroughly



Present GT6 MkII at top My First Triumph Vitesse along side my brothers 1300 TC

enjoying the freedom of our open-topped sports cars. After some time, that first Triumph was sold in favour of another Triumph, a TR5 and some time went by (along with several other vehicles) before I came to own another 'Club' car.

One evening whilst Jo and I were on our way to the pictures in Berkhamsted, I saw a beautiful, white Vitesse on the forecourt of a Datsun garage. All thoughts of the evening ahead disappeared and conversation with my passenger came to a sudden full-stop. In a moment a de-tour was made and I was out of the car staring in disbelief; it was absolutely pristine and I HAD TO HAVE IT! By the end of the next day I had the full story: the car was originally bought by an invalid lady who, unfortunately for her, found it uncomfortable to drive. It, therefore, had only covered some 3,500 miles and had been traded in for a Datsun. After pleading with my disbelieving Bank Manager for the redies, followed by much haggling and crossing of fingers at the garage (I was by no means first in the queue), the car was eventually presented to me on my 21st Birthday - white ribbon, card and all! (it was also the day Jo and I got engaged). My association with Triumphs had really begun.

Some months later and after Jo and I had 'made our vows', I found a windscreen leaflet had been left on the car and it was carefully 'filed away', just in case I should ever need it. Later still and after a house move from Beds to Northants, I came across it again and realised that the President and Founder Member, Paul Swanson only lived a few

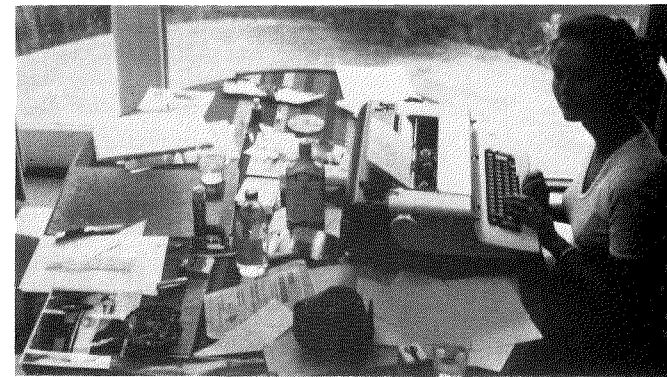


My only attempt at Concours

miles away. All it took was a phone call to Paul and I was hooked! Shortly after this Jo and I attended the TSSC Wookey Hole event and were among the many who gathered at the Newport Pagnel Service Station for a convoy to Donington Park. I was amazed at the amount of interest and enthusiasm that was shown by everyone and my infatuation with Triumph grew.

Paul Swanson worked as a Security Driver for a local firm and his night runs frequently took him past our doorstep - generally in the early hours of the morning (yawn!). Many hours were spent discussing ways of improving services for Club members. It was at this point that I became Leicester Area Organiser - the meetings then as now very well attended. I found that these 'Triumph nuts' certainly knew how to enjoy themselves and have a good time. At this time the TSSC only had a few hundred, far-flung members.

In 1977, infrequent newsletters, edited by Phil Parfitt of Burgh Heath, Surrey, were distributed to members. This format gradually evolved over the months into a monthly, typed 'Newsletter' magazine. These were originally edited by: Magazine Editor, Mr Peter Hocking of Thriplow, Cambs and Newsletter Editor, Rod Hancox of Walsall, W. Mids. As with any part-time, voluntary position, changes are bound to occur at frequent intervals and David Hughes of Bozeat Wellingborough also took a turn as Newsletter Editor. May 1979 saw the production of the first Turning Circle magazine and this became the name of the monthly read until April 80, issue 25. At this point David Hughes decided that he had other things he would like to do in his 'spare time' and announced in his Editorial that yours truly would be taking over the reins as Editor of yet another, new format magazine, 'The Courier', from July 1980. "It



Early day mag production typing on the dining room table.



Chris Squibbs with his new Vitesse Preparing for Luxembourg



*Meeting up with fellow Club Members
Dave and Sue Bayliss at Le-Mans*

won't take up much of your time", Paul assured us - I think that must have been the understatement of the decade! Well, from small acorns, great big oak trees grow and that has been the way of it.

It was at about this time that Jo and I became friendly with Chris and Trudi Squibbs, who were close neighbours of ours. Chris was intrigued by the 'convertible' in the garage, so I took him out for a spin one day. "I never realised that Heralds went so well!" he exclaimed and I thought it was about time I enlightened this Datsun-driving maniac. It goes without saying that the Datsun was soon replaced by a lovely Wedgewood Blue Vitesse saloon and another Triumph enthusiast was born! The Squibbs and the Sunderlands have covered many miles together in their Triumphs, visiting numerous UK shows and events and crossing the water to visit the British Sport Car Days in Luxembourg, Le Mans and, more recently, the Spitfire Weekend in Holland. Our Triumphs hardly ever missed a beat (but that's another story) and have enabled us to have numerous touring holidays on the continent. Trudi was also keen to become more involved with the Club and took on the Membership Secretary's job from Steve Willis of Potters Bar, Herts in May 1981. She was soon to become full-time in this position as the members began to literally flood in.

By the time that the Club gained its 1,300th member in February 1981, we were all positive that it could not possibly get MUCH bigger. As the months progressed into years, we were proved to have been very wrong and

1982 magazine production and all aspects of Club participation became a way of life. Many changes in the 'Club Directory' were announced including that of Club President, Paul, who was forced to relinquish his position due to pressures of work in June 1981 and was replaced by our current President, John Griffiths. I often wonder what he is doing now and wish he would drop by as he used to - we'd have a lot to tell one another I'm sure.

Turning Circle No. 1 was produced in October 1981 and featured the 'Birth of the Triumph Herald, Spring 1959'. This has been followed over the past six years by our twice-yearly Turning Circles, covering all the various marques of 'our cars'. I sometimes wonder too how many of the original authors of articles are still members of the TSSC.

By June 1982 the Club had reached 3,000 members and it could be seen that the TSSC was certainly 'The Club That's Going Places' as our slogan says. In 1983 Jo also gave up her career to concentrate more fully on magazine production. We found we were getting into the swing of attending the various shows around the country and starting to remember names for faces and faces for names.

In 1984 I was given the honour of representing the TSSC at 10 year celebrations of the Triumph Sports Car Club of South Africa in Sedgfield, South Africa. Representatives of all the major Triumph clubs in England were also present and I shall be eternally grateful to both the TSSC and the many, generous South Africans who made it possible for me to take the trip.

In August of the same year, we on The Courier Team were celebrating the production of our 50th issue and not only that but confirmation that the TSSC had

reached 5,000 members. Champagne was called for and drunk with relish by our trusty 'packers'. 'Packers'? What are they? I hear you ask. Well, up until shortly after this time, the whole magazine, plus inserts, were stuffed in envelopes, labelled, stuck down, franked and bundled into Post Office sacks ready for distribution, in the front room of Chris and Trudi's house. Can you imagine the chaos?! I doubt it! Shortly after this we started using a Mailing House to do the donkey work.

I too was finding the strain was

beginning to tell as my full-time job was taking me in other directions and there were already too few hours in the day to manage. A Committee decision and personal preference left me with the daunting task of becoming both Editor and Club Manager for the TSSC and having to please everyone all of the time. This is a task which certainly keeps me on my toes! The job continues to widen all the time and I find myself overseeing both the office in Market Harborough with its various administrative headaches, dealing with the TSSC



The Packers hard at work in Chris & Trudi's front room



Champagne dinner for the people who had stuffed 50 editions

Accounts and producing the obligatory monthly magazine.

A sweet ending to the year: in the December 1984 issue, we were proud to announce that The Courier had been nominated as 'Magazine of the Year' by Thoroughbred & Classic Cars at the Brighton Classic Car Show. It was just the morale boost we needed to start 1985.

A lot has happened within the TSSC over the past couple of years and it would not be possible to document each and every landmark. However, once the Club was able to finance the setting up of a Club Office and furnish it with full-time staff, it must be said that the speed and efficiency of administration and services has improved greatly. At the point of writing, the Club has over 10,000 members and this is just after our 1987 renewal period in September.

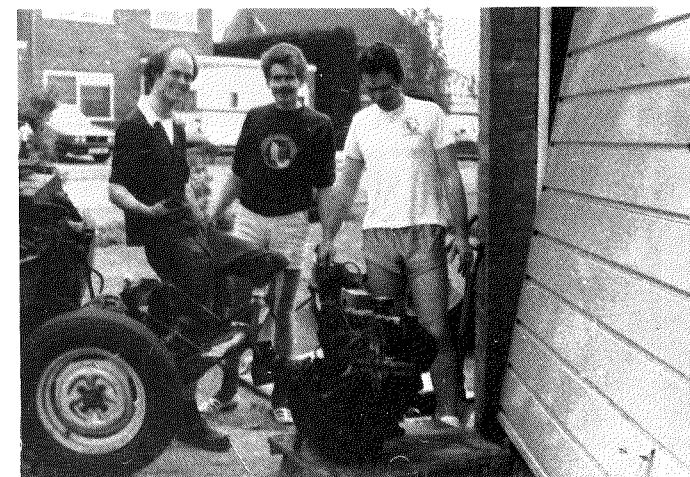
Courier production has certainly got much more sophisticated in the last decade. It does not seem so long ago that this in-house magazine was produced by an electric typewriter on the dining room table. The copy was then cut and pasted on a small drawing board ready to be taken to the printers (then Magna Print of Leicester). We now have full typesetting facilities, a studio with camera and the added bonus of Bernard Robinson, our Graphic Designer to give The Courier the 'special little touches' which are now commonplace. It does not seem so long ago either that Pete Williams was helping me to rebuild my Courier Van in order to transport the finished magazines from our current printer (Mick Peak) to the Mailing House for distribution.



Jo operating the new typesetters

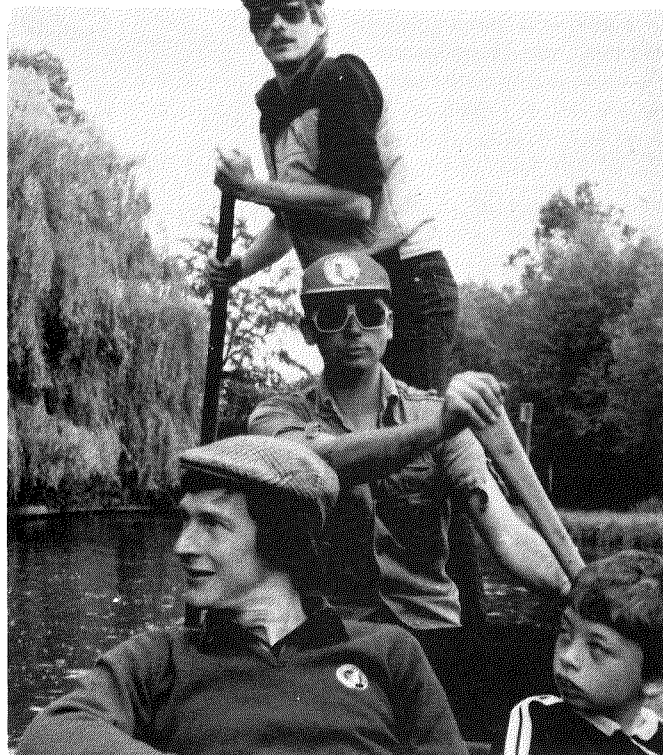


Van rebuild of 1984 (one of many club car rebuilds we have taken on)



The poor thing is now in need of another rebuild as it has been worked far too hard for such an old lady!

For those of you who are still not aware of the excellent services the Club is now able to offer you, I will list just a few: the Club's exclusive Insurance Scheme, originally set up in 1985 and administered by John Griffiths and myself, is providing value for money insurance for Club members throughout the country - a most important consideration now that 'our cars' are beginning to gain recognition and value in the eyes of the classic car movement. Members have the opportunity to benefit from reduced rates for the RAC and special offers for tools and equipment to keep their cars on the road. The Club offers an in-house breakdown service in the form of the 'Self Help Scheme' and there are numerous events and meetings throughout year, held both locally and nationally. Jonty Wild plays an essential part in these events and is responsible for housing and transporting the very professional-looking Club stand to the various shows. So you see, in the last ten years and through the efforts of many individuals, the TSSC has evolved into a large, caring organisation whose aims have always remained constant: to do everything possible to enable you to keep your trusty Triumphs on the road for many years to come. At this point I cannot fail to mention the Traders who advertise in The Courier and play such an important part in keeping the necessary spares available. Both John Kipping of Coventry and Spitfires UK Leicester have made great efforts to help our



TSSC on location in Cambridge after 1983 Barbecue



Harry Webster and Jo in our Spitfire

members for as long as I can remember.

Jo and I have certainly made many friends over the years and seen many faces come and go. Together we have now produced 90 monthly magazines and 13 Turning Circles. There are times when we both feel that it would be nice to be able to take a two week holiday in the summer

(or any time for that matter!), as many 'normal' people do and not have to take the phone off the hook in order to eat a meal undisturbed. Socially the TSSC has given us much and has enriched our lives greatly in the friendships we have made. We look forward to a bright TSSC future.

THE FIRST TEN YEARS OF THE CLUB'S PUBLICATIONS

By Geoff Bell - 77/00025

The first one was called 'Newsletter No. 1', dated 4th October 1977 and had a space at the top in the form of a circle with the words "proposed Club motif" written across it. The words "TRIUMPH SPORTS SIX CLUB" were written at the very top of the page. No. 8 was named Newsletter No. 2 and had the date of November 1977 on it and the motif drawn in the circle. It was a little different from the motif that we all know so well. The front page just said "Founded in 1977 for the Preservation, Restoration and Recognition of the HERALD CHASSIS VEHICLE and its Derivatives: 1 Herald, 2 Vitesse, 3 Bond Equipe, 4 Amphicar, 5 Spitfire and GT6, and 6 Specials. The third one was ten pages of foolscap size paper, whilst all the other earlier issues were the standard size that we have today. No. 6 was the first to have a proper badge at the top and No. 7 the first to have a magazine style heading. No. 7 was also the first to have photographs on the front and No. 9 the first to have a different colour cover (blue). No. 15 was the first to be called 'Turning Circle' and No. 26 was the last actual newsletter (as apart from special magazine) to be called Turning Circle. The next issue was a temporary issue (foolscap size) and in July 1980 No. 1 in The Courier series was published by our present Editor, Bill Sunderland.

In March 1979 a glossy covered magazine named Turning Circle was published and two further copies were published, one in January 1980 (not a glossy cover) and a glossy cover, one with a photo of a Vitesse convertible on the front was the last in the series. This one was all glossy pages and had good photos inside. Date of publication was not stated. In October 1981 the first of the present series of Turning Circle was produced and we have now reached No. 12 in that series.

I make the scores as follows:-

- 14 Newsletters
- 91 Couriers
- 3 Original Turning Circles (large magazines)
- 12 Present Turing Circles
- 12 Turning Circles (Newsletters)
- 1 Temporary Issue

A total of 133 publications by the Club from October 1977 until January 1988.

The magazine has had four different Editors over the years:

Philip Parfitt
Peter Hocking
David Hughes
Bill Sunderland (and Jo)

See over for a full Pictorial salute to the Courier





"How are we going to celebrate the Club's 10th Birthday?", the question was posed. "I know," said a little voice from the back, "why not have a convoy of club cars from John O'Groats to Land's End to celebrate it?". Silence fell, the thought process went all around, smiles dawned and Jennie Coombes was duly thrown in at the deep end to "go and organise it". Now panic-stricken, Jennie set about forming her committee. "You've organised a few events Mike. Would you like to be on the Convoy Committee?" I was pressed for an answer before I had time to think about it. I had no club car, no prospect of getting one in time but what the hell, I'm a real sucker to a lady's smile.

Duly sworn in, the Committee had its first meeting, preliminary arrangements were discussed and a flaw occurred to me. "With the cars all over 20 years old, you're going to need some sort of breakdown back-up", said I innocently. Jennie, of course, had thought of this and we discussed the Self Help Scheme but thought it unsuitable on this occasion. Silence fell. Even more innocently, I continued, "What you need is someone to follow the Convoy pulling a trailer in case

WE'VE GOT THE BACK DOOR CLOSED, GOOD BUDDY WE'VE GOT US A CONVOY!

**Reported by Mike Crewes and Tracey Ludmon
- The Service Crew**

of breakdowns". "What a good idea!" beamed Jennie - I thought so, after all it was my idea. She continued "Where can YOU get a trailer from?". Suddenly I didn't feel it was quite such a good idea.

Still, having been well and truly led into it, months of preparation followed and a trailer was hired from Barry Newitt in Cambridge; an 18 foot beast with twin axles (the trailer that is, not Barry!). Jennie had also asked me to be equipped with CB radio just in case. This borrowed and fitted along with the tow bar and all necessary bits and pieces, Tracy's Volvo began to look like a racing pace car. Preparation was going well, perhaps too well. Jennie had selected the cars from over 30 applicants; the trailer with signs, CB and back-up crew were ready to go. The Monday before the Convoy, Tracy and I met Barry just off the M1 to collect the trailer. "Do you want to drive it up the road and back to get the feel of her?" Barry asked. I did, the trailer felt good but then it should it was only 6 days old. Barry seemed more worried about the trailer than anyone but a quick test tow allayed his worries.

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If you're reading this you obviously have an interest in Triumphs!

Well, so do we. Having started as a hobby 20 years ago restoring Triumph Sportscars (and a few others along the way) we've moved onto being fully employed 7 days a week, although after 10 years as panel suppliers we're trying to cut down to 6.

Honeybourne Mouldings must be the leading Glassfibre Panel Manufacturer in the country with a panel range of over 200 items (sorry, not all for Triumphs) being manufactured and supplied from our factory. We also offer a good range of steel replacement panels too.

Obviously you may also drive a Ford or Vauxhall or other that needs replacement panels, if so, give us a ring we may be able to help.

Our 'new' project for this winter has been a hardtop for the TR7. This is now on sale at £195.00

We hope that just like the 'Triumphs' we all love, Honeybourne Mouldings will go on and on and on with the help of all you lovely TSSC members.

Thank you all for your support - Past - Present - and Future.

Fran & Chris Partridge

If you need to contact us for Panels for your

Vitesse - Herald - Spitfire - GT6 we are:—

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A brisk tow around the M25 to Heathrow confirmed that the trailer was indeed a beauty to tow. Secured in the garage, we towed her out again on the Thursday, signs affixed, to our Area meet. After much excitement and wishes of good luck, we set off home early for a good nights sleep and a 6.30 am start the next morning.

Well, we almost made it. 6.40 am the following morning saw us heading for the M1. Our brief was to get as far North as possible, or at least north of Perth. After two half hour stops we arrived in Perth at 3 pm, well ahead of schedule, thanks to the easy-to-tow trailer. 5.30 pm, we were coming past Inverness. We were just about to start looking for a night stop when we saw the fateful sign - John O'Groats 128 miles. A little drunk on excitement, we decided to go for it. "We could always stop if we got tired" we quipped. Both of us knew it was all or nothing. What's going on here? The next sign said John O'Groats 135 miles. We must have misread the sign. Undeterred, we pressed on, later to find that the first sign was indeed 10 miles out. After an hour stop to feed the inner man, we pushed on in the dark, surprising locals and tourists alike as we overtook car after car. I don't think a Volvo overtaking is particularly surprising but the fact that we were hotly pursued by an 18 ft trailer seemed to astonish the unwary.

The cuckoo crowed 9.30 pm as we pulled into the car park of the Caber Feidh Guest House in John O'Groats. Both surprised and delighted, we were greeted by our host and took her last room. We'd made the first leg, London to John O'Groats, in 13 driving hours - a day ahead of schedule. A quick pint and to bed.

Not so bright and not so early the next day, we rose just in time

to catch the last breakfast. The morning was crisp but so far dry. I tended the trailer smartening her up with her specially made signs before setting off on a relaxing day sight-seeing - relaxation now the main priority. The usual sights visited, the rain ensured we retired in early afternoon to the Guest House. Tracy preferred sleep to the motor sport on the TV.

Slowly, one by one or two by two, the other members arrived. Ten of the twelve rooms were taken by the Convoy.

During dinner that evening we were engaged in inquisitive conversation by the two couples from the two non-convoy rooms. After a brief explanation, I couldn't resist a quick 'all donations gratefully received' comment.

We'd all made it to the start except Jennie. "Where's Jennie?" came the cry. We decided to have a meeting. "She'll be here soon", I said confidently. How wrong can a man be? Half-way through the meeting

"Is there a Mike Crewes here? There's a phone call for him" asked the Landlady. It was Jennie. "Hello Mike, it's Jennie. I'm in Glasgow with a petrol tank leak. Can I meet you tomorrow night?".

Back at the meeting we sorted things out. There was nothing anyone could do so we'd just have to meet Jennie. The convoy order was sorted with JDX, the club's own oldest Herald as pace-setter up front. Right in behind, Tony Watson in his GT6 CB-equipped. Next, the two Heralds of Nick

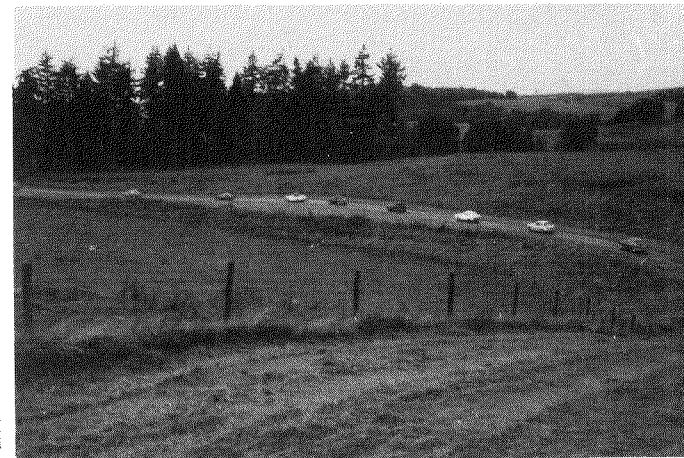
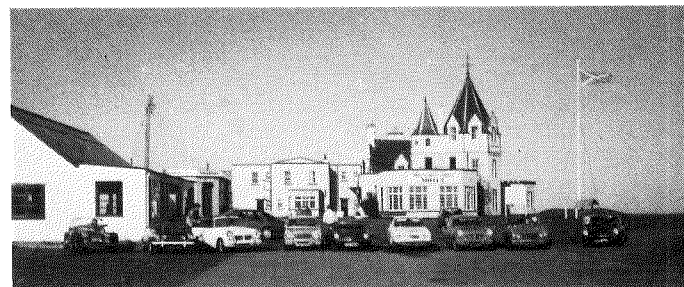
Wotherspoon and Keith (I don't think my brake lights are working) Thomas. Carl and Vera Lawson, who had got used to Keith's unlit brake lights, followed him up. You're next, it was unanimous. Henry Hodgson in his one owner from new Bond followed Carl and Vera's Moss and he was followed by Mark Trister's Vitesse. Dave and Linda May brought up the rear in their Vitesse saloon and we were the real 'Tail End Charlie'.

Sunday 13th, 9.30 am was the elected departure - 15 minutes ahead of schedule, complete with a £5 donation from the other guests, we left for the ¼ mile trip to John O'Groats harbour. After half an hour of photos and certificate-gathering, we formed up ready for the off complete with the two Scottish Archies in a very nice red GT6, who were with us just for the morning. We passed the Caber Feidh on route for Land's End, the entire owning family out to wave us by. "Are you off and moving yet?", came Tony loud and clear over the CB. "We're off and running - we've got the back door closed, good buddy, we've got us a convoy!" the reply was sent.

A quick petrol stop and we were off in earnest heading for lunch at the Priory Hotel, Beaulieu. Many a Scottish mountain topped, with scenery breath-taking and fresh wind in our face but a shining sun above. Real roof down weather. We arrived at the hotel 15 minutes late but sooner than we had anticipated. Things were already going well. We left lunch at 3pm and arrived at our first night stop, the Straun House Hotel, Carrbridge at 4.15 pm. All checked-in, we awaited Jennies arrival. A little over two hours later our glorious leader screeched to a halt outside the hotel, having overshot the car park. It gave us time to get our reception ready.

We were all pleased to see each other and Jennie gave a sigh of relief glad to eventually have made it albeit with a broken CB. The evening was spent relaxing, eating, drinking and getting to know each other.

Bright and early Monday morning we formed up for the off, Jennie now in the lead. Jennie's arrival had also brought the rain, rain like you've never seen it. We set off down the A9 with artics passing us regularly, the convoy disappearing in their spray. It was decided that headlights were the order of the day just so that we could see each other. With Jennie and her co-pilot Chris chatting away, as only women can, we missed the turn off for Doune and our lunch stop; although Barrie was right behind flashing and indicating right. As Jennie put it, "It takes a great deal of practice to ignore flashing headlights". Eventually, after asking directions, Doune Motor Museum loomed out of the rain. We did our practiced orderly park, looking quite impressive and turning a few heads in the process. By now just about everyone except the Service Crew had wet carpets with the other gear starting to get damp. The calls of 'Fancy bringing a Volvo!' soon turned to 'Well you've got a Volvo so you should be alright'. They were right, of course. Our first casualty became sick. Mark in his Vitesse had a funny tappet knock and loss of power. We couldn't find it in the time or rain so Mark decided to carry on to the night stop and look properly. After lunch and a good look around the museum, we had a drive up the hillclimb course. A quick photo call and back down again - everyone desperately trying to recreate a race day. Once down again, off we set towards Dalserf. We had gained another Scottish Herald for the afternoon. Jennie now set about showing us some





unscheduled parts of Scotland, very nice too they were. After splitting the convoy a couple of times - saved by the CB which we soon realised was to become invaluable. After numerous turn rounds we eventually found the right road. Most people were wet, tired, hungry and had had enough of sightseeing and turning round at this point (the morale was a bit low) the only people apparently still comfortable were, you've guessed it, the Volvo-shod service crew.

Having arrived at the Popinjay Hotel, Dalsersf, Mark set about his Vitesse with Dave giving a hand. The trouble was soon traced to a broken valve spring which, luckily, Dave had a spare of. 40 minutes later all was repaired and Mark's engine running as sweet as ever. Tony and I set about Jennie's CB and cobbled together a rig that would at least receive but could not transmit due to a broken aerial. At least the lead could hear the rest.

An indepth meeting, in a nearby pub put morale back on its feet, coupled with meeting John Malcolm and his Scottish members for a drink later on.

Dawn the next day (Tuesday I think) brought sunshine and better spirits. Wet carpets started to dry and the Volvo had its sunroof open. A short day today after a 9.30 am start, we headed rooves down, southwards. With time to spare, we decided to stop at Gretna Green, just in case we had a convoy wedding dawning. We had an hour doing the tourists bit with Jennie eyeing up some strange tinned goods, which Barry was quick to spot. Another casualty here was Jennie's accelerator pedal; the hinge broke - service crew to the rescue with wire and pliers had her fixed in a jiffy (I bet the wire is still holding the pedal on, eh Jennie?). A quick trip of

a couple of miles brought us to the Metal Bridge Inn, our lunch stop. Ever had haggis burgers and chips? I did and I dread to think what the Scots over the border a mile away thought about it. After a good lunch and Tony replacing a sheared wheel stud, off we went again for the twenty miles to Penrith.

Anyway, at 3.30 pm in Penrith, 2 hours ahead of schedule, we were all able to have a breather. Jennie bought her much needed CB ariel and Tony got her rig working fully. Dave also bought a new CB which was fitted and Tony's expert tuning soon had it working. Dave gave his hand-held CB to Carl and Vera. Now 5 out of 10 of us were CB fitted. This would prove of greater value than we realised at the time.

After suitable maintenance and tea-drinking, we left the car park and headed for David Raw's house. David, a TSSC member, had mobilised his other car club, The Cumbria Classic Car Club, to put us up for the night. After we had drunk all David's tea we made for the Penrith Steam Museum, losing Carl and half the convoy in the process. CB to the rescue again. We got there in one piece but the rain had set in once more. The museum was specially opened for us with a beautiful Showman engine steaming gracefully in the yard. David took us to the cafeteria where we indulged in a great buffet. Eventually introduced to our hosts for the night, some of us visited a nearby pub - a favourite pastime of the Cumbria Car Club. We exchanged our stories with the CCC members who were very interested in our venture so far. David had also arranged press coverage: the local paper had been waiting for us at the museum complete with photographer. Eventually, later than expected but extremely pleased with our hosts,

we made our separate ways to find our beds. I think it fitting here I thank David Raw and all his members for an excellent evening and night. It's a pity you are so far away or we'd come up for a reunion - to hell with the distance, we'll probably come anyway.

Wednesday was a quiet day with our departure from Penrith at 10 am, celebrated by Radio One playing Convoy by C.B. McCall ringing in our ears as we headed M6 southbound to Knutsford for lunch. You meet some strange people on Motorways; we were quite happily following the convoy when we were cut up by an artic.

The convoy having disappeared from sight, the artic starts braking 'Very clever', I thought. Onto the hard shoulder went the artic, waving us in as he went. Something must be wrong with the trailer, I thought.

Not a word of it: "I've got a Vitesse engine and gearbox in my garage. D'you know anyone who wants it?" I've never had an offer like that on a motorway before. He gave me his details and off we went again, to arrive in one piece at Knutsford complete with Police Escort. After a brief argument with a moron in a Fiat, we ate. I even offered the moron a chance to turn 34 feet of us and trailer around on my own sixpence if he so desired. He declined, I think he got my point and backed up.

Our arrival at Coventry that night was met with the local press doing an indepth report on the convoy whilst taking photos of us outside one of the old Triumph factories. Suitably impressed, we left them for Carl and Vera's house. Our accommodation comprised of two of us on the lounge floor and the rest of us in tents on the common opposite. A gentle stroll of a mile or two across country paths delicately marked by horse manure and we arrived at Carl's local. After a pie and a pint or three the gentle stroll homeward to crash out in bed.

Up with the dawn, we took down our wet tents and made our way in two convoys to a nearby Little Chef. Suitably revived and refuelled, we formed up. "Excuse me" a head popped through our window "..... are you taking donations?". We assured him we were. After making himself two pounds lighter, the gent explained his two heart operations while the rest of the convoy moved off. Thanking him quickly, off we went with the rest. Cross country, south of the M5 then east on the M4. Baulked by a heavy lorry, we hauled our way in first gear up a hill to junction 18 the convoy receding over the horizon. Keeping in touch by CB, we slowly caught them up. Nine cars over the toll bridge and then came us. I felt sorry for the poor chap having to hold all that change in his hand so I offered to help him. "How about a donation for the British Heart Foundation?". A quick grunt came in reply and our 12 pence toll was returned. "Thank you sir, every penny helps". Lunch next to the Avon and Kennet Canal in a lovely pub, then off to the Sparkford Motor Museum. After a look around, Mike Penn, the manager, appeared. "Come out here and see our workshops" so we did. after a potted history of the



Jennie Coombes, 'The driving force' behind the convoy



museum and after meeting his equally potty assistant, Simon, Mike described our night stop: The Catash Inn. The Landlord, a friend of Mike's, was apparently mad as well - prone to soda syphon fights without warning. "It's good food too" Mike told us, "But beware of his Catash Grill. You won't know whether to eat it or climb it!". We were warned and he was right as I stupidly elected to eat mine. I couldn't eat for three days afterwards but boy, was it good and I've never seen a plate that big before. Now on the home run, we relaxed (my brain was very relaxed), in fact most of us were relaxed as a newt. A short stagger/crawl/drag (as applicable) across the road we were in our tents, complete with Keith and half a gallon of cider.

I think the only person sober was Mark in his stricken Vitesse. A universal joint in the halfshaft had seized and worn out the universal joint yolk and rotoflex. Mark didn't have time to drink, he spent all evening on the 'phone locating spares. Luckily, 8 miles down the road was just what he wanted. At 7 am Mark was up and 8 miles away, stripping the bits off a chassis. Returning at 9 am, we set about replacing the broken halfshaft. We set off wishing him luck. A quick stop at a Little Chef down the A303 to the Exeter M5 services. Our arrival was met by John Griffiths and Richard Bruford complete with another Devon Spitfire. They took us to The Old Thatch at Cheriton Bishop, where lunch had been arranged. I felt ill - all this food.

A quick phone call back to the Catash found Mark bleeding his brakes and getting ready to catch us up. We were joined by Dave Buxton from Cornwall, then set off down the A30 Cornwall-bound. After Richard's insistence that we stop at Meldon Reservoir,

we eventually found it. We of the service crew decided to give it a miss and wait on the A30 in case Mark went by. A wise decision as it turned out, as there was a certain tractor driver upset enough with the rest of the convoy without a trailer as well! These lanes just aren't wide enough you see. Tempers were fraying, the CB was red hot - just as well Richard didn't have his fitted.

Eventually, having extracted ourselves from the reservoirs lanes, we headed south without the Devon members. A nice run to Cornwall and soon booked in at the Carlton Hotel, Truro. Soon after our arrival we found the rest of the Club Officers lurking behind a BMW. Ten minutes later Mark arrived. Covered in road dirt, a mammoth car wash was the order of the day. By 8 pm most of us had finished, tired and in the shower. Suitably embarrassed Jennie led us to the bar. Early to bed tonight for 7.30 am breakfast tomorrow.

Saturday, with just 40 miles to go, we left Truro at 8.30 am Land's End-bound. Nearly there! With sunshine pouring out of the sky as only it knows how to in Cornwall, we arrived at a misty Land's End to be met by Jim - a Cornwall Area member. Whatever you want, Jim'll fix it we were told. Jim bravely tried but outnumbered by the convoy, he gave up. Pete (Mad Professor) Williams, the Club PRO had accompanied us on the last leg and set about taking historic photos. After waiting for the staff to arrive, we had our group photo under the sign and John O'Groats certificates stamped. A quick cuppa and we set off for C.A.R.T. Quickly we caught up with the three vintage lorries who had just left Land's End heading for - you guessed it - John O'Groats. Hope you made it guys.

Arriving at C.A.R.T., we

stopped the show and parked in a place of prominence - we'd made it. Tired, glad to be there, glad to finish but glad we did it. A quick tally showed we had made over £1,000 on the convoy for the British Heart Foundation. The convoy was now over. After a very fine show, half our members headed home with the other half, still in convoy mood, heading to just outside Truro for a night stop at my parents. A gentle run to a nearby quiet pub for good food and relaxation finished our fun week. After a fine breakfast served by a mad, Cornish waiter, we formed up for our five car run home. A quick stop in North Cornwall to say goodbye to Keith, holiday-bound, then on to Exeter Services. Suitably revived by coffee and sticky buns, goodbyes were said to Carl and Vera in their Moss and Tony in the GT6. Off we went talking to Tony on the CB to the very last minute. "This is too good to break up, catch you on the flip" he said. "That's a 'Big Roger' Tony, all the best" was my reply. With a lump in our throats, well that's it, it's all over now. With Jennie and Chris still behind us, we headed up the A303 towards Stonehenge. At a nearby parking place, we said our goodbyes and an hour later we were home. Tired, hungry but exceedingly glad we'd done it.

Congratulations to Jennie Coombes for an excellent venture; despite a few hiccups it ran very well and I think we all enjoyed it. As for the rest of you, we're glad you came, glad you made it and made the job of the Service Crew that much easier. See you at the reunion. Catash or bust!

10 TSSC YEARS - MEMORIES OF MANCHESTER

By Kevin Atkinson

When I was asked to write a few words on my experiences within the TSSC, I was totally unsure what to write about. Then I started to think about the Manchester Area and the changes I've seen in it.

I joined in the 81/2 year, when the membership figure stood at about 2,000. We used to meet at The Dog & Pee, officially called The Dog & Partridge, but the name stuck. Speaking of names, we were at the time called the Granada Area and the Area Organiser's name of the time was John Bingham.

Meetings were superbly attended with up to 35 cars at a meeting. Courier advertisements included: 1200 Coupe, taxed and tested, £250. How times have changed.

The room at The Dog & Pee was just too small for us all and so we decided to move to The Bulls Head, Hale Barns. The problem here was the room was too large! It wasn't possible to keep any atmosphere and so, eventually, we moved to our present meeting place, The Nags Head at Bowden, near Altrincham and where we have a superb room which is separate from the rest of the pub but not totally isolated. This is perfect for the Manchester style of meeting - an informal Noggin 'n Natter.

Over the years, Area Organisers have come and gone: John Bingham, Andrew Head, Carl Longmate, Dave Evans, myself and the present one, Paul Howarth.

We have also produced some items for sale over the years including fibreglass tunnels (with Jim Westwell and the Ribble



Area), ties with the club logo and our most recent venture, bobble hats with the Triumph logo on it.

We have graced (????!!) many car shows around the region and at many of which, we have met up with other Areas, notably Ribble, Mersey and Staffordshire. The major event of the year for our particular Area is the Northern Classic Car Show at Belle Vue (now moved to GMex).

I have recently moved out of the Manchester area but have left

behind an Area which I feel is on the up-and-up and I hope I enjoy the Club in whichever Area I end up in as much as I have within the Manchester Area. With past meetings and events in mind, I would like to thank all the Manchester Area members, both past and present and all those Club members from other Club Areas I have met up with for many years of comradeship. The TSSC has my vote for the future roll on the next 10 years!

MY MEMORIES OF THE PAST

By Dave McDougall - Kenilworth, Warks

The past 10 years hold many memories of the beginning and growing of the TSSC. Here are just a few:

As most Club members know, 'Paul Swanson' was the founder member. Paul amazed me and others by his enormous enthusiasm for starting a Club and making it into the Club it is now. For instance, at the very first Town & Country Festival show at Stoneleigh that the Club entered, Paul Swanson, Andy Jones and myself had the job of laying out the campsites. On arriving the field was full of a herd of cows. These were soon moved on by the farmer but what they left behind took a little longer to remove. After cleaning up the field and marking it out, we all set about cutting the grass. Can you imagine cutting an area of long grass of approximately 200 yards x 200 yards using a petrol lawn mower with a 12" cut? After hours of hard work darkness fell and Andy Jones had to finish off with the aid of a torch. Paul and I had other jobs to do for the following day.

Three o'clock the following morning I was awakened by Paul banging at the front door, wanting a cup of coffee to keep him warm. He had decided to keep a night patrol just to make sure the cows or any other different car club members didn't take over our campsite.

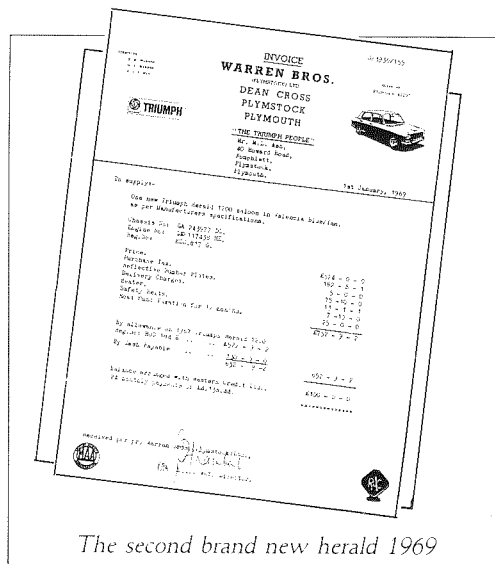
The event turned out to be very good and many new friends were made. I'm sure the enthusiasm of Paul Swanson and many others steered the TSSC into the position of one of the largest car clubs in the world.

THE DAY WE WENT TO BANGOR

I always wanted a Bond 2-litre convertible. My friends and Club members in the early days said they had never seen a convertible Bond. So, after reading an advertisement in the Exchange & Mart for just such a car, I made an impulsive deal to buy it over the phone for £200. I arranged to collect it the following Saturday from Bangor, Wales, 130 miles away. Friday night, the chap selling the Bond rang to say that the deal was off as the car had been badly vandalised. My heart sank. "What is missing?" I asked. "Not much was", the reply, "just a few bits like seats, steering wheel, gauges, battery, lights, part of the wiring harness and if you still want it, it's yours for only £95". Impulsively I said it's a deal and that I'd collect it in the morning. I loaded as many spares and tools possible into my Bond GT4S and set off with my wife to Bangor, Wales.

Forty miles on, the clutch started to slip but I kept going - nothing would stop us now. Finally we arrived at Bangor to view my new purchase. A couple of hours later I had the car roadworthy and we set off homeward bound. After climbing some steep hills, the bottom radiator hose split. A temporary repair was soon made by slipping a piece of cycle inner tube over the hose and binding it with strong tape. Luckily we got home safely after an exhausting day.

Looking back over the years, I don't think I would do any of these things now but they were lots of fun at the time. I've had lots of Club cars which proves useful as it gives you an insight as to what other Club members see in their own cars. Some of these were fast, some slow but each with a charm of its own. For a number of years I was a Test Driver for Austin-Rover-Triumph and even after driving some of the fastest cars on the test tracks around the world, I still get immense enjoyment getting behind the wheel of the old Triumphs we all enjoy and love.



REMINISCENCES OF TRIUMPHING DAYS

By Steve Ash - Plymouth, Devon

My interests and memories of the Herald/Vitesse range of cars goes back some 14 years before I joined the Club in 1981.

In 1967, my father's 1959 A40 Farina was replaced by a brand new, Wedgewood Blue 1200 Herald and subsequently in 1969 by a Valencia Blue 1200. We all remember being impressed by the general mechanical refinement of, by this time, quite an old-fashioned car. I particularly remember an epic journey from Plymouth to Sheffield which, in 1969, took a day and a half to complete with very little motorway. The car performed faultlessly, despite being loaded down, including a roof-rack full of luggage. A puncture on the way home meant unloading an entire bootload of luggage in the inside lane of the motorway but this was the only problem we had.

The little car had many adventures during the nine years my father owned it, including having half its bonnet removed by a British Rail articulated Tricycle (remember them?) and having its rear end hit at 40 mph by a Marcos sports car. The impact lifted the Herald into the air and left it suspended on the demolished engine of the Marcos. However, the car was driven home with only minor damage to the bootlid and rear valance!

I joined the Sports Six Club in 1981, having bought a Valencia Blue, 1970 Vitesse convertible. At that time the Devon Area was being run by 'Stanpart' Walters, now of S.W. Classics fame.

I well remember a very wet Devon Area picnic on Dartmoor when, during a dare-devil three-point turn, John Griffiths, our esteemed President, cracked his oil cooler. Emergency repairs were eventually necessary, involving a piece of rubber pipe and a can of oil. I still have the photos of his oil-covered car being towed by Mike Atkinson's Rover 2000 after the pipe flew off!

Having grown up with Heralds as everyday transport, my Vitesse is used for everything from car shows to transporting rubbish to the local dump. In the winter of 1985, it was fitted with snowchains and at one stage was the only non-4WD vehicle on the move.

I have certainly enjoyed my six years of membership of the TSSC and 20 years association with Herald-chassised cars. With an increase in membership from 1,300 to over 10,000 in this time, I see no reason why our cars should ever be reduced to the status of 'driven once a week' impractical classics. I for one intend to go on using mine every day for as long as possible. ★



REPORT ON JDX's EPIC TRIP FROM JOHN O'GROATS TO LAND'S END

Barry Newitt - Cambridge

Thursday 10th September: we started from home at 9.50 am and our mileage was 26,126. Our route was by-passing Cambridge on the M11, the A505 and the A1 to Norman Cross, where we met Henry Hodgson from Norfolk in his 2-litre Bond. We set course for the north at 11 am, stopping for lunch at Northway Service Area (south of York). We left at 2.30 pm and we reached Scotch Corner by 4 pm but by then we were fed up with heavy lorries on the A1M and took the A68 to Corbridge. There was nice scenery through the Kielder Forest and we stoped at Jedburgh to take a photograph of the Abbey and have a light tea. We then continued on the A68 and found a B&B for our first night's stop (our mileage was 303).

Friday 11th September: we left our B&B farmhouse and got on the A68 to Edinburgh, where we went shopping and sightseeing. We then headed for the A90 and the Forth Road Bridge. Just beyond the bridge, the A90 became the M90 and a few miles further on at Junction 4, we turned off to take the B996 passing Loch Leven and on to Kinross, where we stopped for a light lunch. We continued on the B996 and then the A912 to Perth. We left Perth on the A9, pausing at Luncarty, where we were to stay with



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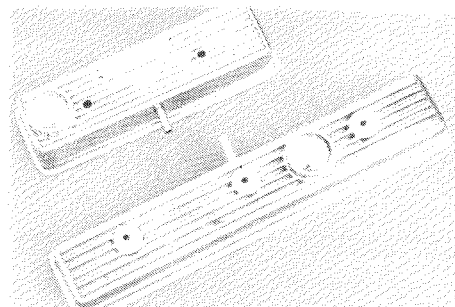
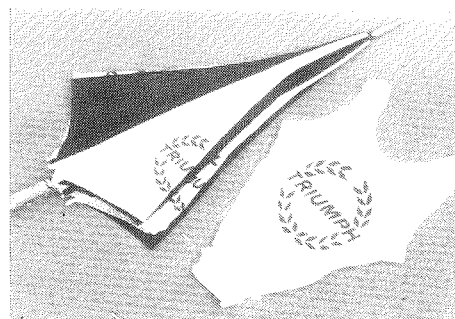
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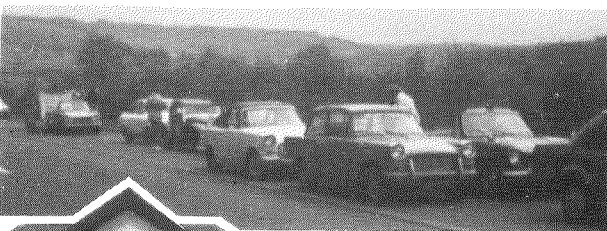
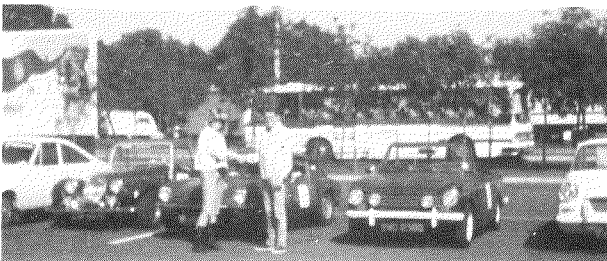


relatives for the night and then took the B9099 beside the River Tay to Dunkeld. We walked round the small town of Dunkeld before heading south to Luncarty for our night's accommodation.

Sunday 12th September: we left in fine weather on the A9 travelling through some lovely countryside on good, newly made roads, which helped speed our journey until it was broken by heavy rain as we approached Aviemore. We turned into the village and filled up once more with petrol and returned to the A9. Our next pause was after the new bridge at Inverness. We continued on the A9 and when we crossed the low bridge over the Cromarty Firth estuary, we saw many drilling platforms berthed out in the estuary. Then we took a left turn from the A9 onto a very scenic route to Bonar Bridge where we rejoined the A9. Continuing through several villages dotted along the coastline, we entered the town of Wick when we were finally nearing the end of our journey to John O'Groats. There was one more stop at a museum to see how the crofters used to live and then we arrived at 5 pm at John O'Groats to join members already there. A quick meeting was held and a very nice evening meal was served.

Sunday 13th September: after breakfast we gave our cars a final checkover before driving the quarter mile down to the Start Line at the John O'Groats Hotel. We left at 9.45 am to head south, (filling up our cars at £1.90 a gallon) going back down the A9 with eight Triumphs in tow. JDX was elected lead car as Jennie Coombs had broken down in Glasgow. Fine, sunny weather was the order of the day as we headed south on the A9, enjoying lovely views of the coastline and pausing to photograph the scenic views. We turned off onto the A832 towards Beaulieu where we lunched at the Priory Hotel. Then, after a photographic session in the square, we were back on the road





to Inverness and followed to the A9 to Carrbridge where we were to spend the night at the Struan House Hotel which had a nice, large car park in which to check and fill the cars for the next morning's start.

Monday 14th September: breakfast first and then we headed south on the A9 through more lovely countryside (spoilt unfortunately by heavy rain and strong winds) all the way to Doune Motor Museum. After lunch and a look round the museum, we were privileged to be allowed onto the Hillclimb Circuit and *all* duly made the 1 in 3 hill and on reaching the top, all paused again for photographs. Our run down the M9, M80 and A73 in more driving rain was to finish with our eventual arrival at the Poppinjay Hotel at Delsarf. Photographs were taken of this 'special hotel' and the cars were checked over. A maintenance crew was called to the Vitesse which was having trouble with bad running. This was traced to a broken valve spring which, with the help of Dave, was duly changed. During the evening a number of Scottish TSSC members visited us at the hotel.

Tuesday 15th September: it was a nice, sunny morning as we started on our way again on the motorway towards Gretna Green, where we had coffee and a look around the actual room where weddings took place. Then we were off down the A74 until we stopped at the Metalbridge Inn for lunch and, also, a quick repair to Tony's GT6 as the driver of the car which had been following had noticed a wobble from his nearside rear wheel (which turned out to be a broken wheel stud). This was quickly replaced and we were soon on the road again, eventually joining the M6 on our journey to Penrith. We reached Penrith in good time which enabled us to go to the bank and shops. Whilst driving through the car park, a squeak was heard from under JDX's wheels which, on inspection, was found to be a rear brake shoe binding. So out

came the car jack and freed off the shoes on the back plate; we hoped this would rectify the problem. Then we were on our way again to David Raw's house. He is a member of the TSSC and was our host for our visit that evening to the Cumbria Classic Car Club. After a very warm welcome, introductions by David and a look at his four Triumphs, we made our way to the Penrith Steam Museum where we met other members of the Cumbria Classic Car Club. Before sitting down to the buffet which had been arranged, we were grouped around our cars outside the museum for Press Photographs to be taken by the Penrith Daily Herald. After finishing the buffet we met the hosts who were accommodating us for the night, then we had a most interesting look around the museum which includes a fair organ (which was playing) and a traction engine which was in steam. Before parting for the night in our groups, we were taken for drinks at a local pub.

Wednesday 16th September: our host was David Raw who has a large house and a family of five children but he found space and time for us. After taking some photographs out of doors, David left for his job as a Head Master at Carlisle. It was soon time for us to meet the rest of our members and head for the M6, which we followed until we reached Knutsford, where we enjoyed a pleasant meal in the Rose & Crown before returning to the M6, now carrying many heavy lorries; we put up with this until we turned off into Coventry. After an hours wait whilst two members made arrangements for some photos to be taken for the Coventry Evening News at the

old Triumph spares factory. Then we drove towards Warwick where Vera and Carl had very kindly arranged sleeping facilities at their house.

Thursday 17th September: up in the morning and a long queue formed for the bathroom after which we made our way to a Little Chef for breakfast. When all the cars were checked over and filled up we made our way to Stratford-on-Avon where Keith's mother was waiting to cheer us on our way. Then we were onto the M5 until we stopped at Bathampton for lunch at the George. After lunch we took the A36 towards the Sparkford Motor Museum where we were met by the Curator and were shown around the museum and workshop (where they are soon to start on a very dilapidated Herald Convertible). The Curator gave us a talk on the history of the museum as well as the life story of John Haynes and how he became involved in publishing the now famous car manuals. After a relaxing time in the picnic area we made our way to North Cadbury and the Catash Inn where we were welcomed by the Landlord and taken to the field in which we were to camp. After that we went into the pub lounge for a very big meal - which certainly was one to be remembered and the Catash is a pub to be visited at any time. During the evening it was discovered that one of our members' Vitesse had developed a bad knocking from its rear driveshaft. On close inspection it was revealed that the UJ was falling apart and in so doing had damaged the 'yoke' in such a way that it could not be repaired. Out came the 'Self Help Book' and 'The Courier' and the next few

house were spent phoning various people with the aim of finding a new shaft but as the evening wore on, it began to look as though we were going to have to use my car trailer which had been escorting us. Then towards closing time a club member rang to say that he *had* located a driveshaft just eight miles away from where we were staying.

Friday 18th September: at 7 am Mark was up and away to collect the driveshaft and on his return he began to dismantle. So as not to hold up the convoy, it was agreed that Mark would stay and work on his car and would catch us up en-route at the Carlton Hotel in Truro. Leaving the Catash Inn we took the route from Sparkford and passed John Haynes Printing Works continuing on the A359 until we reached a Little Chef for breakfast. We refilled our cars again and returned to the A30 and our route to the Granada Service Area where we met Richard Bruford and John Griffiths. After a quick snapping of cameras, we set off again for our lunch at The Old Thatch, Cheriton Bishop which was a bit later than planned as the Bond and Moss cars lost us for a while but luckily the CBs proved to be very useful and we were all together again very soon. We waited for Dave Buxton to join us for our final nights stay in Truro. A slight diversion was made which included a drive up a 'dead end' when we intended to visit a reservoir, dam and hydro-electric scheme. So on again towards the Carlton Hotel at Truro where we were met by Jon-ty Wild and Bill Sunderland. Soon we were shown to our rooms and then out came the buckets of water, ready to wash the cars. At 8pm we were booked to have a



buffet supper at the hotel, after which speeches were made and a few drinks at the bar before we were off to bed ready for an early breakfast and start off to Land's End.

Saturday 19th September: we started off for Land's End at 8.30 am with Peter Williams taking over the wheel of JDX. It was a very dull, misty and windy morning. At Land's End lots of photographs were taken including

some by the Land's End sign - similar to the John O'Groats sign - and, of course, our Certificate signed to say we had completed our journey plus an entry into the record book. We were then off to Killiow Country Park near Truro for a get-together arranged by Dave Buxton and the Cornwall Area. An enjoyable day was had seeing a lot of cars which we had not seen before. After saying our farewells five of our cars left in

convoy heading for home. In all we covered a mileage of 2,075 miles arriving home at 1.30 am on Sunday morning 20 September with JDX in very good condition.

Barry, Maureen and JDX would like to thank the other nine owners and their cars for their company on this historic trip and the money raised for the British Heart Foundation. And thanks go to our sponsors.

CONVOY CARS:

JDX - TSSC driven by Barry & Maureen Newitt and Jennie Coombs, Herald 13/60

Linda & Dave May, owners and driver of Vitesse MkII

Mark Trister, owner and driver of Vitesse MkII

Tony Watson, owner and driver of GT6 MkIII

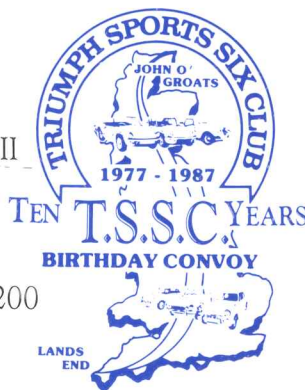
Carl & Vera Lawson, owner and driver of Moss

Nicholas Wotherspoon, owner and driver of Herald 1200

Henry Thomas, owner and driver of Herald 13/60

Henry Hodgson, owner and driver of Bond MkI

Mike & Tracey in their Volvo with the trailer



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