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THE COURIER NUMBER 520 OCTOBER 2023 TRIUMPH SPORTS SIX CLUB

THE COURIER

No. 520 OCTOBER 2023



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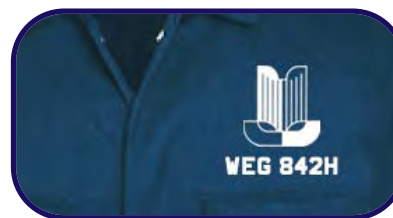
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OPEN ROAD BECKONS
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PICTURE BY PAUL SUTTON

Courier Copy/Area news



Editor. Bernard Robinson
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THE GET OUT

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COUNCIL OF MANAGEMENT 2023 meetings:

1st October

26th November

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

**Chris Gunby, Riverside Forge,
Water lane, North Witham, Lincs,
NG33 5LJ**

Tel. 07843 435190

or email: chairman@tssc.org.uk

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

Enjoy your Triumph!

Following on from Paul Girling's Comment about his first few month's on the TSSC management team it was great to hear that he is enjoying it and he feels like he is making a difference to his Club, we are always looking for people to help and volunteer and put back into the TSSC.

The Council of management is made up of a great bunch of hard working folk who all pull together to steer the good ship TSSC in the right direction, if you feel you have some spare time and would like to know more about what being a member of Com entails then please email me at chairman@tssc.org.uk or call me on 07843435190.

The Triumph Sports Six Club is a great club as you all know and with more volunteer's and helpers it will only get better.



Looking forward to later in the year one of our biggest event's of the calender is the **Classic Motor Show at the Nec on Friday the 10th November to Sunday the 12th November 2023.**

Always a great weekend packed full of the best cars in the country and some interesting discoveries as well, if you are coming along please make time to come and see the TSSC stand and say hello.

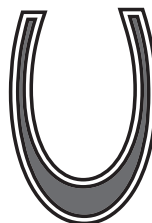
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CHRIS GUNBY

TSSC CHAIRMAN/GENERAL SECRETARY



EVENTS CALENDAR

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See also further adverts in Courier

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with Minimum of 4 Pictures attached.

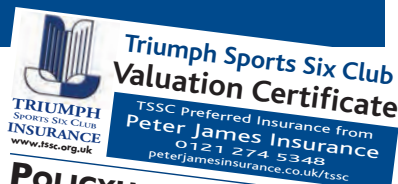
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* Must be completed with current TSSC membership number and expiry date to validate certificate.

VEHICLE DETAILS - MUST BE COMPLETED									
Model & Mk.	Reg Number	Body Type	Engine Size CC	Year of Manufacture	Year of Modification	Recorded Mileage at Submission	Date of Purchase/Year	Previous Price	
				Tick if Left Hand Drive	Manual / Auto				

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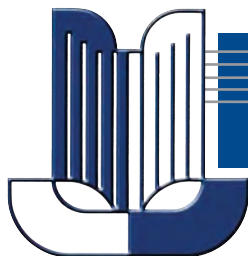
CONCOURS: The vehicle and its components must be in a condition of original specification, free from alterations, faults and wear. The vehicle's components should be free from any last trivial faults and should work efficiently.

A1+ - SERVICEABLE: The vehicle must be in excellent condition with today's chassis mainly free from rust. The vehicle is usually in need of a full restoration of all its components.

A1/S - SERVICEABLE: The vehicle must be in excellent condition with today's chassis mainly free from rust. The vehicle is usually in need of a full restoration of all its components.

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

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



NEWS REVIEW

Monthly News of a Triumph Nature

Vitesse 1600/Mk1/Mk 2 Register Secretary Wanted



Dave Rumens after 20 Years in the Position has decided to finish in **December** as he feels new blood is needed so we now need a **NEW Vitesse Register Secretary**.

If you are ultra enthusiastic about the **Vitesse Range** (and that is all that is needed) and you want to share that enthusiasm with all of us, then please get in touch with **Bernard the Courier Editor** either by email, the email address is as follows,

courier@tssc.org.uk or indeed by Post, to **Bernard Robinson**, The Courier Magazine, Triumph Sports Six Club, Sunderland Court, Lubenham, Market Harborough, Leicestershire. LE16 9TF. Or please call him on 01858 434424.

Where he will discuss the requirements needed to fill the position.

Rest assured that he will give you ALL the support you need for this role, so get in touch, NOW.

Bern - Courier Editor



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Flood Warning

I've had several members contact me in recent weeks and two of those with the same issue, and that is with fuelling problems and in particular where fuel is flooding out of the float bowls.

So with that in mind I thought I'd do a short article on why this happens and how you can fix it.

If this has happened immediately after doing work in this area of your car, then there's a good chance this has contributed to it, so just retrace your footsteps.

If it's happened for no apparent reason then there are a few things you can check.

Whether you are running with the original Stromberg CD150 or have swapped over to twin SU's, how the correct amount of fuel is controlled is done in the same way, so potential issues are the same.

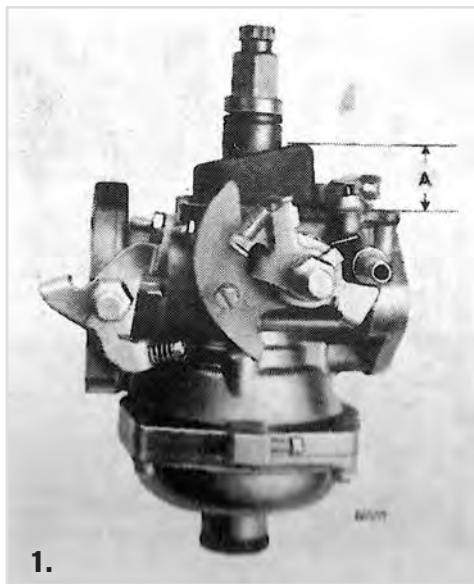
Probably the most likely cause is dirt or debris in the needle valve preventing it from seating correctly and allowing fuel through when not needed. To fix this with the Stromberg it's easier to remove the carburettor, but with the SU you can just easily remove the float chamber lid. Either way just pop off the float, remove the valve and blow through with carburettor cleaner and/or compressed air, reassemble and see if that helps. It could also be damage or excessive wear to the needle valves, seats or both. Replacement is the only cure here.

Another cause could be a pinhole or damage to the float itself. Closely examine it and give it a little shake to see if there is fuel inside, if this looks OK check its buoyancy in a small container filled with fuel.

Any issues here and they need replacing.

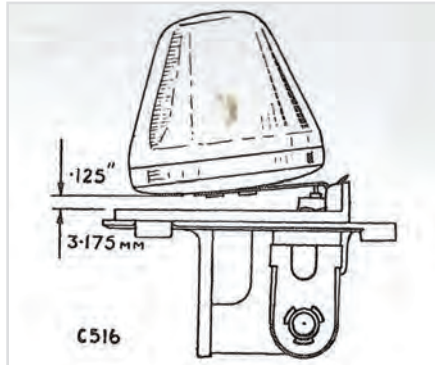
Even if the float(s) have checked out OK, they could still be the root cause of your issue if they are not adjusted correctly. I will copy the text direct from the workshop manuals for this bit:

Stromberg - To check the float level, remove the carburettor from the engine and remove the



float chamber. Invert the carburettor. Check at the highest point of the float, when the needle is against its seating, is 18mm above the face of the main body (Pic 1). Reset the level by carefully bending the tag which contacts the end of the needle. The addition of a thin fibre washer under the needle valve seat will lower the fuel level.

SU's - The level of fuel in the float chamber is



adjusted by setting the float lever on the chamber lid as follows:

1. Disconnect the fuel feed pipe and remove the float chamber lid.

2. Invert the lid and, with the float lever resting on the needle valve, measure the gap between the lever and lower lid face as shown (Pic 2).

This is easily measured by using a small piece of 1/8" (10 SWG, 3.25mm) thick mild steel plate as a slip gauge.

3. If necessary, bend the float lever to obtain the correct setting.

4. Refit the float chamber lid, and re-connect the fuel pipe.

If you've done all of the above and you're still struggling then it could be that the needle valves are being overwhelmed by excessive fuel pressure, often caused by the fitting of a new pump which is operating outside the original spec. Decent new pumps can be tricky to find, so to get round this you may



need to fit a fuel pressure regulator.

My Herald is EFI so a different set of rules, but in my Spitfire I temporarily fitted an in-

4.



line pressure gauge early on in my ownership and not that surprisingly it was running at just under 6psi (Pic 3), which is well over double what the carburettor needs, anything around 2 to 2.5psi is more than adequate, even if your car is well tuned. I then fitted a regulator (Pic 4) just after the pump and set it for around 2.25psi. My carbs were coping with the extra pressure, but even so I didn't want to overwork them and cause an issue for later.

Workshop News

Before getting fully into Simon's TR4a I needed to do some upgrades to the workshop. Moving a unit to the opposite side to make space for 4 additional intake filters to



help with airflow when painting (Pic 5). Modern top end spray guns are air hungry and require a high volume of air and my trusty old Fiac 200 litre compressor was starting to creak under the strain. So that has been replaced with 2



new Hyundai 100 litre units (Pic 6).

More modern design means that even when running 2 compressors simultaneously, they are quieter than the single old one by around 4dBA, doesn't seem like a lot but that is significant if you're close to them. A thank you to fellow Devon member Malcolm Huxtable here for helping me with the noise calculations, he's my go to contact for anything technical!

Having a dual set-up also means I can run just one compressor when using less demanding air tools, but both when painting, so keeping

the noise levels down even more and saving energy costs too.



Simon's TR4a is moving along nicely though despite the initial delay. It came to me with a lot of the hard work done, there had been some high quality repairs to the shell and panels, meaning I needed very little time with the welder and could largely get on with the body-work and getting the body fixed onto the chassis. The underside and the inside of the car have been cleaned up, prepped and painted in Upol Raptor. The body was then bolted onto the chassis and all the panels trial fitted to assess if any additional work was needed. Apart from a gappy driver's door that the previous restorer had already spotted given his annotations, everything fitted pretty well. The edge of the driver's door was built up with weld to close the gap to something more acceptable (Pic 7). The car is now mostly in primer and the inside of the four wings coated in Raptor (Pics 8 & 9).

See you next month.

Darren



THE

COURIER

SEPTEMBER 4TH 2023

Congratulations!

Darren & Zoe

→ JUST MARRIED



FROM US ALL IN THE TSSC



948/1200/1250

Finn Adam Egeland-Jensen MBE

herald@tssc.org.uk

"What do you Want?" - "Information No 6"

Last month I finished off the subject of patterning locks to keys, and a few days ago one of my long-term early Herald contacts has come back to me to follow up on achieving some lock patterning.

I indicated I would cover Instruments this month; in doing so obviously I will concentrate on aspects of the early Herald, but as it is of interest to all club members I will lean across into other vehicles, especially with respect to differences and similarities. Of note as I prepared the index list for 2022 for this month, I found a really good article by Dave Rumens on 'Turns Per Mile' figures on Speedometers for the Vitesse on page 16 of Jan 2022; part of my write up this month will expand upon that.

Firstly I will cover some terminology, the speedometer shows the speed of the vehicle, within that device is the odometer which shows distance travelled; a supplementary part of the odometer is the secondary unit that can be reset as required, known colloquially as the 'trip counter'. Obviously in the early Herald we have the single Instrument Saloon cars (948 and 948S) where the 948cc engine is fitted with a single carburettor. Actually of course this is a 5 3/8" diameter Speedometer with odometers and a mounting within the unit at the bottom for a fuel gauge. The unit is graduated to 85mph, and the part number is 206305 and the dial colour is described as Wisteria from 1958 to 1959, changing to 'Pink Wisteria' in 1960. The Dupont Colour code 84281 in both cases so technically not a colour change; however, I have seen many examples of colour fade



Herald 948 Coupé Instruments

making it more blue in tone and also some strange corrosion of the brass material causing discolouration.= In the twin carburettor cars there is the triple instrument set of small fuel and temperature gauges, these measure at 2.042", equalling 51.9mm these are commonly known as 52mm gauges.

In these the 3 7/8" Speedometer, part number 205331, looks much more purposeful and is graduated to 100mph – not achieved until the Brabham conversion with the Coventry Climax FWE engine!

With the introduction of the 1147cc engine the herald 1200, and 12/50 when introduced, the instrumentation returned to a single 5 3/8" diameter Speedometer with fuel gauge at the bottom, however, in Triumphs modernisation scheme, was now finished with a Black face and, just in case, was graduated to 95mph. The part number is 208250. For the Estate, and where a 4.55:1 differential was fitted, the unit had a black face, was graduated to 85mph and was part number 208538.

So aside from the colour change from the 948cc cars to the 1200 you will have noted that there is a different speedo setup required for different differential gearing ratios; this takes us back to the 'Turns per mile' article that I mentioned at the start. If you look just below to trip odometer on the right there will be a number, in most of our cars a four-figure number, in later cars with

a lower differential ratio a three-figure number. The latter is the number of turns per mile that the speedometer cable will turn in a mile and is clearly affected by differential ratio and fitted tyre size, the latter as rotating circumference will be different if you have non-standard tyre sizes. I first read about this in about 1972, (aged 9), in a 1965 Practical Motorist Annual that my Father kept on his bookshelf (price 2 shillings and 6 pence). This gave a way of checking your setup by measuring radius of wheel as 'R' and, with the speedo cable disconnected and with a marker

on the end to count turns 'N', move the car in neutral for 6 turns of the road wheel. $1680 \times N \div 12 = \text{TPM}$. The figure on the Speedometer needs to be within 32 either side of the observed figure. Over the years I have compiled a list of Triumph Speedometers.

NB Some of these were identified as extracted from a car or for sale on ebay, so there may be errors in my personal list, but I am 99.9% certain of the detail for the early cars presented here.

I have given the Stanpart Part number rather than the Smiths/Jaeger number:

Vehicle	Diff Ratio	Tyre size	TPM	Part Number
Wisteria 3 7/8" Gauge				
Herald 948 Coupe (TC Saloon)	4.55	5.2 x 13"	1376	205331
Herald 948 Saloon	4.875	5.2 x 13"	1472	206305
Black 5 3/8" Gauge				
Herald 1200 (early)	4.11	5.20 x 13"	1312	208961/213512
Herald 1200 Estate/Courier	4.11	5.60 x 13"	1184	208550
Herald 1200-12/50	4.11	5.20 x 13"	1248	213405
Vitesse 6 early	4.11	5.60 x 13"	1184	209036
Black 3 7/8" Gauge				
Herald 13/60	4.11	5.20 x 13"	1216	214527
Herald 13/60	4.55	5.20 x 13"	1344	214531
Spitfire 4/Mk2	4.11	5.20 x 13"	1248	209540
Spitfire Mk3	4.11	5.20 x 13"	1248	
Spitfire IV	3.89	5.20 x 13"	1184	217517
Spitfire IV (USA)	4.11	5.20 x 13"	1248	218223
Vitesse 6	4.11	5.60 x 13"	1184	
Vitesse 2 litre Mk2	3.89	155/80R13"	1120	213444
Vitesse 2 litre Mk2	3.89	Goodyear	1152	214781

With regard to tyre sizes, whilst I would not recommend running less than 70% profile tyres on a standard classic vehicle, here is a comparison:

5.20 x 13" is equivalent to 135/80R13, 145/70R13 and 165/60R13

5.60 x 13" is equivalent to 145/80R13, 155/70R13 and 175/60R13

Thus if you change differential or significantly change rolling radius, you can look to choose an alternative speedo that will provide the correct readings; however, if, as I have done, you regear a



2.



3.

Speedometer disassembly – Note toothed wheel tooth count labelled

948cc car with a 1200 differential and want to keep the early instruments you need to consider getting the instrument recalibrated, or find the right parts to adapt your own!.

There are a handful of firms that can undertake this, perhaps the foremost is Speedy Cables in Abercraf Wales as they operate in close proximity with Caerbont Instruments who have significant history from the start of the need for car Instruments.

By way of a short history, Samuel Smith started as a craftsman and jeweller in 1851. By the start of the 20th Century the firm had grown and become involved in the making of instruments for the first cars with the 'Mileometer' providing a combined speedometer and odometer. Post the First World War they had expanded and moved from Central London the Cricklewood and were also making aircraft instruments. Key to the instruments in our early cars in 1927 Smiths purchased a 75% holding of Ed Jaeger which then became 'British Jaeger Instrument Company'. In 1930 Smith agreed not to compete with Lucas in certain areas, Lucas bought North Instruments in 1933 and Smiths bought out Henry Hughes Marine Instruments in 1935. In 1939 they opened a factory at Bishop's Cleeve Cheltenham to be away from London, indeed the Cricklewood site which had by then become the main repair site was bombed in 1940. By 1944 there were 4 separate divisions with the key one for cars being the 'Smith Motor Accessories'. However, through the 70s they had become too diverse and eventually post 1981 sold the Automotive Instrumentation division to Lucas. Around this time Lucas had set up there wiring harness manufacture in the Ystradgynlais factory employing over 2000 staff. In 1989 Lucas transferred vehicle instrument manufacture to a

neighbouring facility in Abercraf. In the early 1990s Lucas withdrew from the sector and sold the business to the German Company Mannesmann VDO who set up a UK parent Company in Birmingham. Happily in 1993 Caerbont Automotive was formed and bought the Instrument business from VDO, renaming as Caerbont Automotive Instruments, supplying mass markets but evolving into bespoke and heritage activities. Since 2011 they have been under new management

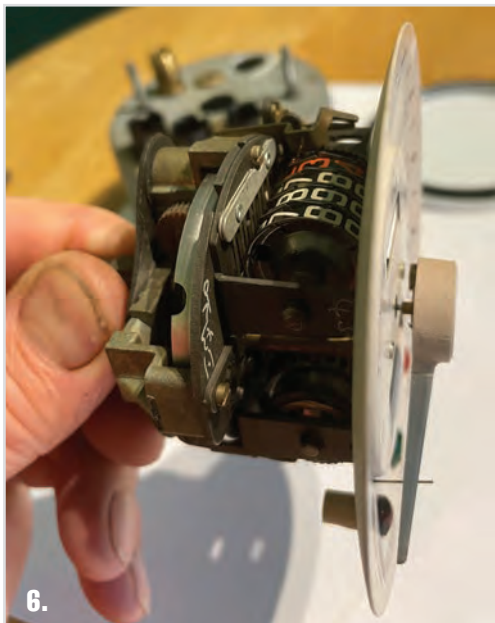
Thus, being based near the primary site of automotive instrument manufacture, and with a significant number of experienced technicians in the area, a key company for instrument restoration is Speedy Cables. Having recently contacted them about possible refacing of instruments they are slightly less flexible than they used to be, they will only reface / reprint instruments if doing a full overhaul. Prices would depend on the state of the instrument provide for restoration but a guide cost is as follows:

Speedometer	£270
Fuel or Temp Gauge	£155

So, can you do it yourself? I have done several over the years, including recalibration, but it is very intricate work. Setting the odometers to a particular TPM requires the toothed wheels to be changed over. The toothed wheels are driven by a worm gear lever pusher mechanism on each side of the main instrument frame. There are 3 different types of odometer between 1960 and the late 1980s, gradually becoming cheaper and changing some components from metal to plastic, so you would need to get the right parts, either from a spare unit with the right parts or by trawling the internet / ebay for new parts where available. The earliest are the most robust. If you have odome-



Trip Odometer disassembly to change toothed wheel



Reassembly to 948 face – Eddy Current driven disc visible inc register mark

ter units in good condition and the donor unit has the same type you could just transfer the units. On the unit I was rebuilding it made more sense to completely disassemble the odometers, clean all components and change the toothed wheels. Changing the speedometer calibration is a little tricky as technically the speedometer needle is driven by eddy current torque from rotating magnets on a non-ferrous disc. Basically the cable drives a rotating magnet frame that induces a response from a free spinning disc that winds against a hair spring for resistance. In Photo 6 you can see the driven disc including a register cutout that can aid referencing the needle position in reassembly, the magnetic plate sits behind that disc. If the diff ratio has changed the spin rate

for a given speed is changed and a different level of magnetism is required. If you have the right alternative speedo magnet drive in good condition you can transfer the primary cast frame mounting of the speedo; yet, a warning, one of the things that can result in any speedo being inaccurate is loss of the correct level of magnetism. Yet another problem is that the hairspring can weaken with age. Thus another option, slightly more challenging alternative, is to try and add some tension to the spring but also to experiment with resetting of the needle position against the hair spring until you get the right speed at around 60mph; however the device may then be less accurate at lower speeds. It can be done by experimentation, indeed by comparative feel for an instrument of the correct or near TPM. On one instrument following a change to a 3.63 diff, I adapted a Spitfire 1500 speedo and did steady speed driving and noted actual speed against timing marks, then repainted a Vitesse speedo face by hand! It took some time!

So maybe save up your pennies if it is a service you need. Some other companies offering recalibration are:

Speedograph Richfield Ltd
Darlington Drive, Arnold, Nottingham.
NG5 7JS
+44 (0)115 926 4235

Basic speedo service rough cost £115, awaiting quote for refacing.

JDO Instruments
42 Box Tree Grove, Keighley
West Yorkshire. BD21 4WT
+44 (0) 1535 603570

Basic Speedo service iro £70-£75

To close off, nearly catching up with current time, here are the index entries of Monthly reports as an immediate ready reference for 2022 and the final half of 2023 of Colin's final 5 reports:

2022

Jan	p20	'Squirtable fun for everyone'	Windscreen washers
Feb	p16	'Tunnel of Love'	Gearbox Tunnel Covers, repairs and insulation
Mar	p24	'The Sum of all parts'	Various fixtures/fittings (Cross Ref with Nov 20)
Apr	p22	'Steering round the bush'	Repair or Replace Steering Rack Coupling Joint
May	p48	'Adaptations and Oddities'	Wheel Arch/Engine valance details
Jun	p30	'Bat Flattery'	Battery Options
Jul	p18	'Belated Happy Birthday'	Herald Courier
Aug	p26	'Heat to the Feet'	Heater output distribution
Sep	p8	'Flash Away'	Indicator Flashers

Oct	p20	'Overdrive the easy way'	Fitting Overdrive
Nov	p10	'Leak Soup'	Solving oil leaks
Dec	p8	'Hark the What???'	The Christmas Carol

2023

Jan	p32	'Off Season Upgrades'	Rear Spring Rebuild
Feb	p14	'Oh what a fuel!'	Fuel tank repair and cap options
Mar	p22	'The Sky's the Limit'	Herald 12/50 60th birthday feature
Apr	p8	'It hasta be Pasta...'	Pasta April fool! Plus rear Damper improvement
May	p8	'Time to call a halt!'	Colin Lindsay's swansong
Jun		No Article	(Awaiting a new volunteer register secretary!)

Finn Adam



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BOND EQUIPE

GUY SINGLETON guy@bondequipe.org

Equipes at 60.

Well, another decade has passed and we have celebrated the 60th Anniversary of the start of the Equipe.

We were kindly allowed by Clive and Andrea Steggall to join up with the 15th Cheshire Microcar Rally which they were organising based at their campsite at Sycamore Farm near Macclesfield. This was held on the August Bank Holiday Weekend, starting on Friday 25th August, with people making their way home on Monday 28th.

Suzie and I decided to travel up on Thursday, in our 2 Litre Convertible, with our Predom Caravan – this is basically the Polish Version of the Freedom Caravan, it was designed to be towed by the Polish Fiat 126, so is quite light. I elected to take the cross-country route and avoid most of the motorways, it takes an hour or more longer but more pleasant driving and potentially less hold



Our Predom Caravan with added awning

ups, and this proved to be true. 5 hours after leaving Marlborough we arrived at the campsite, and were shown our pitch, which given the diminutive nature of the caravan was very generous. Fortunately, I had packed a small awning for the caravan, from a previous caravan, which had not been used for about 10 years, but it did give us a bit more covered space especially as the weather was not as good as it could be!

The evening was pleasant and we had a wander around looking at the many and varied Minicars.



Bob Buckby's Convertible

On Friday we were joined by Alastair Montgomery - known as Monty - who has a white 2 litre convertible. This weekend was the first time he had seen other convertibles. We followed the Minicars to Dunham Massey which is a National Trust House and Gardens about 10 miles away. There we were joined by John & Miranda Ungar, in their wedge-wood blue convertible. We had coffee and a wander around the gardens, a pleasant day, had a bit of



Alwyn & Steve's 4s

lunch and then returned to the Campsite, only to find that we had just managed to miss a thunderstorm that had drenched the site – it was however a good time to put the roof up!

We were also joined by Bob Buckby with his silver convertible. In the evening there was a fish & chip supper in the marquee, very good, and a general opportunity to chat to everyone.

In the morning, we found that Steve Brent had joined us in his green 4s, he had been quite late getting to the site on Friday.

Now Saturday, this was to be the big day for the Equipes. The minicars went off to Port Sunlight, and the Equipes lined up ready for a trip back to Ribbleson Lane in Preston – the place of their birth. Just before we left Alwyn Burgess arrived in his 4s. I had not seen his car for 10 years, he has done great work on it. He decided that the Preston run was too far for him, so he decided to stay at the campsite.

The Equipes going to Preston set off at around 10.30 taking a non-motorway route. Unfortunately, after about half an hour Steve signalled that he had a problem – his brakes were not working properly. A temporary fix was made which allowed him to get back to the campsite – helped by Monty having a well 'equipe'd boot and Bob Buckby for doing the work.



Bob Buckby performing a temporary brake fix.

We then set off again – 4 convertibles, roofs down, slightly inclement weather but not enough to require the roofs going up. We stopped at a garden centre just south of Preston for a lunch and comfort stop, and then into Preston, and found Ribbleson Lane – taking an impromptu drive around the factory site as I missed the turning into Fleet Services building, who occupy part of the site but, although they would be closed, had said that we could park across their gateway. Bob Buckby and I wandered around the site, and met the owner of a carpet shop which was part of the original factory, he very kindly let us in and also showed us though the back of the site. We could at least see the roof structure as seen in some of the old factory photos.

When we returned to the cars, we found John and Monty talking to Neil McDowell, who had been an apprentice with Bond Cars Limited in 1968-70, being made redundant when Reliant closed the factory.

It was good to talk to him about his time at the



Inside Ribble Lane - Now

factory, and he could of course remember the Convertibles being produced and discussed how the cars were built.

The chassis arrived from Triumph to Ribbleton Lane, where the welding shop was, and the Bond alterations carried out, the chassis were then taken to India Mill, where the bodies were fitted, and then transported back to Ribbleton Lane Factory to be built up.



2 litre Production - Then

We then drove around to the side of the factory site for a second photo shoot before going back to the Campsite. This time - having checked that there were no obvious holdups - we elected to go back down the M6 which was quicker but less scenic than the cross country journey up to Ribbleton Lane.

When we got back to the campsite we caught up again with Alwyn and had a better look at his car, and with a quick



Left to Right John Ungar, Bob Buckby, Neil McDowell, myself, and Monty Montgomery
Photo Miranda Ungar



Our Cars on the Eastern side of the factory site

conflab, agreed that he should be presented with the **Car of the Show** award, which was very well deserved indeed.



Alwyn Burgess Receiving his award

Photo Steve Brent

Jane and Lisa Buckby also joined us, with Lisa setting up camp beside her parents.

In the evening we joined John & Miranda and Steve at a Pub before going back to the campsite for the entertainment provided. It rained heavily overnight, and we were glad to have the caravan, rather than a tent.

On Sunday the trip was over the hills into Buxton – this time I was glad I left the roof up, as it was quite wet, and also we got swamped by a lorry going the other way – quite a lot of water still got in, but we would have been very wet indeed had the roof been down.

We had a wander around Buxton, and found a dog friendly café, before going to Macclesfield for some lunch and back to the Campsite. In the evening Clive and Andrea had organised a Hog Roast with more entertainment.

Monday was dry – which helped when taking down the awning and packing away, we managed to get off the site with only a bit of wheel spinning, some of the campervans were struggling and needed help from a Land Rover to get moving.

We had a good trip back, cross country again and dry - roof down the whole way home. The car and caravan needed a bit of a freshen up to get the road grime and mud off once we were home, but we did about 500 miles in all so not too bad.

I have heard from **George Shannon**, who has been restoring a 2 litre Equipe, unfortunately due to his wife's ill health he will not be able to finish it - he has done much of the hard work, but it now needs paintwork and putting back to-



gether to get it back on the road – he is looking for £3500, which I know will be considerably less



than it has cost to get to this stage – if you are interested please let me know, and I'll put you in touch – I have several more photos of the work done so far to the chassis, body and engine for anyone who is interested. The car is in Scotland.

Before I finish I do want to mention a Bond Owner we have recently lost, **Derek Edmonds** who died in August. We got to know Derek many years ago being a stalwart at many South of England Meets in his very original Bahama

yellow 2l convertible, BBY (now owned by Chris Gardiner). Many will remember him sitting with his large ring of keys helping another poor soul who had lost his!

I like this photo of him with his car which had just won Best Bond at the 2016 SEM, It was good to see him so pleased with the win as he had just agreed at the show to sell the car to Robbie Shergold.

Guy



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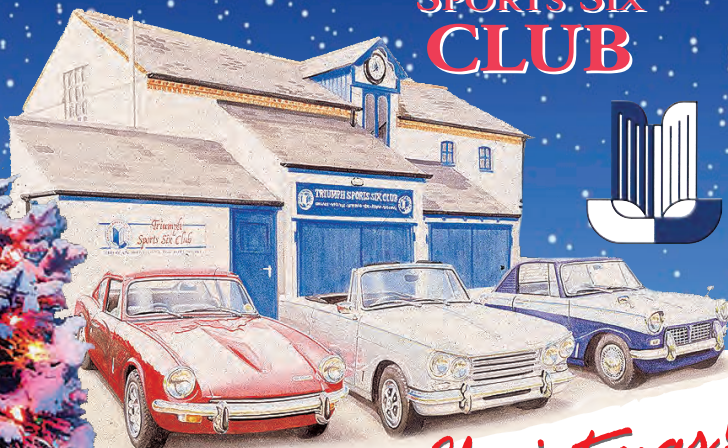
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Track rod ends GSJ185	£12.00 each
Steering wheel (early) RKC509	£30.00
Brake pads GBP233	£18.00 set
Brake discs TKC780	£18.00 each
TR7 brake master cylinder recon (exchange)	£85.00
Recon exchange brake caliper	£48.00
Brake shoes 4 speed GSP794 OE Unipart	£17.50 set
Brake shoes 5 speed GBS813	£18.00 set
Wheel cylinders 4-5 speed	£15.00
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Jackshaft 215207	£240.00
Recon starter motor (exchange)	£120.00
Fan idler pulley bearing	£12.00
Clutch kit TR8 Q/H	£150.00

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Recon exchange J Type O/D 1500	£600.00
Recon Exchange Diff	£540.00
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Front shock absorbers	£24.00
Track rod ends	£9.60
Rotoflex coupling 152273	£48.00
Rotoflex bush kit inc tubes per side	£37.50
Brake shoe Mk I/II/III rotoflex GBS750	£19.50
Brake shoe non rotoflex GBS746	£20.00
Front side/flasher lamp assembly 155416	£24.00
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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
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Norfolk Tea and Cake Run

by Paul Girling, TSSC Norfolk AO

Many thanks to all those that took part on a nice sunny Sunday afternoon in TSSC Norfolk's Tea and Cake Run.

The tulip route included ruins, churches and market crosses. We had 26 Triumphs (and one Standard 10) - 8 biggies, 7 TR's, 4 Spitfires, 4 Vitesses, a couple of early Heralds, and a Stag attending. Great to have some Wensum TRs join us too.

Also imbibing in the tea and cake were a number of locals who came along for a look at the cars. The donations this year came to £263 of which £160 will go to the East Anglian Air Ambulance, £53 towards Mike's (Exxex AO) swim in aid of Bowel Cancer UK and £50 will find its way into club funds.

Well done to Christina and Clare for doing us proud with the baking.







Vitesse 1600, Mk 1&2
DAVE RUMENS vitesse@tssc.org.uk

5 Speed Conversion

Hello everybody. The conversion to five speed of classic cars using a Ford gearbox has become quite popular, but this is the first time I have seen it applied to a Vitesse 6. So let Huw Gwyther tell how it's done.

"Thanks Dave. Firstly, I think I should provide a bit of background as to why I wanted to do this. I purchased the car with what I assumed to be the original box in it. The speedo was showing 72405 miles which again I am assuming to be genuine. All the gears were in there, but it was not always possible to find them, especially in the sequence required. The noises coming from the box were also horrendous and it was difficult to hear yourself think. It was also a non-overdrive box. The two options I came up with was A. source a rebuilt overdrive box or B. fit a Ford 5 speed box. I opted for the latter. I know the cost (almost £3500) is unlikely to be recouped but I now have a rebuilt, stronger and more user friendly box with syncro on first. I believe it is modified to a short shift also. Having made the decision I ordered the kit from Moss in Bristol as a Christmas present to myself. The gearbox is now in and working. Only been on a few short runs but everything seems to be ok. Putting it onto a 1600 engine meant that some alterations had to be made. I spoke to Frontline and as far as they were aware this was the first time such a gearbox had been fitted to a 1600. A Vitesse 2 Litre clutch release carrier and bearing had to be used (I found this out after trying it with the 1600 unit, and it didn't work!) and the slave cylinder was also upgraded to a Vitesse 2 Litre item. Flywheel remained unchanged. As regards the fitting of the adapter plate etc, it was all pretty straightforward, just had to follow the instructions that came with the box. These are briefly outlined as follows, the full fitting instruction are available on the Frontline website, but a printed version comes with the kit.

1. I removed both front seats and carpets for easier access.

2. Remove propshaft.

3. Remove speedo cable completely.
A new one comes with the kit.

4. Remove old gearbox.refer to manual if not sure what to do.

5. Remove bell housing and clutch release mechanism from old box.
Again refer to manual if unsure.

6. Remove old spigot bush. I used the packed grease method with a tight fitting bolt with masking tape wrapped around it to make a snug fit. It came out no problems. Refer to You Tube to see how it's done.

Fit new bush that comes with kit.

7. Remove old clutch assembly from engine and fit new one provided with the kit.

8. Fit adapter plate to new gearbox following the instructions provide.

9. Fit bell housing onto new box/adaptor plate including release mechanism.
Follow instructions.

10. Fit new gearbox rear rubber mount onto the box.

11. Remove old rear gearbox mounting plate from chassis and fit new one provided.

12. Modifications to chassis will now be required so that box does not foul chassis rails. Refer to photos and text. Instructions say there should be a 10mm gap all round.
I don't think I achieved this everywhere.

13. New box is longer than original. I therefore cut transmission tunnel using angle grinder and slitting discs to make fitting easier. I actually cut it twice as I didn't cut enough the first time! I then welded lugs onto cut out section of tunnel and used self tappers to refix. Refer to photos. I did this so that should future removal becomes necessary it will make life easier.

14. Refit gearbox. I put it in through driver's side though passenger's side way will do I suspect. An assistant is very useful to wiggle the

box into place. This is where the missus comes in handy.

15. Install new prop shaft and don't forget to fill box with appropriate oil.

16. The tunnel will need modifying to accommodate re-positioned gear lever. Instructions suggest cutting it in half and rejoining using a suitable filler piece.

17. I also had to bend handbrake lever as it was hitting the gearbox tunnel. Refer to photos. This I did by putting a pipe over the end of the handbrake and bending to fit. It also meant removing the hand brake mechanism as the actuating rod from the handbrake button didn't bend and fouled the sides of the channel. A bit of a fiddle but not that difficult.



Some modification of the chassis rails was needed to stop the box making contact as referred to previously as can be seen in [Pic 1](#).

This involved the surgical use of an angle grinder. I also welded the chassis where the



cuts had been made to retain the integrity of the chassis. The floor also had to be cut to accommodate the angled speedo cable. [Picture 2](#). Frontline reckon the gear lever is about 1" further back than the original, I reckon it is closer to 2.5"-3" further back. The car had the original gearbox tunnel, but I also had a spare fibreglass one. So I used that,



cutting off the rearmost part, cut off the rear of the original tunnel with sufficient overlap to allow them



to be self tapped together. [Pictures 3 and 4](#). But this meant the handbrake lever hit the tunnel and therefore had to be bent to the side [Picture 5](#).





Pic.6.

The completed job is shown in [Picture 6](#). Other problems that had to be overcome was that the

the kit. I suspect it was made for a Vitesse 2 Litre, so the original u/j had to be swapped over. Another thing I noticed was the output shaft on the Ford box was effectively 16mm (approx) shorter than the original, but Frontline assured me that this was correct. The box that came with the kit had a 19 spline output shaft from memory. (Tip. Don't fill gearbox with oil until you have fitted the prop shaft. It dribbles out of the back of the box!)

How Difficult?

Anyone who has done a gearbox swap in the past should be

capable of doing this. It is not a straightforward spanner job though. Some modifications are required but again it should be within the capability of most people who fettle with their cars.

While I had the box out I took the opportunity to re-veneer the dash and door tops and insulate the bulkhead with 10mm sticky foil backed sound insulation. I re-used the original sound deadening to the underside of the gearbox which was in good condition and covered the top with the 10mm insulation.

[Picture 7](#) shows 1600 and Vitesse 2 Litre thrust bearings. The shorter one is the 1600. Gearbox as fitted showing how much the transmission tunnel was cut and my attempt's at stopping the oil from dribbling out of the back of the box!



Pic.7.

(standard) exhaust hit the gearbox. To overcome this a 1 metre length of s/s flex pipe was sourced with the correct internal diameter ends, the downpipe cut, and the flex pipe was routed around the box. The benefit of doing this was that the rear section of exhaust can be bolted directly to the chassis/body with no need for rubber/flexi mounts. There is enough flex in the adaptor pipe to accommodate the movement of the engine. Also, the u/j at the diff was of different bolt spacings to mine on the prop shaft that came with



Pic.8.



Pic.9.

and pulls without any problem. I assume it has a 4.11 diff but haven't confirmed this. I would like to put in a 3.6 diff from a Spitfire 1500 to help the gearing as there is plenty of torque to cope. (If anyone has a spare 3.6 diff please let me know) Can't remember the figures with the old box but 55mph is now quite relaxed.

Downsides. None, apart from the original cost which I am never likely to recoup. Hope this will be of interest to you and other readers of The Courier. Regards

Huw.

The relationship between gearbox and chassis is shown in [Pictures 9 and 10](#).

The Benefits - The overall effect is that the car is much, much quieter (no doubt the extra insulation helps) with no transmission whines, thrumming noises or other strange gearbox noises. A lot nicer to drive with precise gearchanges. Some of the gearshifts are a bit stiff but I expect they will loosen up with use. 2000 revs in fifth gives 37mph, 3000 revs gives 55 mph, speeds taken off a GPS. It goes into 5th gear at 20mph

Thanks Huw for breaking new ground with not only an excellent and interesting article, but showing a modern alternative to fitting an over-drive gearbox. If you have any queries concerning Huw's conversion then send them to me and I will forward them on.

Well that's me for this month, see you all in November.

Safe Driving & Keep Running On All Six

Dave



Pic.10.



Very S.M.A.R.T. modelling

A briefer than intended piece from me this month. Late as ever so I need to get something put together and off to Bernie before he communicates me!

I am relying this month on regular correspondents **Chris Longhurst** who first let me know about this particular article, but this time also **Ralf Wommer** who created

these detailed models and put the article together for the website.

I would hope most people can look up the article (<https://tinyurl.com/ValeriePirie>) to see for themselves the detail put into the models, for those who are unable to I will include here a sample of the whole piece.

The theme this time is **Valerie Pirie** who drove the rally car ADU 467B for S.M.A.R.T. (Stirling Moss Automobile Racing Team). Ralf has created 5 separate models with one in the livery of each rally Valerie and one of her navigators – **Yvonne Hilton**, **Anita Taylor** and **Susan Reeves** – took part in.

Sadly, of these five events in which Valerie drove the Spitfire, they did not finish in 4 of them (3 from engine defects) but did come 70th in a field of 158 starters in the RAC rally. Not so bad really for someone who started out at 18 as Stirling Moss's PA, and subsequently took on many varied roles.

Ralf notes that although he begins each model with Corgi Vanguard Spit-



1a Valerie Pirie (GB)

Her Navigators



fire models he also has various parts and transfers manufactured for him including rally wheels, lamps and grilles so it is not an inexpensive hobby.



Coupe des Alpes – 22nd – 27th June 1964



Tour de France – 10th – 20th September 1964



R.A.C. – 12th November 1964



Rally Monte Carlo – 16th – 22nd January 1965



Rally de Tulips – 25th – 30th April 1965

design of the car, starting just with one searchlight fitted centrally on the bonnet, then later adding the two inner headlights either side as well as installing a central headlight on the bonnet. Then also adding extra lights on to the front bumper.

A lot of work has been put into making these models so if you can I would suggest having a close look at the web page.

The events were:

Coupe des Alpes – 22nd – 27th June 1964

Tour de France – 10th – 20th September 1964

R.A.C. – 12th November 1964

Rally Monte Carlo – 16th – 22nd January 1965

Rally de Tulips – 25 th – 30th April 1965

And finally, something completely different spotted on Guy's Facebook – apologies but I didn't make a note of exactly where I found it – but it is rather a

nice item to add to my collection of non-Triumphs, even if I am straying slightly from Spitfires with this Herald Range!



Suzie

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

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

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Don't Believe All You Read

It's hard to come up with informative and original text for your enlightenment and entertainment month after month (for the statos, this is my 380th piece for The Courier), so this month I thought I'd hand over authorship. You can probably guess what's coming... how would AI fare? It seems you have to pay to use ChatGPT, but there are other competing systems.

I found the still experimental Google Bard, and I made the request, "*Give me 800 words on Triumph-based kit cars*". Here's what it came straight back with... remember my title to this piece:

Here is an overview of Triumph-based kit cars, with a focus on the most popular models:



Spartan

Spartan 2-Seater (1969-1982): One of the most popular Triumph-based kit cars, the Spartan 2-Seater was based on the Triumph Herald or Vitesse chassis. It was a lightweight, two-seat roadster with a wooden frame and aluminium bodywork. The Spartan 2-Seater was powered by a variety of Triumph engines, including the 1.3L, 1.5L, and 2.0L four-cylinder engines.

Locost (1992-present): The Locost is a modern take on the



JC Locust

classic British kit car. It is based on the Triumph Spitfire chassis, but it uses a variety of modern components, including a Ford Sierra engine and a Lotus Elan suspension. The Locost is known for its simplicity and

affordability, and it has become one of the most popular kit cars in the world.

Caterham Seven (1973-present): The Caterham Seven is another modern kit car that is based on the Triumph Spitfire chassis. It is known for its lightweight construction and its high performance. The Caterham Seven is a popular choice for racing and rallying today.

Miglia Special (1960s-1970s): The Miglia Special was a rare and exotic kit car that was based on the Triumph Herald chassis. It was designed to resemble a 1930s Alfa Romeo Grand Prix car. The Miglia Special was powered by a variety of Triumph engines, including the 1.5L four-cylinder engine and the 2.0L six-cylinder engine.

Tiger Moth (1970s-1980s): The Tiger Moth was a British kit car that was based on the Triumph Spitfire chassis. It was designed to resemble a World War II biplane. The Tiger Moth was powered by a variety of Triumph engines, including the 1.5L four-cylinder engine and the 2.0L six-cylinder engine.



Caterham Sevens



Miglia Special

These are just a few of the many Triumph-based kit cars that have been produced over the years.

These cars offer a unique way to own and drive a classic British sports car. They are also a great way to get involved in the world of motorsports.



Tiger Moth

Here are some of the factors to consider when choosing a Triumph-based kit car:

Your budget:

Kit cars can range in price from a few thousand dollars to tens of thousands of dollars.

It is important to set a budget before you start shopping.

Your level of experience: Kit cars can be a challenging

project to build, especially if you are not mechanically inclined. If you are a beginner, it is a good idea to choose a kit car that is relatively simple to build.

Your desired specifications: Some kit cars are more customizable than others.

If you have specific requirements, such as a certain engine or transmission, you will need to choose a kit car that can easily accommodate them.

Once you have considered these factors, you can start shopping for a Triumph-based kit car. There are many kit car manufacturers and suppliers available, so you should be able to find one that meets your needs.

Building a kit car can be a rewarding experience. It is a great way to learn about cars and to get involved in the world of motorsports. If you are looking for a unique and challenging project, a Triumph-based kit car is a great option.

It's me back again, Trev, a genuine homo sapiens. Google Bard started well, the Herald-based Spartan was indeed one of the most popular, in terms of numbers sold, of the Herald-based kits, and one of the first to be available to buy, from 1973.

The picture of the blue Spartan Q127RGF was taken by me at a South of England Meet some years ago.

Now things go a bit awry. The AI references the Locost car, which is an actual kit car, and

could be one of the most popular kits of all. Unfortunately the description is quite inaccurate. The Locost is not based on a Spitfire chassis. The Locost developed from the car that could be built following instructions in the book by **Ron Champion, "How to Build a Sports Car for as Little as £250"**, first published in 1996. The book included instructions on how to build a chassis from tubular steel. It didn't explain how to cast and machine an engine block, the Ford Sierra was the typical donor for its engine.

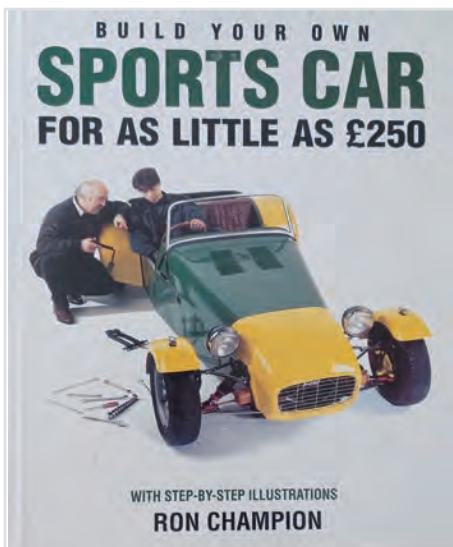
You probably know that there is a Lotus Seven-style kit car that does use the Herald chassis, the JC Locust, which I have written about many times, most recently September and October 2022, and March 2019. I include photos of two JC Locusts from my archives, RCE32J and JWV890F; I've always liked



this rear view of JWV890F, it is the only kit Triumph kit car, apart from my own Moss Malvern, that I've seen sporting a "Herald" badge.

With its next example, the Caterham Seven, Google Bard deviates ever further from the truth.

You all know that neither the Caterham Seven, nor



its progenitor the Lotus Seven, ever used the Spitfire chassis.

These cars did use some Triumph parts, early ones I believe had the Herald steering rack and column, and the Herald double-wishbone front suspension. This front suspension carried on into modern Sevens, at some point moving to a trunnionless upright at some point. I include one of my photos of two modern Caterham Sevens taken at a local breakfast meet, and a close up of a modern Caterham front suspension, so you can see the Herald connection.

The choice of the Miglia Special as its next example is an interesting one. There was a Herald-based kit called the Miglia. It has

such modified cars before you start.

The photo of Miglia ABC287K was taken from the auction site www.historics.co.uk, it sold for £17,546 in 2018. Despite its Maserati badging, this car is Herald-based, it has a 2500cc TC engine. A little bit of research discovers that the car is now in Hong Kong.

For its fifth example I can only assume that Google Bard is trying to show a sense of humour. Do I need to say that the Tiger Moth biplane was not built on a Triumph Spitfire chassis?! I've included a photo of a Tiger Moth, K2587, which was taken by my very good friend, retired Navy Commander and aircraft nut, David Faulks. If you Google the registration you will see that this is a sort of "kit plane", but no hint of inclusion of any parts from a Triumph Spitfire.

After its five "examples" of Triumph based kit cars



connections with the Sammio and Formosa kits, and there was also the Ribble company, for a while. The Sammio first appeared around 2011, and the Miglia a year or two later, so Google Bard's production period is pure fiction. I have written about Sammio cars, less about Miglia. I have no hard data, but my impression is that the number of Miglia cars built was quite small, possibly in single figures, but don't quote.

The definitive history of these connected Herald-based kits has yet to be written... I know what you're thinking... I have my reasons I haven't done this research job myself... but I might get to it one day. The Formosa kit can be bought today, and some good looking cars have been built. I have just one piece of advice for anyone thinking about building a Triumph-based Formosa, make sure you understand the current government rules on registration and testing for

Google Bard gives us some general advice, and, to be fair, this is not bad at all... I could have written much the same myself. We can forgive its use of Dollars, but there is one point I question, "...to get involved in the world of motorsport". While there are some one-off racing cars using Triumph parts, and a few Herald kits doing hill climbs, this is very much a niche within a niche. Even the most diehard of Herald fans will admit there are better cars to go racing with.

It also gives the impression that there are still many Herald-based kit car companies trading, which is not the case, there are only a few.

So, the conclusion of my little experiment is clear, if I want my monthly article to be truthful and accurate, I'm going to have to carry on writing it myself... for the time being at least. Also, despite my request for 800 words, Google Bard only gave me 527, and I had to write 960 words to correct it!

Trevor

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



Mk 1/2/3

<http://cook1e.blogspot.co.uk/>

ANDY COOK gt6@tssc.org.uk

My GT6 in the 2023 RBRR



GT6 by Loch Naver in the Scottish Highlands on a previous RBRR.

A big month for me with the GT6 this month.

From **6th to 8th October I'll be taking part in the Club Triumph Round Britain Reliability Run (RBRR)**, driving 2,000 miles in 48 hours around the British mainland with co-driver Glynn Davis in my GT6. Although this will be the 9th time I've entered this event it's the first time I've used the GT6 since 2010, the 2010 occasion didn't end well, we had a large antlered stag run out in front of us in the Scottish Highlands between Perth and Inverness and spun off the road avoiding it at around 3am. This damaged the rear suspension bending a tie rod, we limped the car to the breakfast stop at John O'Groats and when the daylight came tried to straighten the tie rod but it broke. I had to be recovered by breakdown services all the way from John O'Groats to Hampshire. Hoping for a better outcome this time! The event raises money for a different selected charity each time, over the years Club Triumph have raised over £800,000 for various charities and this year it's the Huntingtons disease Association. With 130 Triumphs entered into the event, the target is to raise £100,000 for the charity. If you would like to sponsor our team

it would be most appreciated, please visit our

Just Giving Page

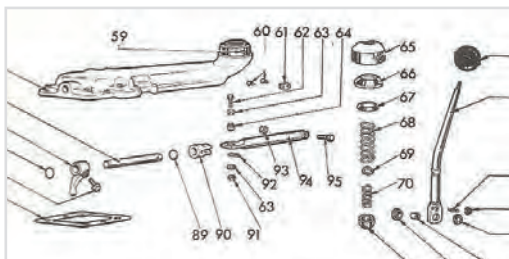
<https://www.justgiving.com/page/andrew-cook-1691241902233> .

Next month I'll be reporting on our exploits from the run, also there are 8 GT6s in total entered for the event this year so I hope to have pictures of all the other GT6 team cars.

In order to have the best chance of success I've been going through and preparing the car, in the main this is giving it a good check over and major service and I have already replaced most of the brake parts and the front wheel bearings this year. One job I had to do when preparing the car was replace the gear change remote bush kit. The gear change had started to get imprecise and the car would go into reverse without pushing the stick down as sure sign of an issue. Sure enough when removing the tunnel carpet it was obvious that the plastic dome washer had given way and allowed the outer spring to push through. The inner spring also managed to get past the circlip due to the extra movement. I bought an improved gear change bush kit from Canley Classics that includes a steel dome washer to replace the plastic one that is prone to failure.



Damaged plastic dome washer.



Details of remote bushing from the Triumph factory manual.

All fixed now, also while the tunnel was out I drained and topped up the gearbox/overdrive oil and cleaned the overdrive filter.

Other jobs to prep the car included, oil and filter change.

Clean and re-oil the K&N air filters

Diff Oil change

Tappets

Timing

Tune carbs

Re-grease wheel bearings

Oil the trunnions

Grease the steering Rack

Adjust the brakes

Top up coolant and brake fluid

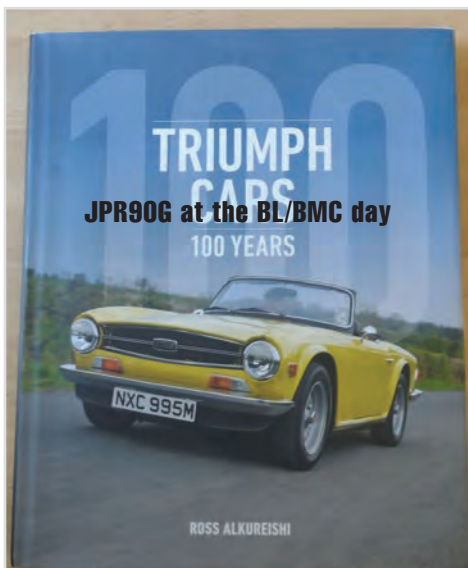
Check tightness of suspension bolts

A little tip for anyone replenishing gearbox or diff oil, I used to use a big metal syringe pump made for the job but it was really messy, however I recently bought a big 200cl medical syringe on ebay



Large medical syringe for topping up gearbox and diff oil.

which is much better for the job as the plunger can be removed and the syringe topped up with oil.



100 years of Triumph Book

Sometimes being the GT6 Register Secretary has it's perks! Last year I was contacted by a motoring journalist/author Ross Alkureishi who was writing a book covering the history of Triumph for this year's Triumph Centenary. Ross discussed the Triumph GT6 and checked some facts with me while researching for his book. Recently he contacted me again as the book had been published wanting to know my address so he could send me a free copy. A very nice book it is too. I understand he contacted many of the other TSSC register secretary's regarding other Triumph models and there is an acknowledgement page where I and several other TSSC officials are mentioned which was very nice.

British Motor Show, GT6s

In August I displayed my car at the big British Motor Show at Farnborough Airport as my local classic car club (Fleet Classic Car Club) had a stand there. One advantage was that I was given 2 wristbands for free entry to the show across the 4 days, a four day ticket would have been £45 so free entry for two was a real bargain!



My GT6 on the Fleet Classic Car Club stand.

There was one other GT6 at the show, I didn't get a chance to meet the owner though although I did drop by several times over the show days. The car was displaying a TSSC sticker so hopefully the owner is a member and will see his car pictured here.



The other GT6 MK3 at the British Motor Show.

Renewable Sustainable Fuels

The big buzz I noticed at the British Motor Show was renewable sustainable fuel which is now available from a company called Sustain. I was at Goodwood Festival of Speed earlier this year and it was a big feature there too. The fuel is made from farming crop stalk waste that would normally be disposed of or burnt off. I did go to a talk that was being held on the main stage at the British Motor Show about it and Sustain make several versions of the fuel in various Octanes. The great thing is it's totally ethanol free and any carbon emitted already exists in nature so it doesn't cause any new pollution. It's a real sensible alternative to electric cars and the great news is classics can be run

on it with no issues, in fact one version is made specifically for classics. At Goodwood Festival of Speed this year they were running Blower Bentleys on the stuff! One point I wasn't aware of be-



Blower Bentleys at Goodwood Festival of Speed powered by Renewable Synthetic Fuels.

fore attending the presentation is that it's so environmentally sound that the German Government has recently scrapped their plans to ban sales of internal combustion engine vehicles in 2035 as long as any new vehicles sold can run on renewable sustainable fuels, which to be honest every internal combustion vehicle can! This has put the whole EU directive to ban ICE cars from 2035 in turmoil as Germany has refused to agree to comply. Of course the German government there would have had some heavy lobbying from the German car manufacturers such as BMW, Mercedes, Audi and Porsche to persuade them. But actually the renewable sustainable fuels are far better for the environment than electric cars as there is no environmental damage caused by mining for batteries no used battery disposal, its even possible to recycle existing ICE cars by restoring them. Also while a large proportion of electricity for vehicles is generated via gas or coal it really is much cleaner in use too. Currently the price is a bit high at around £4 per litre but this will come down as it becomes more popular and also tradi-

tional petrol/diesel will only increase in price ever the next few years so there will come a time where it's more economical to use sustainable fuels. Most of the F1 teams use sustainable fuels today as it can be produced with a very high octane level for motorsport. It would be nice to think that our government will see sense and follow Germany's lead and scrap the stupid idea of banning new internal combustion engine cars, there again being sceptical I reckon many of our politicians are probably on the boards of or major shareholders of electric car companies and will lose out financially so are unlikely to follow the sensible route and change course. The good thing though for our classics is that there should be no worries about oil running out for fuel in the future as we can just move over to renewable sustainable fuel.

Camberley show

Another local car show in August that I displayed the GT6 at was the Camberley Car show. Annually the town centre roads in Camberley are closed off and the roads and pedestrianised areas in the shopping centre are opened up for classic cars to be displayed which is really quite a spectacle. There were several GT6s there to look at too!

GT6s at Camberley Car Show:-



My GT6 at the Camberley Car Show.



David Burden's MK2 at the Camberley show, a recent purchase added to his collection which includes another unusual MK2 with a MK3 front end.



David's MK2 with mine in the background.



Andy's GT6 2.5L triple webbered MK3.



Doug's GT6 2.5L MK3.

From the Archives

As I'm entering the RBRR this month here are a few pictures of GT6s in previous RBRR events. I entered the event 8 times before but only the first the of those were in my GT6, however there were always plenty of other GT6s entered for me to photograph.



Not the best ending! My GT6 being re-covered from John O'Groats, 2010 RBRR.



Tim Wards 2.5 efi MK3 at the start of the 2012 RBRR in Enfield North London



Roy Lacey's 2.5 MK1 at the start of the 2012 RBRR in Enfield North London.



Roger Hoogman's (from Holland) MK3 at the start of the 2014 RBRR in Enfield



My GT6 at Lands end on the 2006 RBRR.



My GT6 at John O'Groats on the 2008 RBRR.



American co-driver Doug Jenson chases the wildlife in the Scottish Highland on the 2014 RBRR.

This picture taken by me has appeared in several classic car publications, a shame I wasn't rewarded for it!



Tim Ward and Roy Lacey's GT6s at Knebworth House, the start of the 2018 RBRR



Tim Ward and Roy Lacey's GT6s at Knebworth House, the start of the 2018 RBRR



Well almost a GT6 in body style anyway, Team GB Olympic Judo competitor and Commonwealth games gold medallist Chris Sherrington's Ford Zetec Engine T4 at Lands End on the 2014 RBRR.



The original Kas Kastner GT6 race car that Dave's car is based on



Ian Foster's Mk2 in the Scottish Highlands on the 2016 RBRR. North London.



Karl Reilly's GT3 MK3 at Knebworth House, the start of the 2021 RBRR.

Dennis Benson's US Import MK3 with sun bleached patina at Bude Castle 2018

Andy



TR 4/4A/5/250/6

BERNARD LITTLEWOOD tr4-tr6@tssc.org.uk

Exhaust Separation - Again!

It all started back in 2014, as I was pulling off my drive in my TR4A to go to Classic Le Mans the join from the front exhaust downpipes separated from the middle section exhaust pipe, what a great start I thought.

I quickly jacked up the car and was able

to re connect the two pipes and tighten up the U clamp. There wasn't enough of an "overlap" for me to be confident that the fix would last and I couldn't move the rear section forward any more than it was as the rear exhaust box was already nearly against the chassis and the shape of the middle section pipe wouldn't allow me to see if I could create less of an overlap on the join to the rear box to give a greater overlap on the joint that had separated, but it got me and my son Jack to Le Mans and back so I thought that I would leave it for 10 years and if it hadn't separated again, I would look upon it as a permanent fix.

Forward to 2022, when driving out of the Chepstow show it separated again, however, I had just driven over one of those "traffic calming" humps and had heard a scrape, so I put the fact that it had separated down to the U clamp being displaced by this hump, jacked the car up re connected the two sections.

After a run home from the Festival Fields show in Swansea with the TR running spot on, I parked it up in my garage and left it until the run to the Much Marcle show the next weekend.

On the day of the Much Marcle show I jumped



Reconnecting the exhaust at Pontypool

into the TR which started first time and pulled onto my drive, left it idling while I closed and locked the garage door, then jumped back in and drove off, I hadn't gone 5 yards (I can use yards now so Boris said) when I noticed that the TR sounded louder than usual (extremely louder than usual) and even after pulling out my hearing aids, it was very uncomfortable when accelerating or over 2000 rpm.

I decided to continue the 18 miles to the club rendezvous in the hope that I would be able to sort it out before the journey to Much Marcle. At the rendezvous I found club member John Pearce was already there, so jumping out of my TR, I asked John to get his jack from his Spitfire, I don't like working under a car using a jack even with the road wheels in place, but using two jacks makes it far less likely that a mishap can occur. With the car jacked up I was able to re connect the two sections and the rest of the journey and return trip went without a hitch (to my TR, but not AOMeg's 13/60, but that's a different story).

As the "fix" had only lasted 9 years I decided to finally sort out a permanent "repair". I jacked up my TR and put axle stands underneath it and using a vernier caliper I measured the diameters of the two sections, 44 mm & 48mm. The closest

Pipe extension trial fitted



sized stepped joining piece I could source to effectively extend the amount of overlap be-

had caused most of the coolant hoses and the carburettor jet pipes to degrade. After changing



Finished Repair

tween the two sections was one with inside diameters of 45mm & 50mm, so I placed the order along with the appropriately sized U clamps.

They arrived two days later and with the car jacked up and placed on axle stands I trial fitted the extension pipe, it was a very neat fit on the 44mm side and a very loose fit on the 48mm side (as expected). The extension pipe did not have any "slits" in it to assist the U clamps in making a tight join, so I used my angle grinder (Grimmer to CG) to cut slots in both diameters. Using exhaust paste to assist sealing the extension pipe was slid in place and the two new U clamps were tightened.

Let's hope that this repair will last my ten-year threshold, but I doubt I'll be around to find out!

**WHEN YOUR EXHAUST PIPE BREAKS,
DO WHAT IT TAKES!**

**"With the wind in your hair of a
thousand laces" - JET (SU)**

I received an email from club member Mike. *"Hi Bern, I wonder if you can help me, last year I imported a kit car with twin SU carbs fitted, the car hadn't run for years and the Florida sun*

all the hoses, oils etc, fitting a new battery and getting the engine to turn over with a good spark (new electronic ignition fitted) it was time to fit the new jets. I did this and set them to the recommended settings of 1 ¾ - 2 turns below the bridges. The pistons moved freely and included in the jet kit were new float valves and seats so these were also fitted. Over the last few months I have tried everything (probably 3 or 4 times over) that I can think of to get the engine running properly. If I had hair, I would have pulled it out. I had previously rebuilt the carbs on my Spitfire and got that running very well with a few tweaks to ignition timing and mixtures, but I am at my wits end with this kit car, I have checked the timing a few times more out of frustration. I am not a total novice with SU's but this has me stumped".

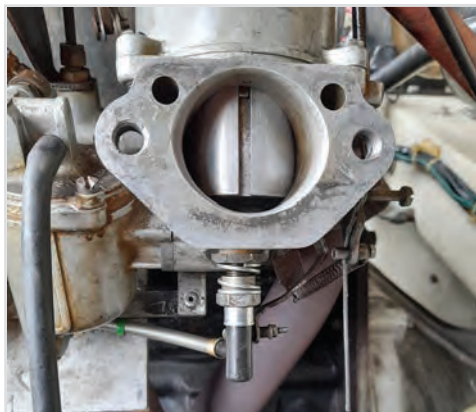
After a telephone conversation Mike decided to have the car delivered to me from Port Talbot for a very reasonable £40 for me to check out. I could see from the counter sink screws holding the dashpots in place that the carbs had been "worked on" in the past, so after removing the dashpots and checking that the metering needles were positioned correctly (they were) and still serviceable and that the springs were present I re-



Obvious sign of poor carb rebuild

moved the float bowl tops and checked that all was well with the floats and valves and that there was fuel in the bowls, all looked fine. All the parts were then re fitted.

Next, with the choke linkages detached, I



Jets set far too low in attempt to get fuel flow

checked that the jets were moving nicely in the bearings, the front one wasn't so with the damper removed from the dashpot I used my jet centralising tool (the wrong end of a pencil will suffice) to centralise (what else?) the jet bearing by slackening off the bearing then nipping it back up a with tool applying pressure to the piston/needle assembly.

The next stage was to set the jets to the approximate height (1 $\frac{3}{4}$ - 2 full turns of the jet down from level with the bridge). While screwing the jet adjusting nut up to near the top of the bridge the jet came into contact with the needle and the piston/needle assembly was pushed up! I wound the jets back down, disconnected them

from the float bowls and removed them from the carbs. Using a selection of drills (blunt end) I measured the jet bores, they were just over 2mm (0.090"), far too small for the carbs fitted. VERY carefully using a 2.5mm drill I "opened up" the jets and re installed them. With the jets wound 2

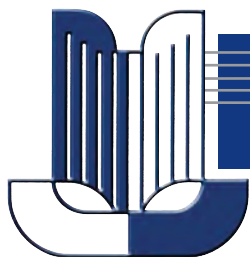


Set correctly Jet pushes up needle and piston

full turns down from the bridge and the choke linkages re connected I turned the ignition key, the engine fired, started and after a few minutes I was able to push in the choke, then with the ignition timing checked and set I turned the jets about an eighth of a turn up and balanced them with my Crypton air flow gauge. The engine ran very nicely and the air/fuel mixture looked good when I checked the spark plugs after 10 minutes of idling/revving, but this would be checked/adjusted after a good 20 mile run. I called Mike and told him that he had bought the wrong size jets. He replied that when he had called the specialist to order the jets he had been told that there "is only one size jet on SU carbs, the metering needle is what alters the fuel delivery". Well, I don't know if there was some kind of mis communication, but I can assure you that this is not correct, so if you ever fit new jets to your SU carbs check the bore sizes of the new ones against the old ones and if you currently have fuel delivery issues it might be something that you should check out now. Mike's engine ran very well with the "modified" jets, but I did advise him to buy the correct sized jets and replace the ones that I had drilled out, did you Mike?

The wrong size jets are as bad as it gets!

Bern



Readers Write

e-mail: courier@tssc.org.uk

Factory Test Routes

Dear Bern,

I was sorting through a lot of my old Standard-Triumph paperwork the other day – some of it from my own days, and a lot more from my late Father's time who was with the company from 1921 to 1961. One of the things I thought might be of interest to current TSSC members was to replicate one or two of the long-distance test routes that were in common use by all the Coventry car companies before WW2 – and afterwards as well, but before MIRA at Nuneaton came into common use.

The two routes that are still 'do-able' were out and back trips to the West Country and Wales. I used them myself when working in the London showroom in the 1960's when occasional customers (usually Americans) would ask me to put 1,000 miles on their new car and undertake the 1,000 mile first service before actually taking delivery. It occurs to me that as the routes in question start and finish in Coventry and pass through a number of different TSSC areas, the respective AO's might think it an idea to get together so that their members could join in to either do the full out and back event (Coventry to Destination and back to Coventry) or join it at a convenient location and then leave it on the return run? The important thing is none of these routes use motorways because we didn't have them pre WW2 and even in the 1960's they were not as far reaching as they are today. Even in my day when 'running in' new cars, I avoided motorways as the Ensis engine oil supplied in all new cars out of Canley in the 60's and 70's was a straight SAE 30 mineral oil with few additives that didn't take kindly to the high temperatures imposed on tight, new engines. Bearing failure, broken piston rings and scuffed cylinder on new engines caused by high speed running in the first 1,000 miles was by no means unknown.

The routes I used when getting new cars to their first 1,000 miles were certainly used for testing prototypes and very demanding in terms of hours at the wheel. Quite how the crews of the 20's and 30's

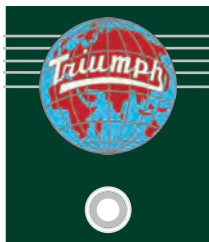
stuck at it with slow-revving side valve engines, non-synchro gearboxes and no interior heating is a mystery, but they did. A feature of all these trips was that somewhere near the 'return to Coventry point', the test crews (usually 3 per car) would extricate themselves from the fuel tins, tools, parts and general palaver and get out a primus stove and frying pan to have a bacon and egg fry-up in a convenient pull-off or car park either in mid-Wales / Snowdonia / Exmoor / Dartmoor. Often these took place when cars from other manufacturers such as Austin, Hillman, Humber, MG, Morris, Riley – and whoever were present. All the test crews had a selection of favourite locations that were usually occupied in the wee small hours by others doing the same thing. Officially, such inter-company fraternisation was strictly forbidden at these venues but these meetings of skills and technical expertise often saved the day in ensuring a troublesome car could be jury-rigged in whatever way it needed, to ensure it had a reasonable chance of getting back to its home base at about the right time. These trips were not just occasional. In terms of new models due for imminent announcement prior to going on sale, testing was continuous. Once back at the factory, the trip log sheet was handed over at Experimental and if no problems were showing, work required, or new parts needing fitting for evaluation, it set off again with another crew to either do the same route it had done a few hours earlier, or a shorter or longer one to ensure the test schedule was maintained.

The purpose of this note is to say that if any AO's would like to contact me with a view to organising an event tracing those routes – and of course, having a fry-up as a feature at the halfway point – I'll be pleased to hear from them. **My email is johnbmacartney@gmx.com and my mobile is 07770 923191.**

Can't take part myself, unless as a passenger, as I'm now Standard and Triumph-less and have been for quite a long time. In any case, our modern Vauxhall would look rather out of place and I don't think I could stand the discomfort it unfailingly affords for such a long trip. At three score years and ten, my joints aren't what they were!

Cheers,

John Macartney



INTERNATIONAL LIAISON
JOHN LAY & JESS SMALE
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Hunting the Totems

There's been some lovely feedback about John's special Le Mans report that appeared in the September issue of the Courier (so here's a big thank you from him).

This month we're lucky to be able to follow that up with this lovely report from **Chris Anthony**, who lives near Le Mans, and who sent us this tale of a Le Mans related trip that he made earlier this year in his 13/60 Herald. The trip takes us back to an even earlier, road based race.

It's a bit cheesy, but we open with a picture of Chris's Herald on a different trip, a couple of years ago, then it's over to Chris:

"Le Mans. Say that to just about any car fan and they will either think of '24 Heures du Mans' or 'Le Mans Classic' some will even think of both. I can't ignore them as I happen to live about 45 minutes away from the circuit. Well, how about the 1906 French GP, the forerunner of the endurance weekend.

In early 2023 I came across a local report of an event organised by a classic car club in the Sarthe who retraced the GP route, I missed the event itself due to other commitments but the idea did interest me. After spending some time researching the subject on the internet I



Chris's Herald

decided I wanted to do it in my Triumph 13/60 - Ruby.

There is an excellent PDF booklet full of details about the origins, drivers, cars and everything related to it (don't worry it is in English) for anyone wanting the full history, 'Let us tell you the story of the Automobile Club de France's 1st Grand prix in 1906'. I'll restrict my comments to a few outlines to whet your appetites.

In 1905 the idea of a French GP was mooted and candidates to hold the event sought. As the Gordon Bennett Cup races had turned into a huge commercial success a Mr. Singher, a member of the Automobile Club de France and the head of an insurance company in Le Mans, gathered a group of local business men with the aim of putting together a bid for the race.

The Newspaper L 'Auto commented that the 'local population were motoring fans' and noted the Le Mans Council had no special rules concerning vehicle circulation. 17 applications were received with Le Mans and Brie being short listed.

The Le Mans circuit was chosen because the circuit proposed offered superb straights, wide roads and well kept surfaces which the selection committee believed would give every opportunity for record breaking speeds.

The race was to be held over 2 days with 6 laps on the Saturday and 6 on the Sunday, a lap was 100 Kilometres.

Once the deal was signed work started on building pits, stands

and all the other amenities associated with such an event. Special trains were laid on from Paris as well as other towns and cities.

A huge advertising campaign was launched as

of the route was, and still is, public roads which can be driven. The stands and pits have long gone as have 2 sections of specially created 'road' that were

built to bypass a couple of villages where it was considered the public road was too twisty. These 2 sections had wooden planks as the surface. From my researches and on my drive I did manage to identify where these two diversions would have been.

There is one structure that does remain though, a bridge that was built under the road so that spectators could pass from a zone outside the circuit to a zone within it. These pictures show The bridge created for the race and the pedestrian path under the bridge



benefits such an event, it included explaining to locals who lived along the route that they should stay off the roads during practice days and the race itself for their safety as the competing cars would be travelling at high speed. You have to remember that back then the fastest most of these people had travelled at or seen would have been the speed of a galloping horse. The cars would be going up to 140 kph.

The event was such a success that the organisers decided they wanted to take the idea further and create an annual endurance race. The rest, as they say, is history.

So, in 2023 what remains of this event? The basis

linking the outer zone to the inner zone of part



of the circuit, with Ruby my 13/60 having a pause. As you can see the circuit is straight and flat, ideal for high speed records – but not by me that day.

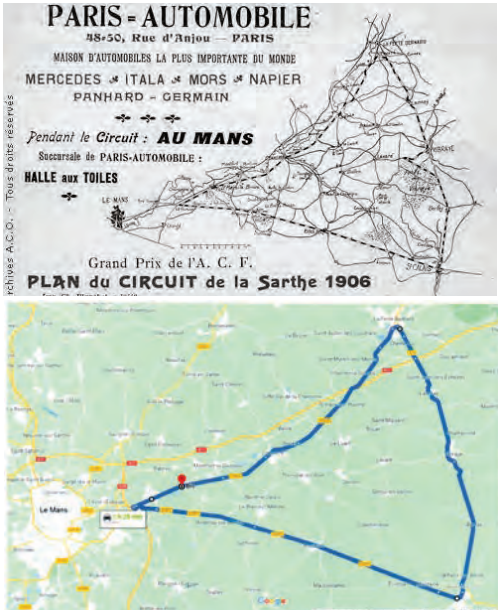
Driving the circuit it is very easy to imagine the appeal to the organisers; the circuit is virtually an equilateral triangle and very flat although there is one section where the road does climb, slightly, and where stands were erected so that spectators could see the cars coming from a good distance. To add to the pleasure of driving the circuit there are now a number of commemorative plaques and 'totems' along the way, it is a bit of a treasure



hunt to localise them using the internet and I failed to find a couple before setting off but did come across one of them on the drive which pleased me no end.

For me it was an interesting day out including the outward journey and return via a different route from and to home. I have to admit that as a scenic trip it isn't the best, by a good margin, that can be had around here but it was interesting and I am glad I did it.

A picture is worth a thousand words they say, so I'll let them tell some more of the story:



The original route and the modern day version:



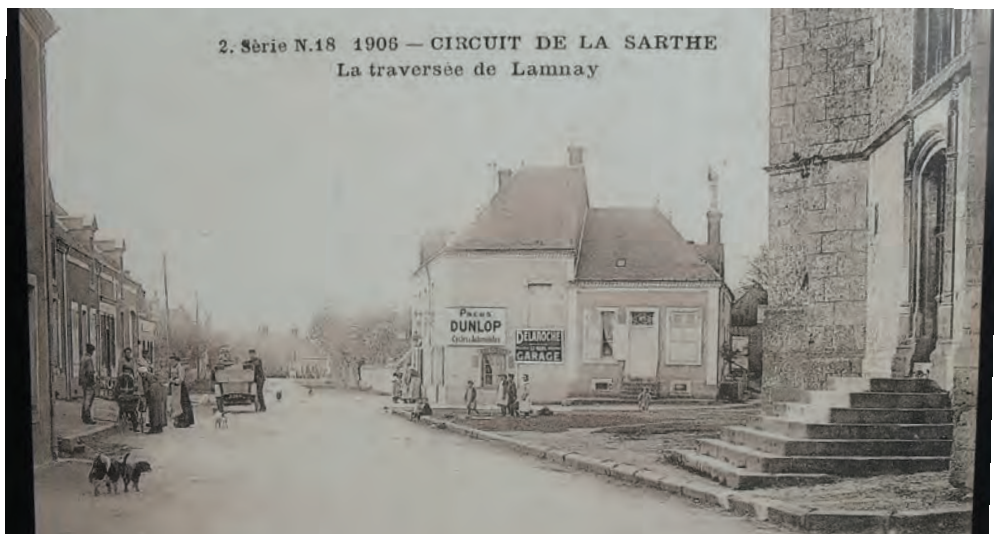
One of the wooden plank sections of the circuit - the noise of high speed cars crossing must have been terrific!



Commemorative statue in the village that was the start of the circuit



An example of the commemorative 'totems'



Then and now, photo on a totem and the same shot now, the war memorial is later than 1906 as they didn't appear in France until after WW1. Finally, just to show that not everything in the



Sarthe is car related, this is along part of the route. The airfield where they were based at that time was in the area. "Wilbur et Orville Wright, Kitty – Hawk, Décembre 1903"



I spotted this plaque across the road from where I had my pit stop and refuelling break, do they mean me I wonder?

Chris Anthony

Thank you to Chris for this fascinating tale. No, we're sure they didn't mean you - and we look forward to hearing of your next trip.

That drive route sounds like a rather interesting add on to a Le Mans excursion one year. If you're tempted to try it, do drop us a line, we have a pdf of the circuit and also the supposed locations of the "totems" - but remember, Chris couldn't find them all. Maybe they could be the subject of a leisurely Treasure Hunt?

If you're not tempted to do the drive, do drop us a line anyway, we'd love to give your Triumph - or anyone else's - a few minutes of fame.

We're contactable on

International-liaison@tssc.org.uk

Jess & John



STAG

Ben Carney stag@tssc.org.uk

A Super Charged Stag revisited.

Hello to one and all, I do hope that last month's article concerning the use of AI verses HIKE, was able to put in context the value of a Stag Specialist's knowledge and experiences against a computer generated answer.

In the future AI is likely to be used more and more to utilise such expert's knowledge, but for specialist classics like the Stag, HIKE appears to win the argument and the day.

I have in the past months had a few emails concerning the Super Charging of the Stag. So, this month I am glad to be able to welcome back another Stag specialist to retell a specific experience of undertaking such a project on the Stag.

Andy Kaufman from Enginuity has allowed me to share his experiences of SuperCharging a Stag. So, without further ado, it over to Andy:

About fifteen years ago one of our good customers decided that his gorgeous well tuned Stag had become a bit lacklustre and a bit more excitement was required. After a lot of talk and various ideas tossed around, the seed of an idea came about, "why don't we supercharge it?" I thought it was a fabulous idea and luckily so did our customer.

I work for a Triumph specialist called Enginuity. We are lucky to have the legend that is Tony Hart (Hart Racing Services), who works with us. A talented engineer friend of mine, Mike Maingot, who would supercharge a skateboard if he thought it would work, along with all the Enginuity boys could see this project through to its conclusion.

Mike set about fabricating an inlet manifold that would take the chosen supercharger. This

involved a lot of thought and an awful lot of alloy welding. As any Stag owner knows, the top of the air box for the carbs is very close to the under bonnet, so to try and squeeze in a super-charger is a challenge to put it mildly.



From the outset the plan was to utilise a twin choke Weber side draught carb for the fuelling, but where to fit it?

So, to sum up at this point, we now have a much modified inlet manifold with a supercharger bolted on top and that's it! So, no room above the supercharger for a carb then?

Mike fabricated an alloy manifold from the rear



inlet side of the supercharger which bent to the drivers' side of the car, neatly avoiding the distributor. To this manifold we mounted a Weber, I think a 45DCOE. (pic 1) I won't bore you with all the details but to make this all work pulleys and mountings had to be fabricated. (pic 2) The chosen supercharger is a positive displacement type or commonly referred to a Roots type.



For a supercharger to work correctly the pulley sizes need to be correct and the maths required to work this out is quite beyond me but not a problem for Mike, thankfully. There is an additional multi grooved pulley fitted to the existing crank driven pulley. A fabricated idler/tensioner and the pulley fitted to the front nose of the supercharger and all running with the aid of a modern multi grooved drive belt. (pic 3)



One problem came to light at this point and that is the desired size of pulley fitted to the front of the supercharger was fouling the under side of the bonnet (see what I meant about clearance issues?). (pic 4)

So, after much head scratching, we came to the



conclusion that we could gain a few centimetres if we lowered the engine on its mounts, this we duly did, and it worked.



The first run up of this combination sounded very promising, the engine fired at once and settled to an acceptable idle. (pics 5 and 6) A trial run round the block proved the concept very well, the engine didn't explode, and the car did not erupt in a fireball.

All systems functioned well, and, in this state, it was given back to the owner with the understanding that more development work would most likely be needed...It was as it turned out, because although the combination provided good power, it was a bit of a swine to drive in traffic and not too great at cold starting either.

So, more head scratching what shall we try now?

Ah how about removing the carb and making it all work on fuel injection? **Wunderbar!!**

So, remove all the existing work and start again. HO HUM!!!!

We thought about various possibilities and came to the conclusion we should put together a fully mappable fuel injection system incorpo-

rating fully mappable ignition timing too...Sounds expensive? It was!

Mike based the whole system on an Omex sys-



tem, the manifold was modified to take injectors and a bespoke fuel rail. (pic 7) The distributor was thrown away and a very clever 'Mike Main-got made pick-up' for the necessary cam sensor was fitted to the existing place now made vacant



where the distributor would have been, (pic 8) its a shame this item is now hidden from view as it is a thing of beauty. At this point it all gets very complicated as we now have to modify the

wiring to accept all this modern witchcraft.

To cut a very long story short, it works! Very well too, we now have a fuel and ignition system that, with the addition of a laptop, can be made



to do what we want and when we want, a few days on our rolling road later and we have a very useable Supercharged Stag. (pic 9)

So back to the customer for analysis and the result was in the real world fairly undriveable, it turns out we now have massive fuel starvation problems.

Out with the fuel tank, cut open the front side of the tank and fabricate a swirl bowl arrangement internally with fuel pick up within, much larger fuel pipework and a uprated Bosch fuel pump capable of providing all the fuel pressure we need, (I forgot to mention that we fitted this pump at the same time as the fuel injection)

This modification of the fuel tank worked and now we DO have a fully functioning and fine running Stag.

As strange as this seems we didn't do a final rolling road run before handing the car back to the owner, we wanted him to run it objectively, as the Stag national day was coming up with a mobile rolling road and we thought that would be a great opportunity to have an unbiased reading from someone who doesn't really know the car.

I was there, at the Stag Owners Club national



day and obviously I had to be involved with the rolling road run. Various people asked what the power output was, and I truly didn't know, but a guesstimate of 200BHP was suggested by me...well it was approx 213BHP and the guy running the rolling road was surprised at how quickly the car picked up revs.

It is quick and there are various bits of video on YouTube to confirm this. So, you recognise it, it has a whacking great supercharger and red cam covers. (pic 10)

The object of this exercise was not for ultimate power but to make full use of what the fantastic Stag engine has to offer. There is more scope to up the power of this car, but all is well for the moment, so when the owner gets bored with the power then we can tune in some more.

This project has taken about 18 months to 2 years of on and off work and an awful lot of patience from our customer. Oh, and a not inconsiderable amount of money, the owner is not super rich, and I have to admire him for persisting with this when many would have given up.

It's been fun and not without problems. The car has been to various track days and proved itself and was driven by **Sir Stirling Moss at Prescott.**

There is a lot more technical detail I could add but there are not enough pages in The Courier. If anyone is interested, I can elaborate on any of this in the future.

So, if you get overtaken by a nice looking green Stag. don't try and catch it!!!

Well thank you Andy, that was very enlightening and I hope you all found it very interesting. As Andy says there is a great deal more technical detail to talk about if you would like to undertake the same upgrade for your Stag. Andy works at Enginuity, so check out their website for more details.

That's all for this month,

Keep those V8's purring!

Ben



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Brands Britannia

by Andy Cook

At the beginning of June as an Essex man in exile I was invited by the TSSC Essex area to join them on their club display at Brands Britannia, a festival of British Classic Cars at Brands Hatch.



Some of the Triumphs lined up



TR Drivers club display



Nice TR4 on display



**Ex TSSC Hants & Berks AO
Jason Chinn's Old Vitesse turned up!**



My GT6 on display at Brands Britannia.

As well as a vast array of Classics including quite a few Triumphs and local Triumph area display stands there was a full programme of classic car racing and after the racing parade laps for the classic cars that had been displayed.



shortened at the back so it was even shorter than a Toledo, it also had a huge rear wing spoiler. There was also the one



Very fast modsport Sprint Turbo



Some of the other British Cars on display

Even better, for pre booked classic display cars entry for the car and driver was free so a great day out for nowt!

The classic racing was mainly British cars although there was a small sprinkling of foreign makes. There were quite a few Triumphs racing, including TR7 V8s, TRs and Dolomite Sprints. The



TRS

of TRS racing (based on a TR4)

The paddocks were open for access to the public and there was an open grid lane walk prior to

fastest Triumph was probably a well sorted heavily modified Dolomite Sprint, this had a turbocharged sprint engine and the body had been



one of the races too.

I joined the Parade laps at the end in my GT6,
unfortunately there were two McLaren safety cars





The Other Racing Triumphs in Paddock

at the front limiting the speed to about 30mph otherwise I'd have given it the beans!

Overall an excellent event and even better, for pre booked classic display cars entry for the car and driver was free so a great day out for nowt! This was the first time Brands Hatch have hosted this, hopefully it will become an annual event.

Andy

Grid Lane walk was very popular!



My GT6 in the mirror of Melvin Dawson's Spitfire on the parade lap

DEJA VU - MK2

by Sarah and Gary Housden

Further to discussions with our North Yorkshire Area Organiser Keith Warren, we have done the following article about our Mk 2 Vitesse at our wedding in 1991 which featured in *The Courier* in July 1992 edition number 145 and our daughter's wedding at which our Current Mk 2 was the wedding car.

The date was 28 September 1991, the occasion was our wedding in Norwich and the car performing the duties on the day was our first Vitesse Mk2 **PWM 348J**.

The photographs from that day and the drama of the breakdown the night before appeared in

The Courier Edition Number 145. It turned out just to be an absence of petrol in the tank!

Fast forward 30 (ish) years and our daughter Charlotte and son in law Max wanted to re-create those memories at their own wedding at Rudging Park in Harrogate.

This time, our current Mark 2 **NMR 293G** took centre stage, no dramas this time as the car had a great run from Malton to Harrogate the day before. Suitably decked out with ribbons and flowers, the car was parked directly outside of the wedding venue and with the blue skies and handsome building behind looked as stunning as the bride and groom and certainly attracted a lot of attention. Charlotte and Max re-created some of the shots from our own wedding photos and we wanted to share them in *The Courier* as we did back in 1991. We hope that the *Courier* readers enjoy this article and looking at the pictures of both wedding days. Using our own classic cars



Gary & Sarah - wedding one



Gary & Sarah



Our Current MK2

as the wedding cars on both occasions did make the day feel extra-special.

We have had NMR for around 4 years and in that time have spent time doing some minor mechanical work on the engine and upgrading the inte-

rior - re trimming the front seats ourselves and replacing the door cards because of gigantic speaker holes in the originals. A little bit of body-work was also done around both front wheel arches in the usual places.



Charlotte & Max - wedding two

USED IN PREFERENCE TO ROLLS ROYCE 'BOX'...

We just had to send you a photo of our (fairly) recent wedding day complete with my MkII Vitesse Saloon, PWM 348J, used in preference to the usual white Rolls 'box'.

The smiling faces, however, conceal a tale of chaos and sheer panic from the night before..... PWM 348J was first acquired in June and shortly afterwards we set about putting a few of the obviously wrong things right. Before the wedding the car was being treated to a garage de-coke and new rear wheel bearings. As ever, one part leads to another, and the necessary work was not completed until the night before the big day. I picked up the car in the afternoon and all seemed and sounded well.

That evening my husband-to-be decided to give his future mother-in-law a trip back to the hotel in the splendid machine. About half-way there,

PWM 348J obligingly shuddered to a terminal halt on a one-way street in Norwich (outside the local fish and chip shop). This seemed to create much mirth for those waiting for their cod and chips. At least there was no shortage of helpers to push the car into the side of the road.

My response when Gary knocked on the door to tell me that the car had expired was firstly one of disbelief as my husband had been known to 'pull my leg' in the past. However, I began to realise that all was not well (Gary's face seemed devoid of any colour). Within half an hour (and thanks to a tow from the 'Eurobox'), my car was in disgrace outside the house. What had they done to it at the

The COURIER **43**

garage? This surely wasn't what owning a classic was all about, was it?

At this point (and in time honoured tradition), Gary was booted out of the house to spend the night in a local hostelry.

The following morning found Gary and my future father-in-law deciding whether anything could be done - would he really have to use our 'other' car?

a Vauxhall Astra, what same!

Gary's father being older and wiser in these matters confirmed that the internal combustion engine does indeed fail to function at its best without petrol! Yes, the tank and the reserve were completely empty.

All was saved, the next time I saw my beloved Vitesse it was festooned in ribbons and flowers and was waiting to escort me from the Registry Office. The car certainly looked a treat and the ride to the reception was the most memorable part of the day for me - particularly as we got stuck in a traffic jam outside the Registry Office and became the focus of attention for hundreds of Saturday morning shoppers.

To bring the story up-to-date, we are currently saving for a more extensive restoration to bring the Vitesse back to its full former glory, whilst

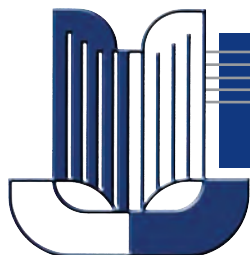


keeping the car in good health in the meantime. PWM 348J is looking forward to the International Weekend in Stafford and we hope to see you there.... Incidentally, The Courier dropped through the letter-box on the morning of my wedding and reading about outriggers, rototax suspension and front trunnions was a wonderful antidote to wedding day nerves!

Sarah Housden

The car gets regular use and we are looking forward to attending more North Yorkshire events this year and helping the area organiser **Keith Warren** with events in the north of the County.





TSSC OFFICERS

Triumph Sports Six Club

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

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SPITFIRE Mk IV/1500

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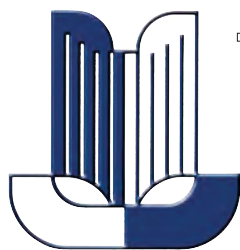
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1968 1200 SALOON. Gunmetal grey. Recent body off restoration. Loads of new parts. Spitfire swing spring. Front discs. Vitesse wheels. New bumper rubbers. New headlining. Restoration photos available. £4,500. **Brian Caaney (North East Hampshire) 07905 041106.**

Spitfire



1973 MK IV. Tax & Mot exempt, safety check carried out 16th August 2023, £798 spent to replaced steering rack, track rod ends, steering U/J, etc. £2,995. **R. Nash (Bridgend, South Wales) 07790 850812.**



MKIV 1972 Reluctant sale. 1296cc Mohair hood, S.S.Exhaust, Minilites, Weber carb, mahogany trim, electric ignition, Smith instruments, starts & runs well, extensive pictures receipts. **Bev Jeffery (Cornwall) 01209 842898**

1975 MODIFIED SPITFIRE Purchased in 2013 as a project. Due to illness was unable to complete so it is a non-runner. Modified with a TR7 2000 engine and gearbox with a power bulge on the bonnet. Further details on request. **Tom Moore (Solihull) 01217 425782**

TR6



1973 TR6. Loads of history in really nice condition. Heritage Certificate. See Sports 6 Club (Southern Area) 2017 Calendar. £21,000 ONO. **Mac Wilds (Southern) 07884 257987.**

Vitesse



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

HERALD 13/60 DISMANTLED CHASSIS 1969 model. Dismantled for restoration. Chassis with new outriggers, side-rails, front suspension rebuilt with new trunnions, discs, pads, callipers, bodywork all available. £1,800 Gregory Clarke (Kettering) 01536 357296.

SPITFIRE 1500 STEEL HARDTOP in Leyland white, offers please, buyer to collect. Ian Briggs (Devon) 01395 443158.

MK3 SPITFIRE CHASSIS Good condition. £50. Steve Hall (Essex) 07375 130038.

HERALD 13/60 PARTS 2 gearboxes, differential, Stromberg carburettor plus manifolds, driver's door with glass. Free to good home. ALSO SPITFIRE MK III CARBURETTORS Twin SU carburettors AUH257. Unused for 30 years. FREE. Collection Chris Howard (Dorset) +447552 074768

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WIRE WHEELS & HUBS. Set of 5 wire wheels 13", hubs, nuts, hide hammer & spinners. Fit most Triumphs. Just being refurbished and silver powder coated. Collection. £750 Alan Cross (Fowey, Cornwall) 07856 029268.

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WANTED - CHASSIS, BRAKING, STEERING OR SUSPENSION PARTS for 1500 Spittie. Any 1500 or GT6 suspension, brake or steering parts which will fit into a very bare 1500 Spittie chassis. (Have front turrets). Stephen Bonner (Selkirk) 07502 303898.

WANTED VITESSE MK 2 SALOON with overdrive. Bodywork doesn't need to be pristine but presentable. Needs to be structural sound. Dark colours preferred however not dark green! Steven Milton (Hastings) 07791 384579.

WANTED TRIUMPH SPITFIRE. Looking for a Spitfire from barn find to good condition. Mk2/Mk3/Mk4V. or 1500. Distance no object. I have a trailer to collect. >£5,000. Roland Andrews (Warwickshire) 07884 314760.

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AREA MEETINGS Check with AO!

SCOTTISH AREAS

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

NORTHERN AREAS

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

MIDLAND AREAS

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

MIDLAND AREAS Contd.

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

EASTERN AREAS

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

SOUTH EASTERN AREAS

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

SOUTH WESTERN AREAS

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

WELSH AREAS

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

NORTHERN IRELAND

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

COUNTRY	CONTACT NAME	CONTACT DETAILS
AUSTRALIA (Queensland)	Richard Graveur	randagraveur@gmail.com
AUSTRALIA (Victoria)	Richard Stewart	rlslaw@bigpond.net.au
BELGIUM	Stefan Vandendijk	stefan.vandendijk@telenet.be
DENMARK	Morten & Lillian Hildebrand	hildebrandrandi@gmail.com
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SWITZERLAND	Robin La Barre	robin.Labarre@Bluewin.ch
SWITZERLAND	Philip Bellamy	0041 79 347 1221
UNITED STATES	Ben Blaney	benblaney@gmail.com



Area Liaison Officers Report Andover

Triumph Sports Six Club Area Liaison Officers

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

Autumn should well and truly have arrived by the time you read this, with the classic car scene winding down for the colder months ahead.

So what is there to look forward to now?

First up is the **Classic Motor Show at the NEC, 10-12th November**. If you're thinking of visiting this great show don't forget to check out the advert elsewhere in the Courier for the TSSC discount code, saving you £4 on the day. And, while there, make sure you check into the TSSC stand for a cuppa, chat and a chance to pick up a few club spares.

Following on from that is the open day at **TSSC HQ on Sunday 3rd December**. Always a popular event with the chance of a guided tour around the museum. I know that a couple of areas are getting together for the weekend in a local hotel, spending the Friday at the Market Harborough Christmas Fayre and then visiting the HQ on the Sunday. It's a great excuse to get some members together for a weekend away. Hopefully we'll see some of you at the HQ on the Sunday.

Don't forget, even in the colder weather it's always best to give your Triumph a run out every now and then!



Paul & Christina

Andover

e-mail: guy@bondequipe.org

e-mail: spitfires@cadley.org

Tel. 01672 514241

In September the weather was nice enough for us to sit outside again, almost too warm as Suzie, used to being in a cold house, had worn a long sleeved top. As ever discussions varied far and wide including gardening, dealing with weeds and Ed's drains! It was good to see 4 convertible club cars in the car park.

And if I forgot to say it at the time, "Thanks Kevin, the runner beans were lovely." Particularly as ours have been particularly poor this year.

Bob wrote to me recently to let me know he had been to the 'Over Wallop Vintage Gathering' show on the Bank Holiday weekend. He "saw some old friends there, the operative word being old, we are all getting old. Ernie and Carol were there. Ernie has recovered from cataracts and now has bad arthritis, he has an electric buggy for getting about when he is not in the car. He can't manage to run an autojumble stand any more. He is about to exchange his Minor, which he has had for 3 years, for a Herald 1200! Apparently the buggy will fit in the Herald's boot whereas it wouldn't in the Minor." (Suzie note: I can confirm that my buggy fit nicely into the Bond 2 litre boot for our Bank Holiday trip to Macclesfield and Preston for the Cheshire Microcar Rally, incorporating the Bond Equipe Weekend this year.)

"Chas was there too, in a very nice little A30. He still has the Riley one point five, another nice car because it has the twin carbs. They all asked to be remembered

to you. Their TVME friend is still in touch with Mike, and I think they said Mike's sister was at the show. He is 90-something now."

More recent visitors to Andover meets may not recognise those names but others who have been around for a while will be pleased to hear that they all seem to be doing well.

We were very lucky with the weather for the Beaulieu Autojumble weekend at the beginning of September, a little bit of rain on the Friday night but very hot for the rest of the weekend. We even ended up with an impromptu Andover Area meeting when both Kevin, Ed & Dave turned up at the same time.

We will be setting up our stall with autojumble and our sticker, plates and wipers etc at Bicester Heritage for their October Scramble, so come along to say hello if you're there.

Finally Ed reports: "Last night our son Dave was driving home from our house in his TR6 when, after about 1 mile, one of the rear wheels fell off. He managed to pull up and call me. The nut holding the wheel hub onto the drive shaft had come off, along with the end of the drive shaft which had sheared off. It was 1100pm on Sunday night so the road was quiet. Since we have another TR6 in the garage we decided to take the drive shafts/hub off both cars and put the good one on the stranded car. It only took a couple of hours and we were able to drive the car back to my house. This is the second time this has happened so we now have a serious loss of confidence in the car. However I think we have a solution care of Revington TR. But the real question is why this can happen at all. The hub is held onto the drive shaft by a taper (usually impossible to shift), a key

Cheshire Cumbria



way, and the nut done up to 120lbs-ft - how can the shaft shear off? Answers on a post card please!"

Guy & Suzie

Next meetings

11th October at 12.00 - The Clatford Arms, Goodworth Clatford, SP11 7RN

8th October - Autojumble at Bicester Scramble

Cheshire

e-mail: cheshire@tssc.org.uk

www.tssc.org.uk

Tel. 01625 425845

As Tatton Park approached, I recorded the weather forecasts for the days of Tatton, and I have sympathy for the weather elves. Each day nearer Tatton, the forecast (or is it elf schedule?) is different. Saturday has changed from thundery showers all day to sunny intervals, while Sunday has simply remained at sunny intervals all day. So the journey to Tatton was grey skies (or not so sunny intervals) and the queue inside Tatton took 15 minutes. PE (Private Entrants) plot was reasonably full, but there were several empty spaces in trader land and in club stand land. There didn't seem to be that many paying punters, but I expect more of those on Sunday. There was one shower in the morning requiring hood up but it only lasted for a minute or two.

On Sunday, there was a hint of blue sky in the morning, with a slightly shorter queue at Tatton. During the journey to Tatton, Heap the Vitesse passed the 100,000-mile mark. There is a list of what parts of Heap are what left the factory in 1969, which includes the bottom half of the engine, carbs and manifolds, the main rails of the chassis, suspension, wheels and brakes, wiring loom, some lights, dashboard, steering column, door trims, rear valances. Spot the omissions! A few folk noted that there was a football match that may have persuaded some to stay at home and watch the match on the telly, so there didn't seem to be that many more paying punters than Saturday. As ever, many conversations, plus a lesson about the (super-charged) engine in a 1928 Bugatti.

In between times, I have heard that Maisie the Moss has acquired a new owner. Capesthorne had a bash on the 27th (I think) but it was rather wet so I did not attend. They should have waited a week (!) as they would have had a warm sunny day.

As our meeting day approaches, the weather elves have decided to make up for the extended period of cool damp (er, wet) weather with blue skies, sunshine and around 25° daytime. It seems quite a bit warmer further south. We had a couple of returning faces at our meeting - Steve, who reported that his GT6 had passed its MOT (using TR Bits to help!!), but needed

another diff and a gearbox oil leak (with an intriguing description) fixing before regular use. And Roy, who is having issues with a door lock on a (late) Spitfire. This bit of Triumph is outside my regular knowledge, but others at the meeting may have one (or several!!) relevant spares in this area. Richard showed a picture of his recently 'assembled' towbar, which now has two components at right angles, one recently fabricated. The GT6 at Head Office remains to be completed, with some progress threatened at the end of September (the priorities at Head Office do not have the GT6 at or near the top of the list).

Our next meeting is on Thursday 5th October at the Cock and Pheasant. A 'normal' meeting so 8:30 start.

Henry

Cumbria

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

Roy. 01229 316501

Nigel. 01229 717544

August was a busy month for the area with three consecutive weekend shows. A few of us gathered at a lay-by on the A590 and travelled together to a show in Grange, Sunday 13th August.

We eventually got parked after waiting for some to learn how to reverse park. Despite the poor weather forecast there was only one shower around lunch time. As usual at this show there are a lot of cars present that one does not see at other shows, probably explains why they don't know how to park.

Sunday 20th we had our club stand at the annual Cumbria Classic Car show at Dalemain. This year there were many more stalls present and a good choice of material to buy. Monday bank holiday we were at Bootle Black Come country show. As usual it was an excellent show.

Bootle show was the last show of the year and now we will be having our monthly **Sunday lunch meetings. October 29th - Woolpack Inn - Boot/Eskdale, 12 noon.**

There is no lunch planned for the end of November as we will be holding our **Xmas dinner party at the Pennington - Ravenglass - Sunday - 10th December, 12 noon.** If you intend going to the Xmas dinner then the meals need to be pre-booked. The menu will be available on our Facebook page later in the year. It would be helpful if you intend going to let either Nigel or myself know.

As I said in the last copy of the Courier I will be standing down, after 20 years, as AO at the end of the year. We need someone to take on this roll, if you are interested please let me know.

Safe motoring



Derwent Valley - Devon

Derwent Valley

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Tel. 07580 959027

Hi All, Our September meeting was held at The Top Club, Stanley Common.

It was Adrian's 60th birthday, so we had a birthday cake and a presentation plaque. Our October meet will also be at the same venue. As the car season starts to wind down we will start preparing for next year's events.

Bryan

Devon

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

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

Tel. 01548 821348

WHAT'S NEXT

SUNDAY 1 OCTOBER - hopefully you will have already booked in for our **North/South lunch at the Countryman Inn, Sampford Courtenay, EX20 2SA** Lunch is booked for 2.30pm. Great venue with huge car park.

WEDNESDAY 18 OCTOBER - Club Night at the Star Inn, Liverton TQ12 6EZ We won't be able to join you at this one, so please let the pub know in advance if you will be eating. (James or Heidi on 01626 824535) All welcome.

SUNDAY 5 NOVEMBER - Join us for our annual Treasure Hunt. Set by Rob Lingard and James, last year's winners. Essential to let us know now if you can come. Meet at 10.30 am at Re-Fuel in Cullompton. Finish to be confirmed but in the South Devon area. Perfect for our MID DEVON members!

WHAT'S PAST

August Club night at the Star remained dry for us - we have been lucky this year! A good variety of cars out, including Tim & Jodie's lovely TR all the way from Wellington, Stags of Charlie, Steve C and Peter G, Dans MkIII Spitfire, Jon's 2000, Phil's GT6 with Richard's MGA coming in as John and I left. As always, a good evening with like minded people, and



lovely to have Jackie & Allan back with us after Jackie's recent knee surgery.

John and I went along to Christow Show with the Stag, a great little show which we have not been to for a few years. Hopefully the classic car stewarding and organisation will be better next year! Joined by another Stag and a race prepped TR6 driven by Allan's nephew. Lots of other shows in August and our members attended many different ones.

I have been kept busy doing a number of valuations for the Club's Agreed Value insurance scheme - remember all our Devon Area Organisers are trained to do these valuations.

Next for a number of us was a lovely show at Lyneham, Yealmpton near Plymouth. Very well organised by Saltram Rotary, this will be a must for our 2024 calendar.



We were delighted to meet Peter and Christa with a rare Herald Coupe, an engagement present! We also met Chris with a lovely K reg 13/60 and it was interesting to see several differences from my original 1969 one - larger fuel tank and ignition on the steering column as in early 1500 Spitfires. We gained a new member, Nick, with a stunning MkIII Spitfire with an interesting and sensible front bumper conversion. Alas I had a repeat of my Spring fuel starvation problem going home in the Herald - this time it was a kink in the rubber pipe from the tank, caused by a broken clip holding the metal pipe under the boot!

We were sorry to hear from Nigel Kenneison who has been an Area Organiser for Devon for several years, that he is no longer able to continue in the role. We have not seen him to date for nine months due to various issues and would like to thank him for the enthusiasm he has brought to the role. He is happy to continue as Area Treasurer and keep an eye on our finances. Talking of which, we do need to top up the coffers and will be organising our usual big raffle at our Christmas event. Our main expenditure is the hosting of the Devon website www.tssc-devon.org.uk which Darren has completely revamped this year and is well worth a visit.

With our **AGM scheduled for our November Club Night on 15 November**, we would like to look at sharing the AO load and hope members will step up, for instance taking over the organisation of Powderham weekend, and of course offers of help to organise particular events are always welcome.

Christmas 2023 - Again sharing with other local Triumphant Clubs, we will be at the **Dartmoor Lodge Hotel**

Essex



at Ashburton on Saturday 9 December. The menu has already been included in a members' email, and we need your bookings now to secure the whole of the restaurant area for us. 2 courses £25 and 3 courses £30. Always a good evening amongst like minded people. Apologies for my error in last month's Courier - it is of course an EVENING MEAL - 7PM FOR 7.30.

DEVON DIARY

Sunday 1 October North & South Lunch at The Countryman Inn – Booking essential
Wednesday 18 October Club Night at the Star Inn, Liverton TQ12 6EZ
Sunday 5 November Guy Fawkes Treasure Hunt starting at Re-Fuel Cullompton
Wednesday 15 November Devon Area AGM at the Star Inn, Liverton
Sunday 26 November Inter Club Skittles / Lunch at the Waie Inn
Saturday 9 December Inter Club Christmas Dinner Dartmoor Lodge, Ashburton

Sue & John

Essex

e-mail: miketitchen@aol.com

FB - [facebook.com/groups/182391181818242/](https://www.facebook.com/groups/182391181818242/)
Mike. 07860 708356

Melvin went to Toot Hill Show unfortunately both of my Triumph's would not start! It poured down with rain, we were very surprised you took your car Melvin! Here is his write up.



Storm Antoni played havoc across the country on Saturday 5th August washing out many events.



Well 13 brave or maybe foolhardy classic car owners turned up at the 70th Annual Toot Hill Country Show. The cars ranged from a few minis, my mk2 Spitfire, a Dolomite through to a Bentley. The event, a traditional Country show with horticultural, crafts and cakes to be judged, not forgetting a dog show, an arena for sheep dogs, stunt bikes to name just a few. The rain stopped for a few hours, so cars were dried off and visitors took the opportunity to view the cars. Hoping that next year it will be a bit drier.

Our August Sunday Club meet was held at Saffron



Walden Classic Car Show. Most of us met up outside the Saffron Walden Costa Coffee a few of us went into Costa Coffee for refreshments while we were waiting and then we set off to go to the show. On arrival at the common we met up with Mick and Linda who then followed us into the field where we got set up. A few other cars turned up later on and joined us in our fantastic line up of 18 various models of triumphs.



At the end of the day when the show was coming to a finish I went back to my Spitfire to my surprise I found in that the local birds have decided to judge my car, some people could call this lucky that's not what I said at the time I shouted out give me a bit of paper and someone said to me the birds would have already gone by now !!!! Apparently I was told that the gulls like royal blue cars!



On the 19th of August I took my grandson in my Spitfire Mk2 to Fairmont car and coffee morning we met up with a few other members and had a quite enjoyable morning



looking at all the different cars from the latest back to some very nice classics like



TR8 and the TR6's the moderns were Lamborghinis and Ferraris, there was free tea and coffee and pastries. Joshua thor-



Essex Continues

oughly enjoyed his morning out.

Myself and Sue went off to the August Sunday Battlesbridge breakfast meet where we met up with Mandy and Mark, Rachel and Robin and also a new member call Ron who had a very nice blue Herald he asked to join the club so I gave him details and then we bumped into Jed and Vera who we haven't seen for a long time they said they were going to look on the website and face book page and see what we get up to.

Unfortunately we just missed Janet and Allan who left just before we got there.

Paula and John went to The Hawk pub in Battlesbridge. Parked up with a R8, Ferrari and star of the show their Spitfire.

This must have been an incidental Super car meet lol At the beginning of September some of us went to Lit-



tle Easton Manor for their monthly meet. It was such lovely weather so lots of cars turned up, although we could not all park together we met for a coffee or two and enrolled a new member Ian with his green Spitfire. It's always good to see interesting cars and this is the place to see them.

Up & coming Events October 2023

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

1970 Triumph Spitfire 'Spitray'

August's TSSC Essex car of the Month is Steve and Janet's Triumph Spitfire, this is a 1970 Spitfire MK3 that Steve has owned for over 35 years.

How did you come by the car?

Steve was another biker although his bike was a Vespa at the time, he had



owned a Sunbeam and Austin Healey in the past but he was thinking of going back to 4 wheels again and something classic when he should stumble across a rather down at heel triumph Spitfire for sale whilst walking around his neighbourhood, a discussion with the owner and a deal was done, it was Steve's for 500 pounds.

Have you had to do much work on Spitray?

Well if you buy a car needing work you're going to know your way around a socket set, but the Spitfire needed some bodywork as well so Steve learnt to gas weld at classes and set to work restoring the Spitfire, replacing the rear wing, sill and replacing the bonnet top with a GT6 variant which cost 250 pounds, half the value of the car! Steve even painted the car himself in red. Over the years Steve has done mini restorations to keep the car in tiptop condition. Although it does not have overdrive Steve has fitted a higher ratio diff to improve high speed driving. As Steve said over the years the car has got better while the drive has gone downhill! Think we can all relate to that lol.

How did it get the name Spitray?

As you will notice Steve's car has a unique colour scheme, Steve had always had a hankering for a Stingray but they were outside of his price range, (think a lot of us can sympathize, I'd like a Cobra but a Herald will have to do!) So one day he decided to get the paint out and paint the side in a similar fashion, he stood back and was pleased with the result but what would others think, would he be laughed out of the carpark or band from the club. So you can understand his trepidation turning up at the next meeting, but he needn't have worried as it was well received and when Steve said he would remove it they told him no don't so it has stayed.

So roll on to the 1000 car show at Brooklands and the now defunct Triumph World magazine had left a note on his car, they wanted to do an article on his car because they liked it's individuality amongst a sea of concours cars and it was in this article they named it Spitray and the name has stuck ever since with Steve making a badge on the back which says Spitray.

Do you get to use the car much?

Now Steve has become a bit of a Triumph collector and he's spoilt for choice as to what to drive to events as he owns another Spitfire, TR3 and a Herald, he's also got a short wheel base Landrover.

But they have used the car to Drive on the continent including driving down to Lyon and around the road circuit, Spitray is often seen out on our club meets and they drove it on the border run.



Gatwick



Any interesting stories over the years?

A few years back Steve was most pleased at a Triumph Easton Club show they wanted his car to be in the centre of a Triumph photo shot with the other concours cars lined up behind.



When they were at Lyon they got to drive around the street circuit, it was slightly damp and as Steve drove around the track the crowd cheered and he perhaps took a corner a little bit fast and the back end started to slide away, the crowd took a collective gasp as they thought the Spitfire, might skid off or worse roll over but Steve was able to bring the skid back under control and straighten up and the crowd cheered, that day Steve was Stirling Moss!

We wish Steve and Janet may happy years driving there Triumph collection, included here are a few pictures of Spitray over the years, Pic1 shows Steve with hair in his recently Stingray inspired paint job, Pic 2 Spitray on the front cover of Triumph World, Pic 3 & 4 Steve and Janet enjoying the border run in Spitray.

Mike

a very good turnout out of Triumphs on the stand.



The Autojumble stands were well stocked with car parts, but sadly not for Triumph. Phil & I got to have a good look round all the cars & stands. I was beginning to think I was the only one with a spitfire there, when we found this smart looking spitfire.



And then another one, both mk3s & both red! Sadly this one was looking a little tired, but clearly loved. We had a great day & it was lovely not to have the heat we had last year!



This picture, that Maria took at the Oxted & Edenbridge show of her 12/50 Herald on display. Maria was the only Gatwick member there, but she did spot a few other triumphs. The show was on August bank holiday, so as you can see it just about stayed dry!



Hi all. The meeting at the Crown was the last light evening for us all until next spring! Dudley was the only one to take advantage of this & bring his triumph , a 13/60. I'd not seen him in this one before, what it is to have a choice of working triumphs!



Finally one of my favourite shows had arrived, The Cranleigh Classic show. There was a stand there, organised by the Thames Area with members from Thames area, Surrey area & of course the Gatwick area. Dudley with his friend John & Phil & me had all conveyed over, with Dudley leading the way. There was



Bletchingly saw its first meeting of the month & it was a good one, plenty of cars, particularly spitfires, all red of course! The best bit was they were all early ones! One mk1 (mine), two mk2s (Chris & New attendee Varun) & one mk3 Richard's.



John joined Chris & I on our convoy to Bletchingly in his lovely red GT6 mk2 Varun has a beautiful mk1, which he has had for about a year. He has since added the white walls to the tyres. Which really sets the car off. Trevor sneaked his Herald on the end here, at least it's red!



Gatwick Continues

Dudley is clearly feeling left out. He's now seriously thinking of buying this mk1 in need of some love & attention. The only problem is, it's not red! But not to worry you'll be in good company with Edward & this green mk1 (assuming he doesn't change it to Red with it's restoration!) Barns Green show. This is a great little show, it had over 300 cars last year, unfortunately I don't think they quite got to 300 this year, due to the rain threat!

Dudley, his mate John & myself did a small convoy from his place. The sun was out & it was looking promising. John was driving Dudley's 13/60 with the top down, Dudley was in his coupe & I in my mk1 also with the top down. So off we went, Dudley leading the way, with me at the back. It was looking very good until we got to Faygate & the A264, when the heavens opened! We got some very strange looks from cars passing us, including my son Curtis who happened to be passing with his mates! They all thought it was quite hilarious, until Curtis realised the car at the back was me! By the time we got to the show, it fi-



nally stopped. I spotted Morgan's mk1 Vitesse, but not Morgan.

The first half of the show started off well. The sun came out & it was fairly pleasant. Justine arrived, she'd planed her journey to

perfection, no rain at all! So time for a beer & a look round.

We spotted another very beautiful mk1.

Plus bumping into Trevor on our tour round, he'd got there a little earlier & managed to park a few rows in front in his estate.

By now the sky was starting to look very threatening. This prompted a large number of classics to try & leave! I'm not sure what the reason was, but the result was a massive traffic jam round the field! This was perfect tim-



ing for the heavens to opened once more, but this time with more determination, lightning & thunder! The three of us Justine, Trevor & myself to huddle under three brollies. Not quite sure why we didn't dart for cover in Trevor's estate?

Once the storm had passed we could continue looking round the remaining cars. We got chatting with the owner of this Mk3 spitfire, who's striving to improve it. A nice useable spitfire, doesn't need much to tidy it up.

Our attention then went to looking over Justine's GT6.

Quite a conversation piece, that engine!

Later the following week I popped along to the Surrey Area meet for a catch up. The lighting in the car park is not that great! Such a shame that the nights are drawing in. As usual a good gathering of cars & members.

Back to Bletchingly for the second meeting of the month. Another good turnout of cars, but sadly just Varun & myself doing the convoy & alas we were the only spitfires there. Trevor came in his special.



A lovely TR

And two Austin Healey Sprites, with slight modifications to their bonnets! Not sure how I feel about that? It was good to see Cliff, do his bit for the Reds!

I needed to have a chat with Pete of the East Sussex area, about converting my mk3 gearbox to overdrive. So I decided to pop along to the East Sussex area meeting at The Halfway House.



Herts & Beds



Great pub serving the best beer, turned out to be a Harvey's pub!

Pete's smart late mk3, great colour!



A collection of mk1 Vitesses. More Vitesses with a 13/60 squeezed in between, more triumphs did come along, but it was getting too dark. I certainly had a great evening & thank company. Thanks guys!



I took my mk1 over to R & P for a trial fit of the Ashley GT hardtop. Amazing how the colour matched the spitfire so well. The hardtop will eventual go on my mk3 & there by turning it into a GT4!



There's no more shows that I know of to go to for the end of the season. So that will leave us with just the Bletchingly meets every first & third Saturday mornings of the month. Well worth going to. A mini show all of its own.

I'm still hoping we can sort out a pub run somewhere for a meal. Any ideas? There is also the possibility of (dare I say it) a Christmas meal?

So come along to our next area meeting at the **Crown on Tuesday the 10th** for a friendly chat, drink & possibly something to eat?

Carry on enjoying your Triumphs!

Tony

Herts & Beds

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Hi folks its time to make up some waffle to add to the news page.

The Hospital part of our area is progressing well, my plumbing has no plan but I feel so much better than last month. Barry has had an op on his kidney, John has more appointments about his new Knee and back, and there a whole load of local members all suffering the ravages of age and medical needs...all a bit concerning but we battle on.

We had 16 Triumphs and 11



Jaguars at our joint pub BBQ, with Phil's TR5 winning vote for Best Triumph.



The Shuttleworth "Fly In" day managed 11 cars, most had a breakfast at the Cafe, a poor forecast meant few aircraft flying but it stayed dry till 2 pm then a big cloud burst.

Quanton steam railway saw 4 cars from the area but no rain



and an economical Puff up and down the line, more keep hands off the regulator and count the coals, but it cant be easy with the current supply problems so August has been pretty productive. The Club Forum has been busy with some good laughs and disasters you should all have a browse, access off the main site drop down menu.

Pete

and team

New AO/s Wanted

Please Contact

Paul & Christina Girling -

Area Liaison Officers

for more Details

We will offer all the help needed to do this important Job



Manchester - Newbury Norfolk

Manchester

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Hope everyone made the most of the good weather last month, also hope it is still with us now !!

nPersonally, I managed to get some good miles driven in my Stag at last.

It has been giving me a little trouble with fuel recently, but I seem to have eventually sorted the problem. Anyway we made it up to Scotland for my Daughters Wedding in Gretna Green, and back without any issues. Hood down all the way too, lovely journey.

The Area Meetings are still the 1st Wednesday of the month at The Sheldon Arms Ashton u Lyne, all verywelcome.

The September meeting was quiet with some regulars away, but we had 3 Triumphs in the car park, nicely lined up too. Quite a few compliments from other customers went down really well.

As always, please contact me with any questions or suggestions for the area.

Kind Regards

Jeff

Newbury

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For our latest summer excursion, we decided to visit the Crofton Beam Engine, a water pumping station for the Kennet and Avon Canal that houses the oldest running steam powered pump in the world, apparently commissioned in 1812 and still operating in the same building today.

The trip got off to an interesting start, as we ended up going on a day when the steam engine was actually in operation. They only run the pumps under steam for a few weekends in the summer, so we were exceptionally fortunate.

So, 6 Triumphs met on 20 August in the carpark at Tesco. With the weather forecasting a rain-free day, most of the convertibles had their hoods down. At 11:00'ish the group left, being led by Ian in his TR6, followed by Steve & Sue in their Vitesse, Chris in the Toledo, Andy & Thomas in their Vitesse, Roy & Helena in the TR3 with Dave & Mary bringing up the rear in their Herald.

The route took the group on backroads to the south of the A4 through Ball Hill and West Woodhay. At this point our lead car missed a turning, so there was a brief stop to confer with the Sat Nav to establish how to get

back on track. Ian blamed the combined problems of having to do the driving and navigating at the same time [Note: a feeble excuse and barely worthy of including in the report - Ian, you got the group lost!]. Anyway, once back on track it was on through Inkpen, Ham, Shalbourne and Great Bedwyn. From there it was a 3 mile run beside the canal to Crofton: a total distance of just under 20 miles.



We arrived just after 12 noon and, after parking in spaces that had been reserved for us, there was the obligatory photograph.

Then everyone went across the road into the grounds and had our picnic lunches overlooking the canal. Once food and nattering were completed, we wandered into the pumphouse and did the tour.

We were lucky to be able to see the steam pumps in operation and the knowledgeable volunteers were around to answer the many questions that were asked. What a great day.

This was followed by another club night, which doubled up as our annual 'Cars in the Car Park' event. It was a warm and dry evening (for once) and we had a good turnout including new member Chris in his GT6. There were 9 cars in the line-up, all different models: TR6, Spitfire, Midge, Vitesse, Toledo, GT6, Herald, TR7 and Dolomite Sprint. Voting was quite close but the winner was the Dolomite Sprint belonging to Steve and Sue. Very well done to them.

If that wasn't enough, some members attended the Shalbourne Classic Car Show. Dave and Mary went in their Herald, Chris in his Toledo, Andy and Thomas in their Vitesse, Roy in his Midge (and Nigel in the Fiat). Lots of interesting cars and stalls were there. It is certainly a highlight of the show season.

So, it has certainly been a case of 'full steam ahead' for the Newbury area this month!

Robin

Norfolk

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My Apologies to all you Norfolk Area Members as due to an Oversight on My Part and no-fault at all of Paul's I failed to Pick up Septembers News and Pics so Apologies again - Bernard Ed.

Norfolk



Due to a mix up Norfolk was without an area news last month, so this month you're getting two...

August Area News

Celebrating 100 years of Triumph with a run around the Norfolk border

Wow, what an amazing county Norfolk is.

Many thanks to all those who took part and joined us



on all or at least part of the run. We had 28 Triumphs and one Morris Minor joining the run at various points of the route.



Congratulations to those who did the whole border - John and Brenda in their yellow Spit, Dean in his red Spit, Trevor and Clare in their big red Triumph, Chris in his blue TR7, Steve and Delia in their white Vitesse,



Shaun and Jayne in their Herald estate, David and Penny in their Cavalry Blue TR7 (who also celebrated the end of the trip with a swim in the sea) and finally Paul and Christina in their blue Herald. All managing the 200 miles without a problem.



Many thanks to members Jenny and Dennis for the morning tea and biscuits break at their house. We joined up with Cambridge and Peterborough areas for our lunch stop at Upwell village hall. Followed by an ice cream stop just past Hunstanton and then back to Cromer for fish and chips.

Many thanks to Steve, for organising the TSSC Norfolk stand at Helmingham:

Sunday 6th August saw 6 vehicles brave the weather for the Helmingham Festival of Transport.

2 Heralds / 3 Spitfires and 1 2000 Mk2 made the journey into Suffolk with the weather improving to Sunshine and

a few showers.



The club's new gazebo had it's first outing and passed with flying colours!

All in all it was an enjoyable and busy event. Many thanks to all.

Steve

September Area News

Great weather brings the Triumphs out for the Tea and Cake Run. Thanks to all those that came along to make it such an enjoyable afternoon. We had 26 Triumphs - 8 biggies, 7 TR's, 4 Spitfires, 4 Vitesse's, a couple of early Heralds, a Stag and a Standard 10 attending. Great to have some Wensum TRs join us too. A few local members of the public also attended and enjoyed the walk around the cars.

The 35 mile run from Wymondham Library to Saham Toney included Wymondham Abbey and Market Cross, New Buckenham Market House and a number of churches and church ruins.

We managed to raise £263, £160 for the East Anglian Air Ambulance, £53 for Mike Titchen's (Essex AO) Fundraiser for Bowel Cancer (some of you would have met him and his wife, Sue, they've been to a number of our meetings/events), leaving £50 for Norfolk Area cofers. Many thanks to Clare, Catherine and Christina for the cakes.

A busy night at the Silver Fox for our September meeting.

A glorious late summer evening saw us back at the Silver Fox for the September meet. With 15 Triumphs in the car park and enough members to fill the bar, including 5 new faces which was great to see.



Future dates

Thursday 5th October - Monthly meet, something a bit different! We will be going to the Dad's Army Museum in Thetford for the October meet.

They are opening up the Museum especially for us between 7pm and 9pm. Tea, coffee and cakes will be on sale (no beer). There will be limited parking at the front



Norfolk - North East Northern Ireland

Norfolk Continues

of the Museum for Triumphs on a first-come-first-served basis. Further parking for moderns is available in the carpark opposite. Hoping to see lots of you there for this great opportunity. For more details to follow see email and Facebook.

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

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

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

Regards,

Paul & Christina

North East

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Welcome back to all who have been away on holiday over the last month.

The club group that visited Silverstone all said it was a great weekend and are already thinking of next year's event, unfortunately it now always falls on the bank holiday weekend, which is no good for me, looks like another missed event for me.

September's meeting.

Brian was working on this day so we could not use the training centre, instead we met up there at our usual time and then went for coffee elsewhere, after a diversion on the route we planned we arrived at the cafe at Wakerley station on the Coast to Coast cycleway just above Stanhope, half a dozen of us went up there and

enjoyed our lunch, it was a bit breezy but it was bright and sunny, so we all sat outside, our return route took us down to Wolsingham and back towards Durham, a nice Sunday morning drive out.

We eventually got Steve's gearbox back in the car. All this was done 2 days before I was due to fly off on holiday, we then decided to replace the clutch slave cylinder as it looked in a poor state, which was fitted while I was away by Deryck and Michal so after a road test to make sure everything worked we left the rest for Steve to complete, fitting the interior is a time consuming and fiddly job.

I would like to welcome Paul Carter from Rowlands Gill, who we met up with us at the training centre, Paul has just purchased a nice Blue Spitfire 1500 from someone in Durham, another tidy looking car let's hope we get to see more of it in the future

Back to the Training centre in October unless I hear otherwise, that's all for now.

Geoff.

Northern Ireland

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We Hard to believe that "summer" is now over, notwithstanding that I am typing this at the start of September and the weather is glorious, well today anyway. Two good runs in August with the first of these being on Sat 5th starting at the Dunadry Hotel car park, just for a change, in the capable hands of Peter and Nathan (M). Very well supported and, a change for Peter, we had dry



weather throughout the day. Eight cars were involved in the run, in various makes, shapes and sizes. Leaving the hotel, we crossed over the Six Mile Water to the Muckamore area before eventually joining the Seven Mile Straight. This led us to the Budore area to give us a clear view of Standing Stone Hill and then our first glimpse of Divis and the Black Mountain, in the distance. Of course, the main reason we were in this particular area was to sample some of the roads used for the Dundrod motorcycle races. Enjoyed the visit although we did have vehicles coming the other way, so we were very careful!

Thankfully we were on four wheels as we went round Lindsay's Hairpin and then on to The Quarries and to Dawson's Bend before leaving the circuit at the Rushyhill

Northern Ireland



area. Now on the B101 this brought us to the White Mountain area above Lisburn to take a right



to the quieter roads, passing Stoneyford Reservoir on our right by using the Sheepwalk Road. I had never been on this road before, so it was all new to me as we made our way to Glenavy through the Garlandstown and Ballyminymore areas to get there.



Once through this area we then followed the Glenavy River for a period as it made its way to Lough Neagh. We then joined up with the Crumlin Road to make our way to Lower Ballinderry to finally end at the Upper version at the A26 road junction. Taking care to join the main road we had a swift run along it towards Moira before taking a left along the Hammonds Road to our stopping place at "The Shed" at Maghaberry for our tea/coffee break. Once again, another place I, and a few others, had never been to and it appeared that it was quite popular going by the numbers there when we arrived.



Break over and on the road again to drive through the village of Maghaberry to then take the Mullaghcarron and Dagger Roads to bring us to what is locally called the Mazetown area that houses the Down Royal Golf Course, the old Maze Prison and you will remember from our visit there, the Ulster Aviation Society building and the Air Ambulance site. Of course, you cannot forget that the Balmoral Show have also located there. I noticed though that it is only when you look at an overhead satellite map that you realise that the site was once clearly the former RAF Long Kesh from many years ago. Once through this area we took the direct route through Culcavy to our next destination at Royal Hillsborough Forest Park for a comfort break. As usual some of the ladies visited the local shops but, I won't name them here, though they are known locally within the club as, Valerie and Heather. The rest of us had a good chat and a walk throughout the forest park area and made a few foreign visitors there happy as they took a photograph opportunity in some of our cars.

Break over and, as they say, "On the Road Again" saw us leave by the bridge over the A1 to travel through the Correeny and Artifinny areas, passing Kilwarlin Moravian Church, on the way to the Meadow Bridge area.



Next left from here had us travelling through the areas of Moihill and Lurganville. Something I noticed, and never knew existed, was the "Northern Ireland Battery Hen Rescue Centre". Wonderful what you see on some of our runs! Next up on our list was the Redhill area before we dropped down to Gamblestown to see the very large Anvil Tyres building out in the countryside that we agreed later must survive on the supply of tyres to the farming and haulage community being so far from populated areas. Leaving the main Lurgan road brought us through the Ashfield area to thankfully lead to the Upper Quilly Road and then our final destination for the day, the Halfway House for our evening meal. Although we had fourteen on the run we were pleased to be joined by Heather and Colin (L) as well as Ruth and Oscar (L) for the meal. Glad to say all enjoyed the meal and a big thank you to Peter and Nathan for a very rewarding run. Next run scheduled for the month was on Sat 19th in the capable hands of Alan and Maureen (H) and again well supported. Meeting up at Carrickfergus Castle saw us move off towards the top of the town at Middle Road before joining Knockagh Road from Woodburn to enjoy the winding and hilly road sections. We could just about see the three local serving Woodburn Reservoirs to our right through the hedges as we then passed the well-known Knockagh monument further in on our left side, but no visit this time.

Now using the Slievetrue and Lisglass Roads to bring us downhill from Slievetrue Mountain saw us join the "busy" A8 from Larne to make the short journey to our first stopping point at the Logwood Garden Centre just outside Ballyclare. First time that I have visited here as I wasn't on the run when the club was last here. Enjoyed the food and the centre itself, will call again in the not-too-distant future. Food and "shopping" over and Alan had us on the move this time straight down the A8 to Ballynure to take the favoured back roads at Lower Ballyboley and Deerpark with the local forest above us.



Crossing over Shane's Hill Road quickly brought us to our next turning point





Northern Ireland Notts

Northern Ireland Continues

on to the Mullaghsandall and Loughdoo Roads that had us climbing well into the hills, known locally as Scawt Hill, to then drop down the Feystown Road for a brief stop at Glenview viewpoint that overlooks what is left of the "Game of Thrones" film site village from a few years back. When the mist cleared whilst we were there, we were able to at least look in the general direction of the East Maidens Lighthouse that lies about 5 miles from the coast at Ballygally, that thankfully was automated in 1977. (Photo 9 here)



Viewing over and back up the hill again to make our way to the Drumcrow Road, passing the Dunteige Wedge Tomb on our right-hand side, as the road wound back and forth as we made our way through the Carnal-banagh area to give us a clear view of Tiftarney Hill that is popular with some of the local walkers.

Next up was Shillanavogy and its winding curves, as it passes Douglas Top, and then downhill to cross over the A36 once again, to then eventually arrive in the Tildarg area from the Five Corners Junction.

From there it was a straight run to Kells before joining the A26 after driving through the village for the short run to our meal venue at the Ramble Inn at the side of the main road.



Little did we know when we arrived but there had been an electrical problem in the local area due to storms the previous evening and, as they weren't on gas, we were unable to have a meal together - a pity for all. A big thank you to Alan (H) for all the arrangements and a very enjoyable run, even if it ended without a meal.

Hopefully by the time you read this we will have had two successful runs in Sept, one by me on Sat 9th and the other on Sat 23rd under the leadership of Colin (L). What is there to look forward to in the months ahead I

hear you ask? Well on **Wed 4 th Oct, Area Meeting** (Nortel 7.30 pm), **Sat 14 th Oct, Area Run Mournes, Alan (F).** **Wed 1 st Nov Area Meeting.** (Nortel 7.30 pm).

That's about it then for this month and a big thank you, in advance, to Colin(L) for looking after the event in Sept. Please come along and support the members who put in such an effort to make the area runs and meetings worthwhile. Just thought that I would mention it but quite a few of our members, including family members, and friends who come on our runs, have been having a rough time health wise this last while and so I would ask that you would have them in your thoughts these next few months.

Douglas.

Notts

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We begin this months write up for the Notts area with great news that a donation to our friends Club Triumph who will be completing the Round reliability run in 48 hours in the uk 6th-8th October 2023. And the Berryhill classic car show that Sandra and Pete Draycott and with ourselves supporting this event in June, have made a donation of £100.00 to the wonderful charity chosen by CT for Huntingdons disease association. As you know myself and Nigel are marshalling two check points in Scotland for this great event. Which we will give the lowdown in next months write up.

August seemed to be a little wet at times as we were going to attend the Cromford steam rally at the beginning of August unfortunately it had to be cancelled which was a real shame. We gather the Sunshine rally was greatly attended but for us we stayed local.

We took the club shop to the TR@70 in Shepton mallet where we camped and had a great time.

A few traders, auto jumble and a collection of nice triumphs. The weather still wasn't particularly kind but we survived.

Our notts meet up we met at the Southwell chippy for fish and chips which are always tasty and a few of us even got the chance to take our triumphs as the weather was lovely. After our chippy tea we then made our way down to the Final Whistle where this pub is always beautiful and great to catch up on news and events.

For the bank holiday in August myself and Nigel managed to get to Silverstone festival, forever changing and entertaining the crowds. Got to see the "sugar Babes" brill night we had in our camper.

At the beginning of September we went to a very local show on our door step Acacia classic car show which is free entry and a gorgeous day, great entrain-

Scotland Central Somerset - Southern



ment and local goods to buy. Smashing Sunday I think had by all. Keep a look out on the TSSC website as I update this on events and our meet ups.

We both hope to see you at one of our meets, make sure we have your contact details telephone number or email and see you there. TTFN.

Nigel & Di x

Scotland Central

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As you read this the season will be pretty much over, This being the first year after all the covid 19 restrictions were lifted and we have had quite and active year with the TSSC Scotland members attending at least one cars show every month since April, June was a particularly busy month with a car show every weekend, I would like to thank all the people who have assisted with organising shows for me this year, Looking to the further and the growing number of Members attending events I wonder if there is an interest in splitting the Central region again and having an east and west coast Branch of the TSSC in Scotland in 2024, If anyone is interested in taking on an AO role in either the east or the west let me know and we can get a proposal together for members to vote on at our AGM in December,

Thankyou to Colin for organising our stand at the recent Kirkintilloch Canal Festival looks like it was a great show, For those of you who booked privately for the Biggar show looks like it was a great event, Its a shame the organisers were not in a position to grant us a TSSC Scotland Club stand this year, From My perspective I will be making a private entry in 2024,

A group of us recently rock up at Alan Garage to spend an eventful day working on his Triumph GT6 Mk2, That's the rear panel now repaired and the final sec-



tion at the rear of the Car that needed repair, Alan has now set himself a Target in 2024 to get the Car back on the road, the biggest issue at present is what colour to paint the car and what to

do about bumpers, do they stay or go,

A group of us will be going to the NEC show in November, we will be travelling down on the Thursday staying overnight local to the Show and attending all day Friday before heading back North, if anyone is interested in Join us this year please let me know,

Regards

Dave

Somerset

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Hi everyone, I will have missed September club night as I was away on holiday, but hope to see you in October.

I attended the Baltonsborough show over the August BH weekend, bumped into a couple of TSSC members. There was a nice selection of cars there and a pleasant village fete atmosphere. There are no restrictions on when you can leave, so we did not feel constrained to stay until the very end. Unfortunately no repeat of winning Car of the Show like last year, this year deservingly won by a nearly restored Lotus Cortina. Apparently it was restored and prepared to be raced/rallied but now the owner is too nervous in case he comes off the track and into the hay bales or something more solid.....

Look out for Xmas meal arrangements, details to follow soon.

With the evenings drawing in (and Strictly Come Dancing starting again), I shall soon be retreating to the garage to complete some of the jobs that I've making a list of; clutch slave cylinder, USB charge point and locate a vibration at around 70mph on the Vitesse. I fitted some LED headlamps to the TR in the summer, but it was only the other night that I actually had to use them, had a couple of flashes from on-coming drivers so I think need to get the beam adjusted. The difference is literally night and day from the old lamps, Better Car Lighting supplied them, really helpful, easy to fit and surpassed my expectations so far.

See you soon

Steve

Southern

Tel. 01252 722432

Hi folks, below are some of the shows we have attended over the last month or so.

29th July saw our annual pilgrimage to Worthing. We met up with David and Wendy in his Toledo at Petworth and convoyed to the show site



Southern

Southern Continues

at Styne Gardens. It turned out to be a nice sunny day. Met up with David B in his GT6. A good showing of cars although not quite as many as previous years.

Saturday 5th August Barb and I made an early morning start on our way to the Steam and Vintage Extravaganza at South Cerney. The weather forecast was correct - rain and more rain, in fact you could say it was a washout, all the arena displays were cancelled. Trade stalls, some open, some shut. Still raining, I went looking for Mark, Vanessa and the youngsters in their classic caravan. Myself, Mark, Adam and Luiza visited the beer tent (as you have to). After a couple of beers, it was over to the pastie wagon for lunch. It rained on and off all the way home and we had to negotiate a number of flooded roads. We must be quite mad!

Sunday 6th August we attended the Phyllis Tuckwell Motor Show at Rob Lewis' in Churt. Just for a change the sun was shining for most of the day. About 1000 cars in attendance, you name it, it was present. Had a good look round the collection, which has expanded since my last visit some years ago. Very impressive. David B in his newly acquired GT6, David H in his Toledo and Mike and Karen in the Healey were also there.

Saturday 12th August, after a spell of about 5 years, David, Barb and I attended the Camberley Town Centre Show. It was a bit of a disappointment with far too many moderns and flash boy racer types. We will not be going again.

Sunday 13th August Barb and I (Stag) met up with David (TR6) and Wendy (Spitfire) at Milford Station and then made our way to the Lions Cranleigh Show. A very good gathering of real classics and a large number of diverse trade shows. A enjoyable day out.

Saturday 19th August saw us once again meet up with David(TR6) and Wendy at Milford Station and made our way to the Capel Classic Car show and summer fete. It turned out to be a nice sunny day, although a trifle windy. Soon after we parked up, along came Paul and Carol (TR5) and eventually we met up with Mike and Karen in his Healey. We then made tracks to the local hostelry for lunch and a catch up. Back at the show there were lots of car related stalls, more than ever this year.

A must for next year.

Mike

We had a short report from Les Green (Vitesse owner) about the Hinton Arms classic car show.

"Great run out to the Hinton Arms Classic/Modern meet in my Vitesse (the only one there!) great collection of cars, lovely food, great music, and lovely weather, all in all a terrific day out."

Our roaming meeting started off as a bit of a disaster. I turned up at the "Pub with no name" to find Wendy waiting in the driveway. The pub was closed for decoration, who closes a pub in the middle of summer for that ???

After waiting a while the six of us travelled in convoy down to the "Trooper" at Froxfield. It caused a bit of a stir with the customers as six old Triumphs rolled into the car park. The landlord was very enthusiastic and told us that there was a classic car meet every second Thursday of the month and we would be very welcome to turn up.

So all in all not a complete disaster.

Our September regular meet was a little less attended than usual. I thought there would have been more club cars there as it is probably the last decent evening we'll have before the clocks go back and the not so clever weather turns in.

Please note that I will be putting together photos for the Southern area calendar, I will need to know how many to order, so if you want a calendar for 2024 please let me know by the October regular meeting. If you don't know how to get hold of me get in touch with our intrepid AO who will pass all details on.

I will only order the exact number so if you snooze, you lose.

Up and coming events

October

3rd Regular meet, Seven Stars GU32 3PG

15th Sunday lunch meet, The Fox, Bramdean SO24 0LP.

November

7th Regular Meet, Seven Stars GU32 3PG

19th Sunday lunch meet, Fishers Pond SO50 7HG

December

5th Christmas Dinner TBC

No roaming or Sunday meetings for December.

As soon as I have any details of Boxing day or new Years day events I will post them up

That's all for now folks Take care

Mark

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you

North Staffs - Surrey



North Staffs

e-mail: triumphsportssixstaffs@gmail.com

<https://tsscnorthstaffs.home.blog/>

Tel. 07939 603061

Hi All. Summer has finally arrived, strange, writing that as this is for the October issue, let's hope it hangs around until then as Aug was not that great.

With the first show of the month being cancelled due to all the rain, August didn't start well, but a few shows did take place and the Sandon Fete had some nice sunny weather with a record number of cars attending.

The weather held up well also for Lupin Farm again with record numbers attending, sadly it was the last time this event will be held at this venue.

The following weekend it was Ipstones show with very mixed weather starting reasonably dry, but mid-day gave some torrential rain giving everyone a good soaking.

It was a good job I had a large waterproof sheet as the rain started very rapidly and certainly would not have had time to get the hood up to prevent the car getting flooded. The rain did provide a good amount of entertainment with many of the four by fours struggling to get off the field, admittedly many had trailers on the back.

Just as well it was an agricultural show as a number of tractors had to be used to get a lot of vehicles off the field, plus there was a number of young lads pushing some of the cars that got into trouble.

There were a good few Triumphs including a TR2 an import from the USA in unusual condition, with little rust but severe blistering to the paintwork and rotted leather seats from the hot Nevada climate but had very low mileage and is going to be left in that unique condition.

The following day again the weather was not looking great for the Cheshire game fair, on arrival no one seemed to know where the classic car section was, resulting in driving through very long grass only to drive back again and then through more mud to eventually find just five classic cars and about ten Land Rovers.

A bit of a disappointing start and with a cold wind a good bit of the time was spent in the cooking demonstration marquee out of the wind, at least the dog trial events gave some entertainment.

At least September has started with some good weather for the Eccleshall show, a wide variety of vehicles attended and lots of Triumphs, if you were there get in touch as only one other member was

there, unless you know better.

October Events

Classic Car & Vintage Vehicle Rally Foxfield

Railway 1st Oct

Macclesfield Vintage Machinery Club Rally 8th Oct

CREWE HERITAGE OFF THE RAILS CLASSIC CAR

MEET 8th Oct

Newark Autojumble 22nd Oct

NEC Classic Car Show 10th Nov

Next Meeting 31st Oct

Take care

Dave

Surrey

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Tel. 07853 793341

Dear all, well it seems to be the end of the summer, but as I write this it's 33 degrees so not so sure. Not so much news on the car front, I managed to miss the meet at the Well House, life conspired against me. Had a very nice break in the Yorkshire Dales which would be a fab place for a drive out but a tad too far me thinks. This weekend is the Goodwood Revival, unfortunately I could not make it but do enclose a photo of a couple who did. Always a great few days for those with lots of money. Also today is the Edenbridge classic car show, also missed that, what am I doing.

On a more serious note I have just heard that **Bob Bray** passed quietly last night (9th) as you know he had not been well for a time with a chronic



lung condition, I had seen him a few times re-

cently and indeed Paul and I visited him at home on Friday so we were able to wish him well and sort of say goodbye. He was a great bloke and car enthusiast and I recall driving with him to Spa, Le Mans and Goodwood with his trusty Spitfire/ GT6.

For some reason he jumped ship and bought an E Type, but this was a rather nice beast so we can for-



Surrey Continues

give him for that. He gave years of service to the London Fire Brigade and latterly was a consultant offering his wide experience. We will miss him and his fun and humour and we pass on our best wishes and condolences to his wife Denise and family.

Will probably meet most of you before this floats to the doorstep, but in the meantime good luck to you all on this sad day.

cliff.

East Sussex

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Tel. 07833 944847

The month of August reminded me of the story about the London Red Buses; you wait for ages and then all the car shows come along inside one month. And Boy, did we have a lot of things going on in August. There was the Hooe show, the Waldron show, the Southern Classics Society Worthing Show, the Hellingly Festival of Transport and the Bexhill 100. We were represented by various members of the TSSC East Sussex Area attending all of the above shows. I am not going to name those who went to the various shows as it would take too long, but I will mention some interesting stories.

On Sunday 20th on the way to the Worthing show



nine people gathered at the Toby Carvery in Worthing for an "all you could eat" breakfast to start the day off. After breakfast another two triumphs were in the car park so we set off in convoy to the Worthing Rugby club but failed at the first traffic lights. Because of a yellow hatch box and a short green duration for the right turn we got separated and split up. I was leading the first few cars that got through the lights together and even though we drove slowly the others never caught up. But as we arrived at the Rugby Club there were the others in front of us; they had found a shorter route! We managed to stay together in the show area, despite the organisers arranging the cars by "decade" and were told that if we had entered as a club then we would have been located all together in the club area. Next year we

know what to do.

Breakfast at 7.30am!!!! Whose idea was that? Well, I have to accept some responsibility but I am taking Andy down with me as it was his suggestion. At what felt like the crack of dawn, on Sunday 27th August 16 members gathered at the Long Man Inn in Wilmington for breakfast and a good one it was. Some people left straight after breakfast for the Hellingly Festival of Transport but six intrepid explorers (and a dog) decided to walk up to the "Long Man" for a look. I have to admit that we only got to a location well below his feet but we were rewarded with a great view from our position on the south downs.



Bank Holiday Monday 28th was the Bexhill 100 show and four members showed their cars. Andy won "Best Modified" (not for him) for his candy apple red vitesse. His first trophy of the season following various comments at shows about his restored car not being original.

Also on Monday 28th Richard & Kathryn, John & Janice, Pete and Wendy & I along with other cars from the Daimler and Lancaster Owners Club drove down to the Ash Tree Inn at Ashburnham for a BBQ. Quite a few classic cars were there and we enjoyed good food and good company sitting out in the pub garden.

Unlike last month the weather on the night of the September monthly meeting was



glorious and for only the second time this year we sat outside in the pub garden, but only until food arrived, when we adjourned inside to escape the pesky wasps. There were 20 people at the pub, including Tony from the Gatwick group who popped over to talk to Pete about a gearbox, new member Steve Goddard and prospective members Peter & Toni, who have owned a Triumph 13/60 for donkey's years and live within 5 miles of our meeting venue. I hope we made them feel welcome enough to per-

West Sussex Thames



suaude them to join the club. Thanks again to everyone for supporting the monthly meetings!

Once again, a renewed invite to old and new members (and partners) who live in the TSSC East Sussex area to come along and join in the monthly meetings, where you would be made very welcome.

Here's what's coming up in October:-

Monthly meeting on Wednesday 4th October
Breakfast meeting at Shoreham Airport (Brighton Airport) on Sunday 8th October

Perhaps another breakfast run organised at the last moment?

Photos this month are from the September monthly meeting, the Long Man Inn breakfast morning and the Worthing car show day.

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

Finally, a date for your diaries; pencil in **Saturday 9th December for the TSSC East Sussex Area Christmas Dinner at the Halfway House Pub.**

Geoff

West Sussex

e-mail: nigelayre@hotmail.co.uk

Nigel. 01403 253034

George. 07508 853397

Hello, I hope you're all well. We had another excellent turnout at our August monthly meet and some new cars and faces which was great to see. We had 5 Vitesses, 3 Herald's, 3 Spitfire's, 1 TR6, 1 TR4, 1 GT6, and 1 Bond Equipe. It was good to meet Graham and his stunning TR6 and also good to meet Jack and Jamie, Jack has a Triumph Herald project car that he is fixing up with his Dad Jamie.



It was also good to see Paul's TR4 which we had not seen yet.

It's good to see our group members enjoying the summer weather, we had Alan and Stewart share photos in our group chat of their cars at capels classic car show. Brian shared a photo in our group chat of his and Martin's Vitesses looking great together

at the SADCASE Meeting at Amberley Chalkpits Museum. Morgan shared some photos in our group chat from Goodwoods classic car breakfast meet which included photos of Morgan's, Martin's and Richard's Vitesses and a variety of other Triumphs which was great to see.



I think the show of the month though had to be the Barns Green classic car show. It was a really good show with a good turnout which included many many Triumphs.

It was good to see mine, Brian's, Richards, Morgan's, Dudleys, Mikes and Stewarts Triumphs there in the show.



Big thank you to Ben for organising a great show and raising an excellent £5,652 for St. Catherines Hospice.

Vince has been busy with his Vitesse, he has repainted the engine bay, done a full cooling system and heater box overhaul and carburettor and inlet manifold restoration. It looks excellent and looks like it's almost done and I'm looking forward to seeing the car.

We'd love to see you at one of our meetings, we have a really great and welcoming group and also a very nice variety of triumphs between us. You can also join in online as we have a Facebook group "TSSC West Sussex", instagram [@tsscwestsussex](https://www.instagram.com/tsscwestsussex) and a whatsapp group chat I can add you too.

Many thanks,

George.

Thames

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Hi everyone. With the evenings drawing in , our show season is coming to its end , but there are still shows being held as the sunshine put up a gallant fight to shine on. see the events list below.

Cranleigh show was a hot one, as was the Royal Egham show, read on for the reports

Some of us are booked up for the RAT on 14th October book your tickets through the Watercress Line, come and join us



Thames North Wales

Thames Continues

SOCIAL MEETINGS

3rd AUGUST, THE FAIRMILE INN COBHAM

With no indicators on my Vitesse I am in my van, keeping me company this evening is George B, John I & a big warm welcome to Ted & his lovely Herald 12/50 saloon. Ted told us of his recent purchase. We also chatted to the ADO16 group, which also had one classic in the car park

17th AUGUST, THE GEORGE INN WRAYSBURY

A very pleasant sunny evening at the meeting tonight, Julie & I are in the Vitesse, other Triumphs were Georges Vitesse with new grease nipples on his trunnions & Johnnie's Mk2 2000 saloon with a lost aerial & no clear way of fitting a new one to the sealed front wing. Tony is looking for a classic Family car to replace his Stag, Chris was in his eurobox as he was changing the door mirrors on his TR8

SHOWS & EVENTS

13th AUGUST CRANLEIGH LIONS

We had a joint stand here with Surrey & Gatwick Areas, which was the 21st show, so a good turn out of Triumphs on the stand they were :- from Thames Area George B in his Mk1 Vitesse convertible, Graeme C in his TR6, Rob in his Mk1 2000 saloon, Marnel & Paul in their Herald 1200 saloon, Julie & I in my Mk2 Vitesse Convertible. Surrey Area had Adam & Karen in their Mk1 2000 estate, Jeremy in his GT6, Richard & Hilary in their Stag, Tony in his Mk2 Vitesse saloon & Toms 1200 Herald convertible. From Gatwick there was Tony in his Mk1 Spitfire, Dudley in his Herald coupe, Mark in Dudley's Herald 13/60 convertible, Justin in her GT6 Mk1, we had two event shelter to sit out of the sunshine when needed, There was the usual auto jumble & trade stalls to rummage around, a good selection of food stalls catering to all tastes. Other Triumphs we knew were Mike & Barbara in their Stag, Dave H in his TR6, Wendy in her Mk3 Spitfire all from Southern Area, Trevor C & family in their Heralds estate & convertible. also there were 4, Dolomites, a Renown, 4 TR6's, a Mk2 2000 saloon, 5 Heralds, 2 Vitesse's, 2 Spitfires, 2 GT6's, 29 Stags (22 of them on SOC stand), The TR reg had 2 TR4s, 4 TR6's on there stand. Also for sale was a TR8 with 125miles showing for £48,000. We had a wonderful day there & loads of classic cars to look over. A big thank you for supporting to joint stand & for all your help on the day

27th AUGUST EGHAM ROYAL SHOW

This was held over the Saturday & Sunday of the bank holiday weekend & was in it 163rd year. I went

on the Sunday in my Vitesse, other Triumph's there on Sunday were a TR2, 2xTR3's a TR5 & a TR6, a GT6 Mk3, a Herald 1200 & a customize Dolomite, with 140 classic on show over the weekend. there was plenty to see & do with live stock on show, horticulture, handcrafts in a marquee a modelling marquee, in the arena there was scurry driving, falconry display stunt riders on bikes &, motor bikes. around the field was trade stalls, dog show, live music, food stalls & beer tent, Pimm's tent, the weather was kind & sunny spells a good day out.

UP COMING SHOWS

OCTOBER

1st classic car show

NEW DATE Beale park Reading

8th Autumn Motorsport Celebration Brooklands

8th October scramble Bicester

Don't forget our next meetings will be: -

1st Thursday of the month at The Fairmile Inn at Cobham

3rd Thursday of the month at The George Inn at Wraybury

Any enquires please call me on 07773 623807.

Mickey & Julie

North Wales

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www.borderclassiccars.co.uk

Tel. 01691 600215

Hello, everybody. Our first meeting in August was on Thursday 3rd., a very good night, with lots discussed about the season gone by so far, plus up and coming events. Lovely to be in such great company. 5th August was the Oswestry Agricultural Show, and this is a very popular event, so getting a place is quite difficult, as only a handful of vehicles can be displayed:- only one of our group managed to get in!

On the 6th August West Cheshire MGOC invited members of our group to join them in a run and afternoon tea. Quite a number attended, and had a very enjoyable day.

12th August was the Wauns Carnival at Bradley. Our Border Classic Cars group had a good turn-out, and the weather was with us. A really good village show, with lots going on, stands for food, tombola, wrestling. Alpacas were there on display, and a line of stands had Meerkats, a Tarantula spider, who was taken out of his/her cage, and allowed to climb up the arms of anyone brave enough to do it, also

South Warwickshire



other wildlife. One of the marquees offered free teas/coffees and cakes for people of a certain age! There was live music, really good day in such great company.

On Wednesday 16th it was Cars & Coffee for NCAR at the Doris Bunker 6-9 p.m. This was just a turn-up and make a donation on arrival.

Thursday 17th August was the Flint & Denbighshire Show, which is totally different to the Oswestry Show, with tractors and many cars on show. Eight of our group attended, despite the very early rising of several to get there by 9.00 a.m.

Another enjoyable day.

On 20th August - there was a meet at Chester Lakes, and this was just a turn-up from 9.30 a.m.

The weekend of 19th - 20th August was the Prestatyn Run and Show. A good weekend was had by all. There was a choice of two routes for the run, and the weather was fairly kind. A drive through Ruthin and to Corwen, where people parked up for a coffee stop. From Corwen the journey continued up towards Betws Y Coed, Llanwrst and back towards Prestatyn on the Abergele road. On arrival in Prestatyn people were treated to see a Lancaster bomber performing several manoeuvres, and later on the Red Arrows put on a fabulous display.

On Bank Holiday Monday over 400 cars descended on Prestatyn town for a static display. There was a huge range of makes and models:- the town was buzzing with visitors enjoying both the sunshine and the cars.

The Lunch Run on Thursday 31st saw thirteen cars of our Border Classic Car group attend, meeting at the Woodworks Garden Centre, Mold at 11.00 for the usual teas and coffees, and the handing out of the route plans. After a lovely run of about 20 miles everyone reached the lunch venue, this being The Cherry Pie, Nannarch. Another good day, in great company.

That is that for now, so please remember that our meetings are held at the **Trevor Arms in Marford on the first Thursday of the month at 7.30 p.m.** Hope to see you there.

Forthcoming events:- October

1st October:- Charity Classic Car Show, Connaught Quay:- 11-3:-

Contact Denise on 07984-091343 for further information.

5th October:- Monthly meeting at the Trevor Arms, Marford.

**26th October:- Lunch Run.
November**

2nd November:- Monthly meeting at the Trevor

Arms, Marford.

30th November:- Lunch Run.

Regards,

Helena & Roger.

South Warwickshire

e-mail: oilymark@protonmail.com

Tel.07989 104324

Another great turnout at the meeting this month - and more new members turning up - great to see! Welcome to Dave Holden in his mk2 Vitesse convertible (which is almost the splitting image of Philip's saloon, with the side stripes), and to Steve Cox (Spitfire owner)! We had a nice line-up of 7 cars in the carpark, and the weather was kind!



I actually brought my new GT6, the white one, and of course everyone gathered round as the bonnet was raised, like Triumph owners do! It made it - the few tens of metres from my house - and the new rocker shaft has quietened the engine down quite a lot so I think we're all good on the valve gear now. A manifold gasket blow is getting louder, but that's because I reused the original gasket cos I didn't have another one (a new one arrived in the post today so I'll get that sorted). Sadly, a day or two later I took it for a run around the block to Gaydon and back, and it smoked like hell - I had thought it was getting better, but this time it was embarrassingly awful, so I may end up rebuilding the engine after all. First I'm going to rule out the top end being the cause by fitting some MGB valve stem oil seals, and I'm going to try continuing to soak the bores after each run to try and free up the oil rings (which I think are most likely the problem, since the valve guides didn't seem very worn, and nor did the bores). Ho hum, these things are sent to try us, but you'd be a bit smoky too if you'd been seized for 40 years!

It was good to see Owen bringing his Spitfire along, despite the bonnet being in mid-repair! (I approve of this sort of running/rolling restoration - it's much more fun than having a car sitting on axle stands for 7 years!) He'd managed to obtain a nice



South Warwickshire Wessex

South Warks Continues

repair section for the front of his bonnet, and had let that in with self-tappers holding it in position temporarily – just so that he could bring it to the meeting. Then afterwards, he sent us pictures of it welded in position – he's done a really nice neat job, butt-welding the new panel into place with a series of spots from the MIG welder, gradually joining up the dots until there's a continuous weld that can be ground down flush.

Butt-welding is much better than a lap joint in my experience, because the weld cools – and shrinks – evenly on both sides of the panel, which avoids introducing too much distortion.

Anyway, during the meeting (which I apologise for running out of early, because I unavoidably had to attend a band rehearsal the same night due to an impending gig on the following Saturday!) we discussed our planned run to Wellesbourne cricket club on the Saturday morning. That we did: come Saturday 10am there were half a dozen of us gathered again in the Harbury Club carpark, and we then departed at a fairly leisurely pace for Wellesbourne, Roger at the helm in his yellow Stag. We also had Philip in his Vitesse saloon, me in mine, Dave H in his Vitesse convertible, and Neil in his lovely Spitfire (which is incredibly straight bodywork-wise and sits perfectly on the road).

Upon arrival, the marshals ushered us into a line, and we parked up and looked around.

There were plenty of other Triumphs there, including Marcus in his mk1 2000, Ed in his Herald 13/60 convertible, and Rob in his Spitfire. There were also a couple of TRs, a damson Vitesse and a magenta Stag, as well as other more exotic/expensive machinery. The Rolls-Royce club was there with a few extremely shiny vehicles, there was a lovely Alfa, I think it was, a Marcos, a TVR Sagaris(?), a rare open-sided Mini, and probably around 70 cars all-told. There was even a Mike Brewer person wandering about... not that I spoke to him. I also spied an auto-jumble stall with a stack of period radios, and nabbed myself a period 1970s Radiomobile radio-cassette for a tenner – it must be one of the earliest radio-cassettes and it's all complete so I'll refurb



that and stick it into one of my cars. Bargain.

My boy Charlie was with me, and protested about the heat a lot, but the cricket club pavilion was open selling lemonade, and the bowling club was also open selling bacon butties (very good ones actually). So, around 12:30 we left there, again in convoy, and headed to Gilks' Garage Café in Kineton, and parked up again before having lunch sat down inside out of the sun. Much tea was drunk, and then we headed home. All in all, a great day out, and we intend to do something similar at a different venue in the near future, so look out on the Whatsapp group for further info (feel free to email me with your mobile number details if you'd like to be added). I'm really chuffed with the way this group is developing, and with the enthusiasm that everybody has for getting out and about in their cars!

That's it for this month – next meeting is **10 October – at Harbury Village Club and Institute, Crown Street, Harbury, near Leamington Spa CV33 9HE.**

Just as a reminder to help newcomers: to get into the carpark, set your satnav 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. We'll probably all be chatting in the carpark when you arrive, but if we've already gone inside just ring the bell to be let in! See you then!

Cheers,

Mark

Wessex

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or e-mail: berry223@btinternet.com

www.triumphnewforestrun.co.uk

Tel. 01425 475376

Say it every year, where has the season gone? Weather-wise, it started good, then as the schools broke up, it all changed, and not for the better. Which meant time pasted, waiting for it to improve so that we could get the cars out. Our robustness for going out in inclement weather has waned over the years, or perhaps now we have our sensible head on? That said, I know many did various runs and shows. Breamore, we decided to give a miss, for the first time in over thirty-five years (excluding covid). The early years there was plenty to see and do, but last year was very depleted and from all accounts, this year was no different.

The Oak Festival, Sturminster Newton, was very well attended; half an hour to get in and parked, a

North Wiltshire



bit of a pain. Loads of Arts & Craft stalls, with demonstrations of log cutting and medieval living and working. Plenty to buy if you want it made out of wood. Some well priced, others too much, even though you could see the work that had been put in. We all know about that with car restoration; how many have said; "if we can get our money back, of course that does not include labour!"

I thought I was going a bit doolally, when I first clapped eyes on what I thought was an overgrown GT6!! Apparently, it is the only one that exists out of three prototypes, from



an experimental trial by British Leyland, but ran out of money, so was scuppered for going into production.



This was at the BPPC on the kart track at Hurn. About 180 cars attended of all descriptions, many that you never normally see. On the same note, Christchurch Quay must be one of the best shows. Just turn up, remembering your drip tray, pay your two pound, a readymade show! Over 400 vehicles attended, the weather was perfect, the backdrop of Christchurch Quay, with the town centre for shopping and for Sunday lunch at many of the hostels scattered throughout the town, what more could you want.

Well, I can answer that with MORE! So the next were on 10th & 24th September, also 8th October. The Bournemouth Air Show (the same weekend) went well; always a debate as to the cost and the ethics of holding such an event, enjoy it while you can!

Beaulieu Auto-jumble was very busy; we decided to go on the Saturday only, as previously mentioned, the Air Show and Christchurch Quay were the same weekend and we wanted to do all! Beaulieu was very busy which was good. But very sparse on finding that desirable part and when we did see anything, it was pricey! Like a GT6 gearbox for £550 and it looked as though it had come from

the scrapyard!

Swanage Railway in conjunction with BPPC Car Show at Harmons Cross is this weekend (8th-10th Sept). It is expected to be some of the hottest days of the year, which we have already experienced, more than an Indian Summer. Good in some ways, but not in others; the main issue is if that is the case, the traffic queues will be horrendous, with everyone heading to Corfe Castle, Swanage and the infamous Durdle Door, with only one main road servicing the Isle of Purbeck. More on this, next month.

Our last three monthly meetings have been at the Avon Causeway, although it is more of a Hobson's Choice, it actually fits the bill; not too busy, a big car park and reasonably central for most. The old timers amongst you will remember it was our meeting place before we found the Tyrrells Ford. For those who don't know and for your Sat Nav; **Avon Causeway at Hurn, Christchurch, BH23 6AS. Last Thursday of the month, 8 p.m.**

Martin

North Wiltshire

e-mail: north-wiltshire.tssc.org.uk

Tel.07852 455242

Apologies for the lack of Area News last month. The September meeting was well attended, with June and Les from Avon Area joining us. The Castle Combe Autumn Classic in September was the last local event of the show season. It has been a good year, and we are looking forward to coordinating some of our events with Avon Area in 2024.

This month, myself and Tim are partaking in Club Triumph's Round Britain Reliability Run. The event takes place over the weekend of 6/7/8 October. Starting at Knebworth on Friday evening, we head north for breakfast at John o' Groats for Saturday morning. We spend Saturday in Scotland before heading south for breakfast at Land's End on Sunday morning. We then head back to Knebworth for Sunday evening. We are driving in Tim's Stag, so I'm looking forward to a comfortable and problem free drive! The total distance is around 2000 miles in 48 hours. The event has a chosen charity and this year it is The Huntington's Disease Association. If you would like to sponsor us - any amount is most welcome - there is a JustGiving page here: [justgiving.com/page/craig-and-tim](https://www.justgiving.com/page/craig-and-tim)

Next month, in November we are going to try another Saturday breakfast meeting at a venue yet to



North Wiltshire North Yorkshire

North Wiltshire Continues

be decided. Further details in next month's Courier. In December, we will have our **Christmas meal event at The Foxham**. Be sure to save the date: **Tuesday 12th December**.

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

We look forward to seeing you at **The Foxham (SN15 4NQ)** from **7:30pm** on **Tuesday 10th October**,

Craig & Sarah

North Yorkshire

e-mail: warrenktr6@yahoo.com

Tel. 07534 820155

The last month has seen us at a few events unfortunately most of the weekends have turned wet like Humber Bridge but still had a good turnout then the Ripon racecourse not as big as in previous years but still a good turnout our monthly meetings are still going strong but by the time this one hits the door step the Motorist evening will have finished for the winter months, but have a look at their web site for other events over the winter.

Again it seems a long way off but if you have any ideas about Christmas lunch this year please get back to me? Our next event on the 17th September is the York Racecourse so hope to have a good day out I have booked a Triumph stand so will feed back next month on how it went.

We have again had a good few new members join in our area recently so if I have not contacted you please drop me a line it would be good to hear from you.

Now a few words from David Walker, hopefully you will have seen his article in the Courier under (Our TR6 Quest) makes a good read and shows our passionate David is for the Triumph brand.

York Historic Vehicle Group were invited to send some members cars to a new show called Bangers and Cash Live at Scampston Hall on Saturday 12th and Sunday 13th of August. 12 cars from the club attended on the

Saturday and 8 on Sunday, my TR6 being there on both days. The photo shows my TR6 ahead of the club line up and the very large screen at the end

showing the new series of Bangers and Cash throughout the day.

Vehicles from various clubs were arranged in small groups around the large show field, each club hav-



ing an area with a lot of space between us unlike a normal car show. This space was soon filled each morning after 10am when 3,500 members of the public were let in, each paying in advance £16.50, making the show a sell out. Most of them had come to see or meet the Mathewson's and attend a live auction.

As well as cars, lorries, buses, and motorcycles there were military vehicles including a tracked tank and a 1992 Formula One Brabham; entered by an engineer based near Malton. The only other Triumph exhibited was a purple GT6, with the bonnet open and very shiny. There were probably less than 150 exhibitors in



total. The centre piece of the show was a huge Glasstonbury style stage from which entertainment and interviews were performed throughout the day. In front of this 120 auction entries were displayed half being cars including a 1972 Triumph Stag estimated at £12000 (not sold) and the rest memorabilia. Eventually the live auction started and the crowds, that had been so attentive asking questions about our cars and the club, disappeared and assembled before the stage to watch the live auction. Most of them would not have witnessed the process before and the prices paid, especially for signs, seemed to us to be abnormally high.

The organisers explained, when questioned about the format, that it was not a car show but an event so that T.V. viewers could experience classic car ownership for themselves.

Keith

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

By 8th of each month - Thank you

West Yorkshire



West Yorkshire

e-mail: kemphq@tiscali.co.uk

Tel. 07970 045574

Hi All. Writing this report in the middle of an Indian summer. Hope you are all making good use of your cars.

Last months meeting's quiz was easier and ended with a tie break, resolved by the nearest answer to

the length of the Titanic! John came out top with that one.

We heard sadly that Brenda Waddington, the wife of former treasurer Bob, has passed and our thoughts are with the Waddington family at this sad time.

Looking forward to attending [Elland Show on the 17th](#) hope to see a few members there
Keep those wheels turning

George



New Booklet

More Details From The
Triumph Sports Six Club
Area Liaison Officers

e-mail: tsscareas@gmail.com

Tel. 07584 000442

New AO/s Wanted
Please Contact

Paul & Christina Girling -
Area Liaison Officers
for more Details

We will offer all the help needed
to do this important Job

THE TRIUMPH SPORTS SIX CLUB



Come & Join in all the festive Celebrations at TSSC Headquarters!

You can rest assured that you will be made very welcome.
We will be offering light snacks, including mince pies for just a small donation, and some liquid refreshments from the 'HERALD' Bar which will, of course, include Mulled Wine and a Guest Ale for Non Drivers.

This Christmas Open Day is going to be one to remember.
You will be able to meet some of the Directors & Staff of the TSSC
The Club Shop will be Offering 10% Discount over the Counter
Offer NOT applicable to Club Gift Vouchers, Website & Phone orders or on Items already discounted as December offers.

Sunday 3rd December 10.30 am to 4.00pm

Don't miss Out this Year! - Lubenham, Leics. LE16 9TF

Tel 01858 434424 - www.tssc.org.uk