

# THE COURIER

THE MONTHLY MAGAZINE FROM THE TRIUMPH SPORTS SIX CLUB

ISSUE 529 AUGUST 2024

## Racing *italia*



**Triumph Italia**  
at Pergusa part 2

  
THE  
TRIUMPH  
SPORTS SIX  
CLUB

MODEL REPORTS

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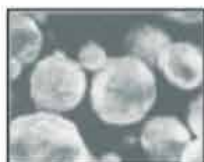
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# FROM THE EDITOR

We've another varied line-up of Triumphs and features for you to enjoy in this, the August issue of The Courier – the fifth since the magazine's relaunch as a glossy A4-size title back in the spring. We've recently been receiving lots of positive comments about the new-look Courier, for which we're all very grateful.

Changing such a well-established format via a new editorial team was always going to be controversial, but I'm delighted that the vast majority of members now seem to be enjoying the look, the content and the fresh approach.

Obviously, I'm pleased to have been involved in the reinvention of The Courier, but I'm afraid that this particular issue will be my last as editor. Maybe some members will be chuffed to read this news (not too many, I hope!), but with various different projects on the go and a need to reset the proverbial work/life balance a little, I've taken the decision to step down. I didn't want to do so, however, without a suitable successor first being appointed... and what a successor we have!

The absolutely brilliant news is that Simon Goldsworthy, former editor of Triumph World (a magazine that I know a lot of TSSC members still miss), is taking over as editor

from the September issue. And as one of the best-known motoring journalists on the Triumph scene, I'm sure he'll receive a huge welcome from everyone. Having worked with Simon over the years, and knowing his passion for the marque, I can't think of anyone more suited to The Courier.

Meanwhile, I'm truly indebted to Paul Girling for being so involved with this, my final issue. A clash of deadlines meant I was unable to be as involved as normal, and so Paul has picked up the reins and been largely responsible for what you now have in your hands. Thank you, Paul – I owe you a pint (or several) next time we meet!

So, that's it from me. Thank you to everyone in the TSSC who has shown support over the last few months. I'm now looking forward to seeing how The Courier develops still further in the years ahead.

*Paul Guinness*

**Editor**  
**editor@tssc.org.uk**



## AD OF THE MONTH TRIUMPH TR7

The arrival of the TR7 Convertible four years after the regular version's debut was another example of a missed opportunity for British Leyland. While not everyone admired the look of the hardtop version of the wedge-shaped wonder, few could deny that its soft-top sibling was a handsome beast.

It was also rather rakish, leading BL to produce this classic advert with a rocket theme, right at the end of the model's life. And the company seemed genuinely sorry to see it go: "Driving a TR7 is like going into orbit. Sadly, though, it will soon be a blast-off from the past. Because after this autumn, the TR7 will no longer be made. So it's already a collector's item and the countdown has started."

The very last TR7 was built in October 1981, although dealer stocks were sufficient for it to remain on sale well into 1982.

A total of 28,864 examples of the short-lived TR7 Convertible were built, adding to the hardtop's impressive 112,368 units.



THE  
**TRIUMPH**  
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### TRIUMPH SPORTS SIX CLUB SHOP & MUSEUM

Sunderland Court, Main Street, Lubenham, Leics LE16 9TF

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Shop online at [www.tssc.org.uk](http://www.tssc.org.uk)

**TSSC Museum** - Open Monday to Thursday 9am - 5pm and most Fridays 9am - 2pm (please check first)

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**Twitter/X:** @tssc

### TSSC ACCOUNTS

Trudi Prettyjohns, TSSC HQ. E: trudi@tssc.org.uk

T: 01858 434424

### TSSC MEMBERSHIP & RENEWALS

UK & Worldwide £56.00; Young Members (17-25) £28.00

Direct Debit (from UK bank) £48.00

Young Members (17-25) £24.00

Members joining/renewing by Direct Debit can expect their fee to be collected by the TSSC on the nearest working day to 13th of the month prior to their membership expiring.

### TSSC MEMBERSHIP ENQUIRIES

Lisa, TSSC HQ E: info@tssc.org.uk T: 01858 434424

### TSSC INSURANCE VALUATIONS

Please always book an appointment in advance if requiring a Valuation at HQ.

**Email valuations** - please download the form from the TSSC website, [www.tssc.org.uk](http://www.tssc.org.uk), and email to [valuations@tssc.org.uk](mailto:valuations@tssc.org.uk) clearing marked as Valuation in the subject line.

### PRINTING

This magazine is printed by Lavenham Press. The Courier is printed on well-managed FSC® Paper using vegetable-based inks. Printing plates are aluminium and are recycled, as are any surplus/old inks, while printing blankets are shredded and used for rubberised play areas and footpaths. The wrapping it comes in is degradable and will break down in the soil.

### THE GET OUT

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

**Privacy Notice:** The data controller of personal data of members of the Triumph Sports Six Club is Triumph Sports Six Club Limited. Such personal data is processed in accordance with the Club's Data Protection Policy which details how the Club uses personal data. This Policy is available on the Clubs website and a copy can be obtained from the Club's Headquarters.

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# CHAIRMAN'S COMMENT

## CLASSIC CAR CLUBS ARE STRONGER TOGETHER... WE NEED YOU!

Having just returned from this year's Inter-Club International event at the Malvern showground I can honestly say that we are stronger together.

CoM and I have spent years working with other clubs to make events like Malvern happen. To be able to offer TSSC members the opportunity to attend a national event over a weekend does not come cheap but by sharing the expenses via three clubs, the MGCC, the TR Reg and the TSSC, it makes it possible.

I know we can never please everyone as it's either too far away, or too expensive, or we have holidays booked. Still, I would hope that everyone who attended the weekend will have thoroughly enjoyed themselves.

The classic car movement is slowly on the decline and the TSSC's CoM are very aware that we are managing a changing club that we need to keep modifying to survive.

The biggest thing that never changes is our helpers/volunteers who are the backbone of our fantastic club, nowhere is this more visible than at a big event like Malvern, where there is an army of volunteers from across all the clubs who give up their time to make sure the event runs successfully.

Whether people give up a few hours or a whole weekend, our volunteers/helpers are invaluable to our club and that's what makes events run as smoothly as they can.

Have you ever thought about helping out at an event? Or if you have a bit more spare time

these days what about joining our event team, or even becoming a member of the Council of Management? We are always looking for members who are willing to help in any way.

If this is something that might be of interest to you why not give me a call and I'll point you in the right direction, or explain to you what is involved in becoming part of the TSSC team of volunteers?

My number is 07843 435190, if I don't answer leave a message and I will get back to you as soon as possible.

*Chris Gunby*  
TSSC Chairman




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# NEWS & UPDATES



## ALL TRIUMPH DAY @ SHUTTLEWORTH

Organised by the TSSC Herts and Beds area along with the TR Register Lea Valley Group this looks set to be a terrific day with plenty to see and do.

An event not to be missed. The preferential admission price is just £10 per Triumph, which includes entry for the driver and ALL occupants. Pre-booking is essential, please email [trr.lvg@gmail.com](mailto:trr.lvg@gmail.com). Payment will be requested nearer the event. Entry will be via the new entrance in Alder Drive, SG18 9DT, 10am to 5pm.



There's not long to go until the Silverstone Festival, taking place over the weekend of August 23rd-25th. Back-to-back motor racing, live music in the evening and around 140 clubs having a presence there, so there should be plenty of cars on display.

The Festival has an open areas policy meaning you can get up close to the cars in the pits too. The TSSC will be there offering free tea and coffee to members. It's not too late to book, for more details check out the



advert in this Courier or visit:  
[www.silverstone.co.uk/classic-car-clubs](http://www.silverstone.co.uk/classic-car-clubs)

*We're looking forward to seeing you there!*

## TSSC FEEDBACK

If you have a problem with the TSSC, whether it be with the Courier, valuations, club shop etc, please don't post on Facebook or social media, rather let us know via email, so any comments can be forwarded to the correct person.

The reason the TSSC run the FB page is to promote the club, let members know what's going on, and to encourage new members. It is not meant to be a sounding board for negative comments.

Of course we want to address any problems that members may have, and to explain when things might not have been as good as expected, but this does not need to be done over a public forum where non-members are looking to decide whether or not to become members. We want them to see us as the friendly, cooperative group that we are, rather than arguing amongst ourselves and ostensibly putting prospective members off joining.

So, if you've got some feedback that you feel needs to be addressed, please post on the members section of the TSSC forum or, even better, email to [feedback@tssc.org.uk](mailto:feedback@tssc.org.uk). Many thanks for your understanding, which will be very much appreciated.



## TSSC ANNUAL GENERAL MEETING 2024

Notice is hereby given that the Annual General Meeting of the Triumph Sports Six Club is to be held on Sunday, September 22nd, 2024 at TSSC HQ in Lubenham LE16 9TF and on Zoom. You Must bring your Current TSSC Membership Card with you in order to be admitted to the AGM. Only members attending the AGM in person can cast a vote at the AGM.

**Resolutions for Agenda** – Any member wishing to put forward a resolution to be considered for inclusion in the AGM agenda must do so in writing and it must be signed by at least two current TSSC members.

These should be forwarded to myself (TSSC Chairman) to be received by September 15th, 2024. Any item received after this date will be regarded as null and void.

**Questions for the Agenda** – Any questions also need to be with myself (TSSC Chairman) by September 15th, 2024 to be guaranteed an answer at the meeting. Any questions received after this date or raised on the

day will be answered if possible, but it may be necessary to post the response in the Courier. General Issues – General issues can, of course, be raised at any time through myself (TSSC Chairman), for discussion at Council of Management meetings. Alternatively, issues may be put forward for discussion at the Area Organisers Seminar, to be held in the morning prior to the AGM; please see your Local Area Organiser.

**Council of Management Elections** – Anyone who has been a member of the Club for at least three consecutive years by the time of the AGM, and who would like to become more involved in the running of the Club can put themselves forward for election to the Club's Council of Management (Board of Directors).

The Council meets six times per year at HQ in Lubenham. Council members are also expected to attend other events/activities e.g. AGM, open days at HQ, shows to help on the Club stand and take responsibility for particular areas of Club Management e.g.

HR, Business Management, Finance, Tech Support etc.

If you have the time, enthusiasm and skills that would benefit the Club and would like to know more, then please contact me by email for a nomination form (contact details below).

The deadline for nominations is September 15th, 2024 by which time a signed nomination form and paragraph describing what you can bring to the Club needs to be submitted (the nomination form requires a proposer and seconder who are current Club members) Contact Chris Gunby for a form.

Any enquiries regarding any of the above should be addressed directly to me, Chris Gunby;

email: [chairman@tssc.org.uk](mailto:chairman@tssc.org.uk). Riverside Forge, Water Lane, North Witham, Lincs, NG33 5LJ.

*Chris*

Chris Gunby, TSSC Chairman



## TSSC CLUB EVENTS

### AUGUST 2024

#### TSSC LEICESTER & RUTLAND 38TH SUNSHINE RALLY

Friday 9th – Sunday 11th  
Greetham Community Centre,  
LE15 7NG

David 07770 650802,  
Jan 07799 804415



### SEPTEMBER 2024

#### ALL TRIUMPH DAY @ SHUTTLEWORTH

Sunday 8th  
£10 per car. Pre booking  
essential, please email:  
trr.lvg@gmail.com  
Old Warden Aerodrome,  
SG18 9DT



## CLASSIC CAR SHOWS (TSSC ATTENDING)

### AUGUST 2024

#### SILVERSTONE FESTIVAL

Friday 23rd – Sunday 25th  
Silverstone Circuit,  
Towcester NN12 8TN

CLUB DISCOUNT  
CODE:  
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[www.silverstone.co.uk/classic-car-clubs](http://www.silverstone.co.uk/classic-car-clubs)

### NOVEMBER 2024

#### NEC CLASSIC MOTOR SHOW

Friday 8th – Sunday 10th

TSSC DISCOUNT CODE:  
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[www.necclassicmotorshow.com](http://www.necclassicmotorshow.com)





# Sunshine Rally 38

**TSSC  
LEICESTER  
AND  
RUTLAND  
AREA**

**9th - 11th August 2024**

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

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

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

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

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

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

Jan on 07799 804415  
J.muschialli@ntlworld.com

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

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

**Please enclose a  
self-addressed envelope.**

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





## ALL TRIUMPH DAY @ SHUTTLEWORTH



## Sunday 8th September

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

**Pre booking essential**, please email [trr.lvg@gmail.com](mailto:trr.lvg@gmail.com)

Payment will be requested nearer the event.

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



## INTERNATIONAL NEWS

# SHOWTIME!

## Inter-Club International



**What a great weekend at Malvern! Despite the initial hiccup getting in when everybody seemed to turn up simultaneously, the consensus was that the event was a resounding success. A great selection of cars, not just Triumphs. Other clubs in attendance included Aston Martin Owners, MX5 Club, Marcos Owners' Club, Porsche Club GB, TVR, a nice selection from the Cambridge-Oxford Owners Club and of course Morgans, with the factory only being a few miles away.**

The Rolling Stones tribute band in the hall, on Friday evening, were almost demoted to background music while everybody came together for a massive noggin and natter outside in the sunshine - a great time to catch up with old friends and make new ones.

On Saturday there was a bus to Worcester for those wanting to do some sightseeing. The TSSC parking area was filled to the brim

with Triumphs, with Chris and Jane were on hand to do club valuations. Club Shop was in attendance with Graham and Di being kept busy all weekend. The motorsport zone had the TR Register Autotest, along with a stunt car display and Carkhana. The evening saw another gathering at the food and bar area, where folks were entertained by an Abba tribute band and again lots of natter.

Sunday was quieter but there was still plenty to see and do, with a road run for those wanting to drive around the area. On-site there was another full day of live arena events, and the Motorsport Zone hosted the MG Car Club Autosolo and passenger demo rides.

Many thanks to the organisers, the helpers and of course all the members that turned up over the weekend to make such a great show.

What did you think of it? What was particularly good? Could anything have been better? If it was the first event you have

attended, what were your impressions? Please send us an email with any comments to [feedback@tssc.org.uk](mailto:feedback@tssc.org.uk) so we can make the next one even better!







## Triumph Picnic

Report and photos by Mike and Sue Titchen, Essex AOs

The Pre-1940 Triumph Motor Club held their annual Triumph picnic at the beautiful Woodland Grange Hotel on the outskirts of Leamington Spa. There were around 30 pre-1940 Triumph cars, along with a

great selection of Triumph models through the ages from all the other Triumph clubs invited to the event. It was a great chance to talk with some of the owners who had some fascinating stories to tell.

The TSSC were in attendance with members parking up each side of the club marquee. While many people brought picnics, there were stalls for food, drink and ice creams. A brilliant day, roll on 2025!







# Specialist Insurance for The Triumph Sports Six Club

TSSC Insurance is provided exclusively to the club by Peter James Insurance and gives club members access to a range of exclusive benefits.



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# TSSC INSURANCE NEWS



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

**We hope you all had a fantastic weekend at the Inter-Club Weekend in Malvern. By all accounts, it sounded like a huge success thanks to the efforts of the TSSC members who turned up in force to create a fantastic atmosphere. It was great to hear that the collaboration between clubs in the Triumph movement was creating memorable events for everyone involved. Lots more events and activities are yet to come this year!**

The Summer continues, and whilst it might not consistently deliver the weather you might expect and demand for enjoying your Triumph, I hope you're making the best of it.

If you are heading to sunnier climbs and touring the continent in your Triumph this Summer, don't forget that you are fully covered for up to 35 days with TSSC Insurance as standard, but we can extend that upon request for longer trips. Furthermore, you are protected by breakdown insurance in Europe during your trip should the worst occur.

Breakdown cover is included in all our TSSC Insurance policies and allows you to be recovered home or to a place of repair, whether in the UK or abroad.

Typically, when you call the service, you will go through an assessment to determine your needs and take note of any other

emergency service assistance you might need, for example, if you are blocking a lane on a dual carriageway. Once all that has been sorted out, you are given the option of roadside repair, if possible, recovery of you and the car to a nearby classic-friendly workshop that can work on your vehicle or, in some cases, a flatbed lorry to take you home.

For those with low ground clearance or even vehicles that cannot be towed with their wheels on the ground (such as TR7s), it is rare these days for any of the breakdown companies to not use a flatbed to transport the car. However, explain any issues, such as gearbox-driven oil pumps, to the operator during the initial assessment.

Suppose you are a long way from home, or indeed in Europe. In that case, we will arrange for your car to make it home and for you to be provided with a hire car so that you can continue your holiday and onward travel – safe in the knowledge that your stricken pride and joy are being carefully shipped home.

These days, there are more significant premiums to pay if buying breakdown coverage from mainstream, dedicated breakdown companies, and the service isn't always what you'd necessarily prefer for the recovery of classics. That's why we include

breakdown cover in all our policies and work with the Club to monitor your satisfaction with how it works and the service it delivers. We also understand that you know your car better than anyone and might prefer to do the repairs yourself rather than being forced into taking it to an unknown garage.

It's not that we expect any of you to be breaking down, of course; we all know that nowhere is far in a Triumph – but it's nice to offer the peace of mind all the same, then you know you are covered and protected against all eventualities.

Here is another quick reminder of the key benefits that TSSC Insurance offers you for your Triumph:

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

Call our club's dedicated insurance line **0121 274 5348** or visit [www.tssc.org.uk/tssc/insurance.asp](http://www.tssc.org.uk/tssc/insurance.asp) for more details and to use our quick quote service.

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| Stainless steel tread plate finisher .....         | £48.00 pair |
| Herald 948/Vitesse rear centre valance .....       | £120.00     |
| Herald 1200/13.60 rear centre valance. ....        | £132.00     |
| Inner front wheel arch 903075/6 .....              | £96.00      |
| Rear outer wheel arch 802845/6 .....               | £96.00      |
| Front/Rear wing arch repair panel. ....            | £36.00      |
| Rear wing front repair panel .....                 | £24.00      |
| All chassis outriggers/side rails/boot extn. .     | £30.00 each |
| Herald/Vitesse Body Mounting Kit .....             | £60.00      |
| Rear overriders 703708/9 .....                     | £75.00      |
| Bonnet corner mouldings 706161/2 .....             | £36.00 pair |
| Wheel arch/bulkhead seal 704033 .....              | £4.00       |
| Chrome bonnet catch 607663 .....                   | £72.00      |
| Boot hinges .....                                  | £36.00 pair |
| Door to glass outer weather strip .....            | £12.00      |
| Front suspension shim 122022 .....                 | £1.80       |
| Caliper repair kit inc pistons type 12 .....       | £30.00      |
| Caliper repair kit inc pistons type 14 .....       | £30.00      |
| Caliper repair kit inc pistons type 16P/16PB ..... | £36.00      |
| Recon exchange caliper type 12 .....               | £60.00      |
| Recon exchange caliper type 14 .....               | £48.00      |
| Recon exchange caliper type 16P/PB. ....           | £72.00      |
| Brake pads type 12 .....                           | £19.50 set  |
| Brake pads type 14 .....                           | £12.00 set  |
| Brake pads type 16P/16PB .....                     | £15.00 set  |
| Her/Vit Recon steering racks RHD (exchange) .      | £96.00      |
| Track rod ends .....                               | £9.60 each  |
| Rear shock absorber GSA385 .....                   | £18.00      |
| Front shock absorber .....                         | £24.00      |
| Herald 3 Syncro (exchange gearbox) .....           | £480.00     |
| Vitesse (exchange gearbox) .....                   | £480.00     |
| Fibreglass Gearbox Tunnel Cover. ....              | £72.00      |
| Recon Exchange Diff .....                          | £540.00     |
| Recon Exchange Diff (NCW&P) .....                  | £720.00     |
| Herald recon exchange drive shaft assembly .       | £240.00     |
| Herald/Vitesse non rotoflex drive shaft .....      | £102.00     |
| Universal joint grease nipple type .....           | £9.60       |
| Herald voltage regulator Unipart GEU 6603 .....    | £30.00      |

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|   |        |
|---|--------|
| Herald new alternative distributor (exchange) . | £60.00 |
| Vitesse distributor cap GDC109 .....            | £18.00 |
| Vitesse HT lead set .....                       | £18.00 |
| 13/60 HT lead set .....                         | £12.00 |
| Herald oil filter GFE 119/150 .....             | £6.00  |
| Spark plugs 1200/12.50 (set of 4) .....         | £12.00 |
| Vitesse 2 Litre clutch kit. ....                | £96.00 |
| Clutch slave cylinder 13/60 .....               | £36.00 |
| Boot catch 611225. ....                         | £24.50 |

### TR7

|   |             |
|---|-------------|
| Early type bonnet (single bulge) WKC170 .....   | £150.00     |
| Doors FHC WKC5286 LH .....                      | £420.00     |
| Door skins YKC74 LH .....                       | £150.00     |
| LH rear wing Coupe, original .....              | £420.00     |
| Late type boot lid XKC3854. ....                | £180.00     |
| Rear deck assembly convertible WKC4255 .....    | £120.00     |
| Window regulators XKC325 L/H only .....         | £42.00      |
| Door/glass outer weather strip R/H YKC101. .... | £6.00       |
| Radiator grille R/H convertible WKC3674. ....   | £60.00      |
| Petrol tank retaining strap TKC131 .....        | £12.00      |
| Petrol tank .....                               | £420.00     |
| Petrol tank sender TKC3408 .....                | £42.00      |
| Rear lamp assembly R/H TKC232 .....             | £150.00     |
| Recon TR7 (exchange) distributor .....          | £150.00     |
| TR7 distributor cap .....                       | £12.00      |
| Gearbox 4 speed (exchange) .....                | £600.00     |
| Recon steering rack (exchange) .....            | £96.00      |
| Front strut assembly recon .....                | £120.00     |
| Front lower ball joint GSJ154 .....             | £12.00      |
| Front suspension strut gaiter UKC4981 .....     | £12.00      |
| Rear shock absorbers .....                      | £20.00      |
| Upper steering joint UKC2449. ....              | £60.00      |
| Lower steering shaft TKC1084 .....              | £60.00      |
| Track rod ends GSJ185 .....                     | £12.00 each |
| Steering wheel (early) RKC509. ....             | £30.00      |
| Brake pads GBP233 .....                         | £18.00 set  |
| Brake discs TKC780. ....                        | £18.00 each |
| TR7 brake master cylinder recon (exchange) .    | £85.00      |
| Recon exchange brake caliper .....              | £60.00      |
| Brake shoes 4 speed GSP794 OE Unipart . .       | £17.50 set  |
| Brake shoes 5 speed GBS813 .....                | £18.00 set  |
| Wheel cylinders 4-5 speed .....                 | £15.00      |
| 4 speed differential TKC2619 (exchange). ....   | £420.00     |
| Jackshaft 215207 .....                          | £240.00     |
| Recon starter motor (exchange) .....            | £120.00     |
| Fan idler pulley bearing. ....                  | £12.00      |
| Clutch kit TR8 Q/H .....                        | £150.00     |

### STAG

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

### TR6

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

### SPIRITFIRE MK I & II & III

|  |              |
|--|--------------|
| Nearside/offside front wings .....           | £120.00 each |
| Front wing 'D' plate 706311/2. ....          | £24.00 each  |
| Front outer wheel arch 903137/8 .....        | £96.00       |
| Front inner wheel arch 706548/9. ....        | £96.00       |
| Bonnet hinge tubes 811679/811680. ....       | £96.00 each  |
| Hinge tube pivot bracket .....               | £18.00       |
| Side light mounting panel 907157/8 .....     | £96.00       |
| Door skins .....                             | £96.00       |
| Battery box 806707 .....                     | £36.00       |
| Rear valance lamp panel 569900 .....         | £150.00      |
| Boot lid 575787 .....                        | £420.00      |
| Dash top cover 714482. ....                  | £72.00       |
| Chrome bonnet catch 607663. ....             | £60.00       |
| Rear lamp assembly 208532/217025 .....       | £49.50       |
| Track rod ends. ....                         | £9.60        |
| Gearbox 3 Syncro (exchange) .....            | £480.00      |
| Fibreglass Gearbox Tunnel Cover. ....        | £72.00       |
| Recon Exchange Diff .....                    | £540.00      |
| Recon exchange brake caliper type 12 .....   | £60.00       |
| Recon exchange brake caliper type 14 .....   | £48.00       |
| Distributor cap .....                        | £6.00        |
| Front valance support bracket 712567/8. .... | £8.40        |



## SPITFIRE MK IV & 1500

|  |             |
|--|-------------|
| Front wings 909663/4 PAT                     | £96.00      |
| Front wheel arch outer 909351/2              | £90.00      |
| Front wheel arch inner 909797/8              | £90.00      |
| Headlamp support panel assembly 818871/2     | £80.00      |
| Front quarter valance 815391/2               | £135.00     |
| Door skins                                   | £96.00      |
| Sills non original. 903097/8                 | £84.00      |
| Sill reinforcement panel 806634/5            | £12.00      |
| Inner sill 806638/9                          | £36.00      |
| Front sill end plate 706422/3                | £12.00      |
| Half floor (deep pressing) 908900            | £225.00     |
| 'A' post lower filler panel 706288/9         | £30.00      |
| Bonnet hinge pivot box RKC362/3              | £96.00      |
| Chassis front gusset 218526/7                | £30.00      |
| Bonnet hinge tube L/H-R/H 911107/8           | £96.00      |
| Rear wing non O.E.                           | £240.00     |
| Rear wing front repair panel                 | £42.00      |
| Rear wing rear repair panel                  | £36.00      |
| Rear lamp panel 716182                       | £300.00     |
| Rear valance 908970                          | £150.00     |
| Boot floor                                   | £230.00     |
| Boot lid 911327                              | £675.00     |
| Rear inner wheel arch 725563/4               | £240.00     |
| Rear outer wheel arch 909661/2               | £150.00     |
| Windscreen aperture drip channels            | £24.00 pair |
| Hard top rear screen seal 911040             | £72.00      |
| H/ top seal roof/ door glass 716183/4        | £12.00      |
| Exterior door handle (black) YKC2837 LH only | £120.00     |
| Front outriggers 209398/9                    | £120.00     |
| S/steel tread plate finishers                | £36.00 pair |
| Radiator support cradle TKC 1761             | £30.00      |
| Oil filter GFE119/150                        | £6.00       |
| Heater valve 724021                          | £24.00      |
| Front wheel bearing kit GHK1021              | £15.00      |
| Front shock absorber GSA364                  | £24.00      |
| Front suspension vertical link               | £165.00     |
| Front suspension top ball joint GSJ155       | £9.60       |
| Stub axle UKC697                             | £30.00      |
| Recon steering rack exchange                 | £96.00      |
| Track rod end GSJ158                         | £9.60       |
| Steering joint 142140/FAM1718                | £42.00      |
| Fibreglass Gearbox Tunnel Cover              | £72.00      |
| Gearbox exchange                             | £480.00     |
| Recon exchange D Type O/D Mk IV              | £600.00     |
| Recon exchange J Type O/D Mk IV              | £720.00     |
| Recon exchange J Type O/D 1500               | £600.00     |
| Recon Exchange Diff                          | £540.00     |
| Recon Exchange Diff (NCW&P)                  | £720.00     |
| Rear wheel bearing kit GHK1029               | £15.00      |
| Early/late rear drive shaft                  | £102.00     |
| Recon exchange drive shaft assembly          | £240.00     |
| Rear shock absorber GSA385                   | £18.00      |
| Rear leaf spring 159640                      | £120.00     |
| Recon exchange brake caliper type 14         | £48.00      |
| Brake disc 208715                            | £15.00      |
| Brake disc 208715 Drilled/Grooved            | £60.00 pair |

|  |             |
|--|-------------|
| Caliper repair kit inc pistons type 14         | £30.00      |
| Handbrake cable end fork 104749                | £3.60       |
| Rear brake lever 123135                        | £8.00       |
| Brake shoe set GBS749                          | £15.00      |
| Clutch slave cylinder GSY103                   | £36.00      |
| New distributor 1500 (exchange)                | £72.00      |
| Recon distributor 1500 (exchange)              | £60.00      |
| Distributor cap Mk IV                          | £6.00       |
| HT lead set                                    | £12.00      |
| Recon starter motor (exchange)                 | £60.00      |
| Wiper motor (new)                              | £60.00      |
| Universal joint with grease nipple             | £9.60       |
| Dash top cover 815281                          | £72.00      |
| Gearbox tunnel retaining plate 608383          | £1.80       |
| Wheel arch to bulkhead seal 613666             | £4.00       |
| Inertia seat belts less warning light wire     | £85.00 pair |
| Inertia seat belts less sensor OE              | £95.00 pair |
| Inertia seat belts less warning light wire Red | £85.00 pair |

## GT6

|   |             |
|---|-------------|
| Bonnet assembly Mk II 908116 less tubes   | £1,500.00   |
| Bonnet assembly Mk III 913766             | £1,740.00   |
| Front wings Mk II 908113/4 (Surface Rust) | £150.00     |
| Front wings MK I 907154/5                 | £120.00     |
| R/H front overrider Mk I 710717           | £72.00      |
| Boot floor carpet Mk I/II 810841          | £36.00      |
| Main carpet early Mk III new tan 819813   | £36.00      |
| Main carpet late Mk III new tan 822633    | £36.00      |
| Recon Steering Rack (exchange)            | £96.00      |
| Seat belts                                | £85.00 pair |
| Manifold banjo bolt 145155                | £12.00      |
| Fibreglass Gearbox Tunnel Cover           | £72.00      |
| Gearbox (exchange)                        | £480.00     |
| Recon exchange D Type O/D                 | £600.00     |
| Clutch kit                                | £96.00      |
| Front suspension vertical link            | £150.00     |
| 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      |
| Delco distributor cap                     | £18.00      |
| HT lead set                               | £18.00      |

## TRIUMPH 2000/2.5 PI/2500

|   |         |
|---|---------|
| Mk I front wing R/H only 57019/6 (Surface Rust) | £480.00 |
| Mk I front panel (nose cone) 903258             | £150.00 |
| Mk II headlamp panel 575894/ZKC1972             | £96.00  |
| Mk II bonnet 910507                             | £190.00 |
| Mk II rear lamp panel 910509                    | £180.00 |
| Mk II boot reinforcement panel 910505           | £150.00 |
| Bonnet seal 613894                              | £15.00  |
| Rear centre bumper (estate) plain 576530        | £150.00 |

|   |             |
|---|-------------|
| Rear centre bumper (estate) for insert 917813 | £150.00     |
| Rear quarter bumper (saloon) plain 910158 LH  | £96.00      |
| Rear quarter bumper (estate) 923444 LH        | £60.00      |
| Rear bumper moulding (saloon) 824479          | £36.00      |
| Interior door knob 615888                     | £1.80       |
| Dash veneer set 2000TC/2500TC - ZKC1552       | £65.00      |
| Dash veneer set 2000TC/2500TC - 730397        | £65.00      |
| Interior grab handle ZKC 701/711              | £24.00      |
| Boot carpet 728551                            | £36.00      |
| Recon manual steering rack (exchange)         | £96.00      |
| Gearbox (exchange)                            | £600.00     |
| Mk II front side/flasher lamp 216149/216150   | £42.00      |
| HT lead set                                   | £18.00      |
| Clutch kit                                    | £96.00      |
| Rear shock absorber                           | £20.00      |
| Brake shoes Mk I (axle set)                   | £48.00      |
| Brake shoes Mk II (axle set) GBS803           | £21.50      |
| Rear wheel cylinder GWC1205                   | £18.00      |
| 2.5PI Rostyle Wheel trims                     | £120.00 set |

## DOLOMITE RANGE

|   |             |
|---|-------------|
| Toledo Static Seat Belts O.E                | £48.00 pair |
| Front underrider XKC 83/84                  | £48.00 pair |
| Rear lamp assembly 1300 F.W.D. 211874       | £36.00      |
| Dolomite Rear lamp assembly R/H TKC938      | £72.00      |
| Rear screen rubber 913937                   | £60.00      |
| Dolomite 1300/1500 new exchange distributor | £72.00      |
| Dolomite 1300/1500 recon exch distributor   | £60.00      |
| Set of HT leads 1300/1500                   | £12.00      |
| Set of Sprint H.T. leads                    | £60.00      |
| Oil filter 1300/1500 GFE119/150             | £6.00       |
| Sprint gearbox (exchange)                   | £600.00     |
| Sprint clutch kit                           | £96.00      |
| Gearbox exchange 1300/1500/18/50            | £480.00     |
| Gearbox exchange 18/50 3 rail               | £480.00     |
| C/V joint 1500 F.W.D. 518093/UKC 1160       | £96.00      |
| Front subframe mounting cup washer 138626   | £12.00      |
| Recon steering rack (exchange)              | £96.00      |
| Track rod end                               | £9.60       |
| Lower steering column joint FAM1718         | £36.00      |
| Front/Rear shock absorber (Dolo)            | £36.00      |
| Toledo front shock/spring assembly          | £96.00      |
| Anti-roll bar mount bracket 154868          | £8.40       |
| Anti-roll bar mount bracket 153669          | £15.00      |
| Dolo recon exchange caliper                 | £72.00      |
| Brake pads Dolo/Toledo                      | £24.00      |
| Dolo 1500/18-50 brake shoes GBS746          | £20.00      |
| Dolo 1500/18-50 wheel cylinder GWC1502      | £18.00      |
| Sprint wheel cylinder GWC1121               | £18.00      |
| Tank sender 1500HL/1850HL/Sprint 215652     | £42.00      |

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Front struts-Stag, 2000, TR7 - Drive shafts - TR6, Stag, 2000.

Manufacturers Part No. used for reference only

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## INTERNATIONAL NEWS

# TRIUMPH ITALIA AT PERGUSA – PART 2

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



Last month's *Courier* featured Part 1 of Jeremy Woods' adventures with his Triumph Italia at Pergusa, Sicily, where we left him and his friend, Alistair, busily working on the car before its inaugural race. Here, Jeremy continues his tale...

Early doors Saturday and we are back in the garage preparing for qualification, which starts at 10.15 and runs for 40 minutes. We decide Alistair should go first, as he is the tame racing driver and knows what he's doing; he'll set a few fast laps and then hand over to me so I can see what the circuit looks like. The Italia makes it (hurrah!) and I park up in Parc Ferme.

A full 40-minute run with a driver change, lap times improving towards the end of the session, and we are second last on the grid. We're simply happy to make the starting grid. The event is a two-race affair with the aggregate position calculated after both races, one on Saturday and one on Sunday.

### RACE 1

We lodge our driver order with race control and I will take first stint on both races, handing over to Alistair at around

35-40 minutes in the 15-minute pit window. The car makes it to the grid and off under a rolling start. Having followed the safety car round, a Triumph Italia is racing at Pergusa

for the first time since 1964. However, on lap one the car is still not happy – there's a terrible misfire, so I come straight into the pits. A quick look reveals the points have







closed up, and off I go again. At around 35 minutes there's a driver changeover and Alistair takes the wheel, bringing the Italia across the line for a finish. As other cars had suffered similar woes and either completed fewer laps or retired, we are lying 13th at the end of Race 1 out of 20 starters. The car has to remain in Parc Ferme until the next race is under way, so we wait in the 29C heat.

Once back in the garage, it's clear that the long hot race has created some issues. There's a lot of gearbox oil in the front passenger footwell so we remove the spare seat and gearbox tunnel for a closer look. At this point we find disgusting brown stains all over the gearbox and lower half of the engine. Alistair asks me to check the water levels, which I do. "What water levels?" There is nothing in there. A drain plug mounted on the side of the block has worked loose during the latter stages of the races; all water is gone, but remarkably the engine isn't cooked. A lucky break. The race had finished at 6pm and it's now 8pm, so we

scrounge (from other teams working into the evening) some sealant to plug up the tap and hope for the best. The gearbox oil issue will have to be ignored for another day.

We put it all back together, the idea being to refill with water in the morning to give the sealant maximum time to go off. Beer and pizza are calling, but by the time we get to the restaurant it's 10pm and we are knackered.

## RACE 2

Sunday morning bright and early, we buy some more 100-octane on the way in as we've finally been able to work out what our fuel usage is, having finished the race with around 18 litres, albeit

with two laps lost at the start thanks to the points issue. The tank had been brimmed to 50 litres, so 45 litres will be ample; it turns out to be running at 0.5 litres per minute, or slightly below. The water is refilled, Alastair drives around the paddock to get the engine up to temperature, and amazingly the repair is holding. We are called to the grid.

What a grid experience Mario and his team have laid on! We are treated to named pit boards, plus a local folk dance band in traditional costumes. They parade around the grid and many photos are taken. I have never experienced anything like it; normally a friendly marshal points out your spot and then legs it off the grid. So, I have driven

around the track on a grid formation lap, and all is good. The dancers clear the track, the three-minute warning board goes up... and the car won't start. It's as dead as the proverbial dodo. Hand out, cars go away and I'm pushed into the pit lane. Once in the pit lane, many hands push and I manage

to bump-start the Italia; according to Vicky, there's a massive cheer from the grandstand but I can't hear this, of course, with my helmet on and me revving the engine for all its worth to keep it alive. Engine running, I am allowed to start from the pit lane.

Halfway round the first lap, the Italia starts a terrible misfire. I simply cannot make it run in top gear. I drop her to third and then second, and just about manage to judder my way back round to the pits. We check the points, the fuel pressure and I head out



again. Sadly, at the same point, the first long straight as I go into fourth, there's the same issue and I manage to limp back to the pits. A quick voltage check reveals very weak power at the fuel pump; the battery seems to be dying along with the rest of the car. We run a quick patch-up direct to the battery, Alistair takes over for a couple of laps, but it's clear our race is up and a second race finish is beyond us, so we sadly retire.

Remarkably, as these are timed races with an aggregate result, our four-second race laps count and, having avoided the



## INTERNATIONAL NEWS

DNS (Did Not Start), we end up with a 16th place, mainly because other cars suffered more woes than us and recorded fewer laps overall. There follows a formal podium presentation with champagne being sprayed about like on the telly, and we return to our garage to pack up for the journey home. The borrowed distributor is returned next door, with thanks, and the knackered one put back in. A dead Italia is pushed down the paddock to the awaiting pantechicon.

So, in 1964 Angelo Rizzo competed in the Coppa Citta di Enna at Autodromo Pergusa and managed 48 laps in a Triumph Italia, albeit the car was recorded as a Triumph TR4 2000. Sixty years later, a Triumph Italia repeated the feat; although sadly we didn't finish the second race, we made the grid and finished the first. Thanks go to John for teeing me up with Mario, and credit to John from the Triumph Italia community for unearthing the story about a racing Italia they had no knowledge of. Thanks to Marion Sgro for allowing us to participate, plus thanks to Vanessa and Flavien for inviting us to join their esteemed GTSCC series.



Thanks to all the guys who helped us out in our hour of need (David, Jeremy and many others), and big thanks to Alistair Pugh for giving up his time to be the tame racing driver. Finally, a huge thanks to Vicky who went all the way to Sicily to spend 12 hours a day over three days inside a scruffy garage!

### GET IN TOUCH!

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

## MALTA TRIUMPH RUN

**FOLLOWING ON FROM THE FIRST FOR THIS YEAR, JOHN PULLICINO REVIEWS THE SECOND MALTA TRIUMPH RUN OF 2024**

**Our second planned Triumph outing for this year was to get together for a picnic on the cliffside of Migra l Ferha on April 13th. Unfortunately, though, the weather changed to rather damp and windy, rendering the venue uncomfortable for most members, with a few dustings of blood rain before and after the event.**

Considering the inclement conditions, we instead went on a run that started at Attard and ended in the northernmost village of Mellieha, where most of us stayed on for lunch. We were all pleased to meet Brian and Anne Crook, who were on holiday again in Malta and who joined us for the run. We were also able to welcome two new members on the run: Matthew Pace and his daughter, who joined in his meticulously rebuilt white Herald 13/60 coupe, and Charles Farrugia in his freshly restored white TR7.

Charles Borg and his wife, Kerryanne, joined us in their Spitfire, while Tony and Miriam Borg joined in their red TR7. My wife, Elizabeth, and I led the route in our Herald



13/60 convertible. It was the first outing for the Herald since I'd recently finished installing the roof, which provided some welcome cover against the windy weather. After lots of Triumph talk, we enjoyed lunch together... inevitably with more Triumph talk. An outing thoroughly enjoyed by all, with plans for a Sunday evening drive as the weather gets warmer.





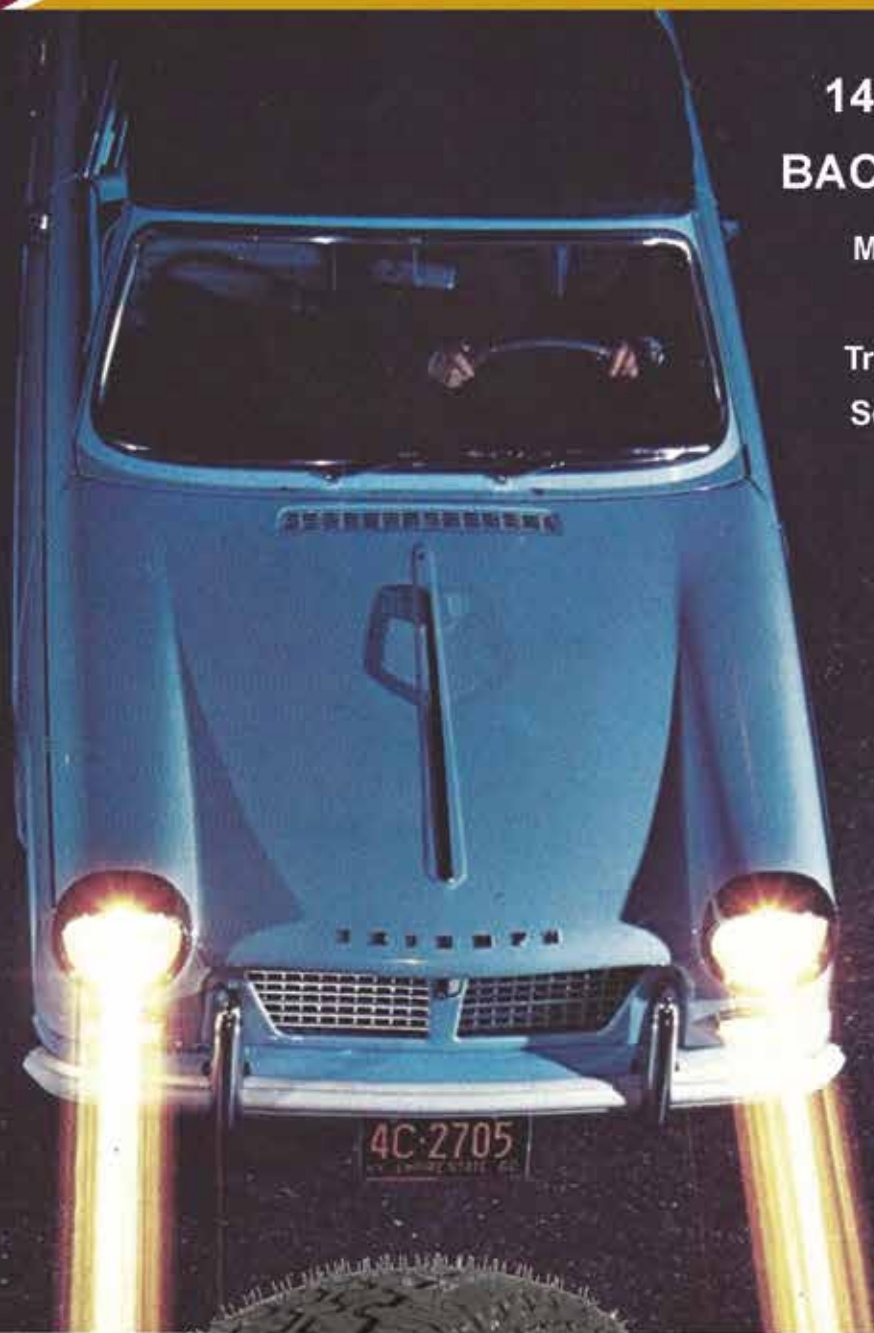


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# SUSPENDING DISBELIEF

## HERALD SUSPENSION - PART 2

### GENERIC DYNAMIC WEIGHT DISTRIBUTION

In aiming for 50/50 weight distribution the intention is to have the centre of mass closely co-located with the centre of yaw. However, the initial response to turning into a corner, transverse movement of roll centres and final settling to a particular roll angle, all lead to the centre of yaw being quite mobile. Due to the suspension geometries in the Herald, the main problem is that the roll axis is from low and reasonably well controlled at the front to very high and poorly controlled at the rear. In any corner, as roll develops it compounds the problem of the overly simple swing axle layout, forcing large camber change. This is a significant issue as the rear transverse cornering forces then apply leverage through the UJ initiating the jacking-up situation. Especially if the driver makes large changes in braking effort or power application after commencing a turn this can be very sudden and severe. I demonstrated last month that the Herald has a good weight distribution front to rear. In general, if you achieve 50/50 weight distribution and have a well-controlled roll and thus yaw centre, it is easier to get your vehicle to follow a chosen curve. This is the case if you enter a corner in a Herald at the right speed and make no sudden changes; however, if entry speed is poorly judged or something causes you to brake suddenly, with the high rear roll centre cornering can be a challenge.

### TURNING A CORNER

The forces acting when turning a corner are down to the conservation of momentum. When following a straight path, your momentum is Total Mass x velocity, remembering that the velocity is a vector, speed with an associated direction. The instant the car is turned it still wants to follow the previous path, but you have forced it to take up a new direction. Without considering the complications of



1: Suspension Layout on Early Herald - My Coupe Build

frictional losses, as you enter a bend your previous momentum must be conserved and is resolved into two forces: Mass x new velocity (tangential to your new path, with a speed value less than your original speed) and a radial force equal to Mass and a speed value related to the transverse movement. (Think of a rectangle, the original Force is across the diagonal, the new momentum along the longer side and the cornering force along the short side). The latter force is the cornering force that you feel that the suspension reacts to, the car rolls because this force acts outward from the centre of mass. For the two outboard wheels, there is a front cornering force acting from the instantaneous dynamic front centre of mass through the front tyre contact patch and the equivalent at the rear. The car will remain in control

so long as the tyres have sufficient grip for the force applied; essentially equal and opposite centripetal force must be provided but the line of action of this resistance is at the tyre load patches proportional to the dynamic position of the centre of mass. To try and simplify things, if you do not have a 50/50 distribution the heavier end of the car will carry proportionately more of the cornering force and will develop a greater slip angle. If the front is heavy then there is a natural initial tendency to understeer, if the rear is heavy there is a natural tendency to oversteer. Where the tyres contact the road there is a slip angle between the actual direction travelled and the direction in which the tyre is pointing. In a given situation, the end of the car with the greatest slip angle is the one that is more likely to lose grip first. Therefore, in



understeer, the front tyres have the higher slip angle and in oversteer the rears do.

QUIRKS WITH THE HERALD SUSPENSION

(obviously also Vitesse/Spitfire/GT6)  
In our cars, if you have also already applied loading to the outer side by cornering when subsequently braking you cause forward weight transfer, consequently setting up an increased load on the front outboard side. Once you have compressed the front suspension a key problem is that the effective spring rate falls leading to further over-compression of the spring and further dynamic loading of the front outer tyre; this is compounded by the resultant further forward weight transfer. This is due to the compression of the spring being related to the vertical movement at the damper lower mounting multiplied by the cosine of the angle of coil over from the vertical. Depending upon what your static compression is, affected by the choice of spring or ageing and settling in the original spring, this angle is very

inclined to start with, 35°, and increases further as the suspension rises. In the table below the figures are approximate to demonstrate the nature of the problem. Note the wishbone is 10.13" between the inner and outer pivot but the Spring Damper fulcrum is approximately 9" outboard of the inner fulcrum, thus the suspension leverage is 0.9. Amounts of compression are approximate measurements taken from a drawing as the angle of the damper changes throughout its range of movement. I will try to show the effect in Picture 2.

Any increase in dynamic loading, perhaps by having to turn harder to overcome initial understeer, would result in worsening understeer; probably also reaching coil binding and/or hitting the front bump stop. However, having caused this dynamic forward weight transfer by sudden braking and/or a high yaw demand (think of the original momentum trying to pitch the car over the outer front wheel in the turn), although you have started with understeer, as the rear suspension self-jacks under the cornering force you reduce the tyre contact

patch and the car suddenly and violently steps into oversteer (compounded by the suspension already being raised into an unstable position). It is the sudden switch that can catch out the unsuspecting driver who has pressed too hard on entry into a bend in awkward conditions.

Although at an extreme amount beyond the likely normal limit of front suspension travel, the drawing shows the dramatic effect of the reduction in Spring compression with an increasing bump:

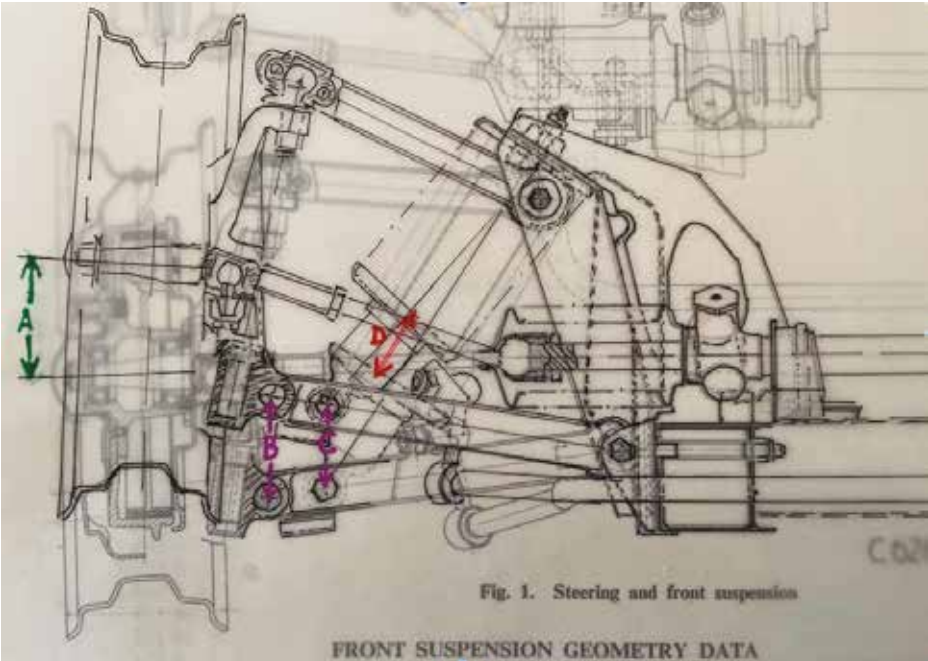
- A= Wheel rise in bump of 3.1" at tyre contact patch
- B= Vertical link lower fulcrum rise of 2.8"
- C= Damper lower fulcrum rise of 2.5"
- D= Spring compression at midpoint circa 1.87"

Note distortion to lower part of Spring due to change of angle of Spring plate which also means Spring is not at optimum effectiveness.

SOLVING THE PROBLEMS - FRONT

Triumph fitted an anti-roll bar because without it there was an overreactive turn in leading to a quick change in dynamic force distribution, in effect too much early oversteer. However, there was less loading of the outer front tyre and only some lightening of the rear compared to having an anti-roll bar. Yet, particularly in the wet the more immediate switch to oversteer with an approach to the jacking up condition. Although Triumph came up with the swing spring concept with a stiffer front anti-roll bar at the early design stage, they felt it better to have less understeer because, with the power fitted to the herald at the time of launch, they did not anticipate very high cornering forces being generated. I need to reaffirm that the Triumph front Suspension is an excellent design, as mentioned last month it was used in many Sports and racing cars, including in the Lotus Elan, although in the Elan the wishbones were modified to improve the geometry still further and the coil over damper unit was at a much steeper angle, circa 17° only increasing to about 20° at max rise, in order to reduce the reduction in Spring rate as the suspension is compressed. A more expensive solution is to have rising rate Springs manufactured or to adapt the mounting in the suspension turret and at the wishbone to take a coil-

| Vertical link bump | Spring Damper fulcrum rise | Spring/Damper Angle | Spring Compression      |
|--------------------|----------------------------|---------------------|-------------------------|
| 0"                 | 0"                         | 35°                 | 0.0                     |
| 1"                 | 0.89"                      | 38°                 | 0.788" (78.8% of bump)  |
| 2"                 | 1.78"                      | 41°                 | 1.343" (67.15% of bump) |
| 3"                 | 2.67"                      | 45°                 | 1.89" (63% of bump)     |



2: Triumph Herald Front Suspension - Falling Spring Rate in Spring Compression

# EARLY HERALD

over unit for which a suitable rising rate Spring is available. Solely to combat the natural fall in rate the Spring rate would need to increase by 15% over its range of compression, ideally one would actually have a rising rate in order to optimise the response of the suspension; of the order of 20-25% would be ideal. The upper mounting of the Coil over Damper unit could be moved outboard but would require significant structural support. In a more advanced race vehicle, it is possible to arrange for rods and pivot linkages that result in a multiplying suspension leverage to achieve a rising rate with a single-rated spring.

## SOLVING THE PROBLEMS - REAR

Improving the front to prevent too much forward weight transfer will help lessen the problem at the rear. However, although it is relatively easy to obtain a Swing Spring, personally I do not like the resulting increase in understeer from having near zero roll stiffness at the rear, thus super loading the front suspension in any corner. Noting that the roll centre remains at the same height in the Swing Spring, an option that was created very early on is the rear suspension lowering block. This raises the Spring above the diff which lowers the rear end of the car with two key results. The rear roll centre is lowered and, perhaps more importantly the rear wheels sit in more negative camber and need significantly more cornering force before being able to drive a jacking leverage force through the half shaft. You may note in Picture 1 that I have used a  $\frac{1}{2}$ " lowering block. It is quite difficult to explain this in words, so I suggest viewing the extremely well-written Triumph Spitfire website of Paul Geithner: [http://auskellian.com/paul/links\\_files/lowering\\_block.html](http://auskellian.com/paul/links_files/lowering_block.html)

If you lower too far there is a lot of extra strain at the Spring mounting to the Differential due to having overly long bolts and, of course, you are reducing Ground clearance, which could be a problem if you have a low-hanging exhaust. In addition, if retaining standard rear dampers you need to accept that you have lost some rear suspension travel; ideally, you need to choose a damper that has the correct length to suit the adjusted rear suspension. However, this leads to an observation I made a long time ago, repeated in an online discussion in the early stages of my 948cc

Coupe rebuild; subsequently, this was also written up by Colin Lindsay in a previous register report. I was always curious as to another possible root cause of extreme rear suspension jacking; I have confirmed that a possible trigger of extreme jacking is that the standard specification rear dampers are too short. Having measured this on my original chassis with original dampers it seems that Triumph failed to realise that the bump stop fitted in the damper results in the rear suspension travel being limited in bump an inch earlier than the design compression intended. I have resolved this in my rear suspension layout through careful choice of an alternative Koni damper. Although it was a very difficult job to connect the shorter damper, and a spring lifting tool had to be altered to allow it to drop over the rear brake assembly (thank you, Paul Cull). My belief is that if the damper length problem had been identified earlier there could have been a better solution with a weaker front anti-roll bar and perhaps the selection of raising the rear spring by perhaps  $\frac{1}{4}$ ". At present, I have not yet fitted an anti-roll bar on my 948 but may see if I can arrange for a weaker one than standard.

With the original specification damper at its bump stop (Pic 3) the suspension is limited to circa 4 to 5 degrees of negative camber instead of the design 9 degrees!

As I am on holiday in France for a week I will close at that point and see what comments and questions come back. I

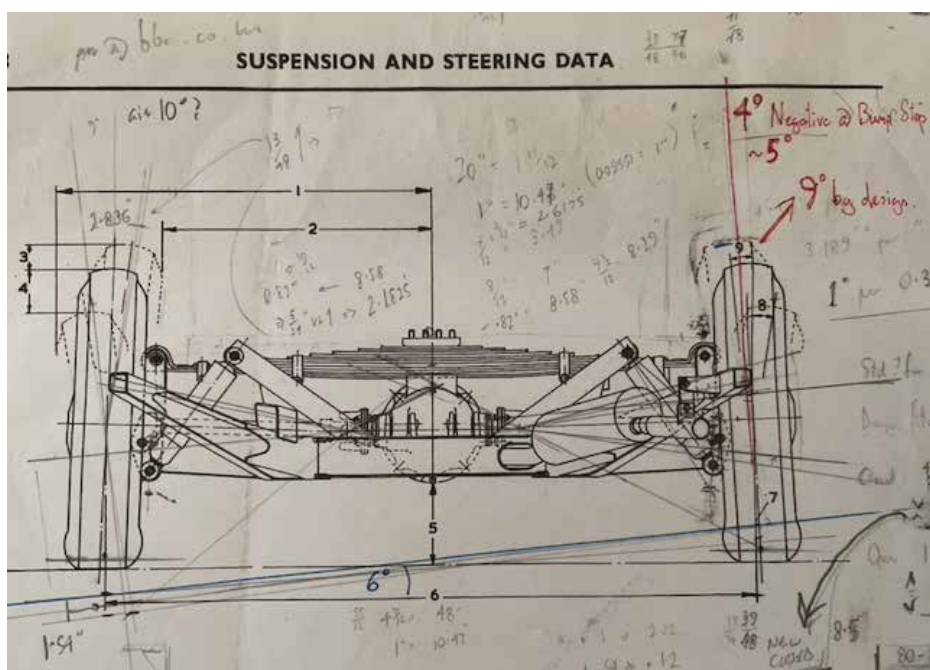
have yet to cover the alternative solution of 'camber compensation', so that will have to be next month. For further perusal of online discussions relating to the subject, in addition to looking at Paul Geithner's site I also suggest looking at this:

<https://www.pistonheads.com/gassing/topic.asp?h=0&f=134&t=1609289>

Adam



3 - Original damper at closed length showing limitation on suspension travel



4 - Rear Suspension limited - 4-5 deg negative at bump stop



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# SHOW AND RESTO UPDATE

I'm writing this article two days after arriving home from what was a brilliant weekend in Malvern at the Inter-Club International Weekend. We had a horrendous journey from Devon to our accommodation in Tewkesbury on Friday, joining the M5 at Exeter we queued pretty much all the way to just past Bristol, so what should have taken just under three hours, took six instead, but the Spitfire behaved perfectly in the stop-start traffic. The bad start was soon forgotten though once the weekend got underway, as it really was a cracking couple of days, so it's a big thank you from me to all those at HQ who helped put it together.

I'm sure there will be several more detailed articles about the weekend, so I'll share just a couple of photos. Pic 1 is a wide angle shot of the TSSC area, and Pic 2 is Sue Franklin & Robert Hodgson starring in the ring on Sunday.

The only downside to the event for me was some negativity on social media from a very small minority, which is disappointing. All I'd say to those is that your complaints might have been better shared with one of the many CoM members who were present at

the show rather than on Facebook, I'm sure they would have been happy to talk to you.

In last month's article, I mentioned that I'd just bought a barn find TR3 and Trudi at HQ was helping me reclaim the old registration. The good news is that this was accepted, and I now have a V5 with the correct and original reg, so a big thank you to Trudi and the rest of the team at HQ for helping.

## ADRIAN'S HERALD RESTORATION

Not a lot of progress to report, unfortunately. After getting the front & rear body sections into epoxy primer it was time to guide coat & block to see the extent of any low spots in panels. I normally use P180 or P240 Mirka Abranet strips on a long block, this knocks down the filler quickly and soon highlights any issues. There was some unevenness in the rear wings and rear deck, so these had a light skim of filler and were blocked again (Pics 3 & 4). The lower windscreen/scuttle area on the left side had some old accident damage along with where the wiper spindles and washer jets mount, so this also needed filler to make it perfect (Pic 5).



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## WORKSHOP UPDATE

Simon's TR4a is not giving in without a fight, I've been spending the majority of my time on the car to try and get it finished (hence the lack of progress on Adrian's Herald).

Some time ago Simon had supplied a roll cage, so with the interior largely in it was time to get it fitted. With the help from Zoe, we carefully lifted it into place so I could see where mounting holes were needed, but as soon as it was there, I thought it looked quite high, given the car was a Surrey Top. So, a quick trial fit of the backlight and the problem became obvious (Pic 6). After some discussion with Simon, we decided to modify what we had.



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1



First, I had to remove the rear supports to leave just the main hoop, then reduce the height by around 150mm and reduce the width by around 15mm. This was then bolted into position so I could work out the length and angle of the rear supports (Pic 7).

Once this was done, I could finish the welding and start the prep so it could be repainted (Pic 8). Then once all painted and captive plates were made it was time to fully bolt in, refit the seats and get the harnesses secured (Pic 9).

In between countless other smaller jobs, I gave the bonnet a flat & polish (Pic 10), the rest of the car had already been done so this was the last panel that needed doing. A few other shiny bits went on, including the boot rack (Pic 11).



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For those with good memories, you may recall a pair of pre-owned Weber DCOE40's was fitted, now I haven't worked on Weber's for nearly 40 years so I was in some fairly unfamiliar territory when I tried to get the engine fired up for the first time. Static timing was set, fuel pressure checked and with some base settings on the carbs she fired up without too much trouble. Far from perfect but ran long enough for me to get the engine warm and see that the oil pressure was good. I also did a compression

check and that confirmed the strong and even readings, so happy the rebuild basics were good. To help get the car running better I have booked in local TR4 and Weber Guru John Blake to work his magic.

So, the to-do list is diminishing and there is now light at the end of the tunnel so in next month's report I will hopefully be telling you all it's back home.

See you next month.

*Darren*



# MALVERN VITESSES



**An excellent day out which I had been looking forward to since February. Fortunately, the weather stayed dry and quite warm at times in the sunshine. The Three Counties Showground seemed to be teeming with Triumphs with the TSSC and TR Register club areas next to each other on either side of the main drag.**

I travelled over in a recently acquired red TR4, great to have a working club car again. The first stop was with Bernard Littlewood for a valuation and some general advice, then I spent some time at the Moss arena having met up again with Matt from the Gloucester area watching the cars from the 1950s, then the Triumphs, followed by the cars of the 1960s with a flowing commentary from Wayne Scott with his unparalleled in-depth knowledge.

Then a quick round of the autojumble including a visit to John Davies selling many Vitesse parts collected over the years and whose Silverback story has recently graced the Courier.

During the afternoon I walked around all the Vitesse in the TSSC area, some 27 cars in all (also several more hiding in the camping area). It wasn't enough time to see even half of the owners, but I did see all your gorgeous cars so here are a few pictures to help remember the day.

Photo 1 – A lineup of six Vitesse, didn't quite equal my record of seven at Stafford in 2009, but this line up and a couple more behind with the backdrop of the Malvern Hills summed up the day perfectly. The seventh car sports a grey Herald 13/60 body but has Vitesse MkII mechanicals so probably started life as a Herald.

Photo 2 – The same seven cars from behind, a great lineup of convertibles. In fact, almost all the cars at Malvern were convertibles except for three saloons and one notable exception, more anon.



Photo 3 – An under-bonnet view of Vitesse superpower in the grey & royal blue cars at the end of the row in Photo 1. Both sporting triple Weber DCOE40 carbs, they make a fine pair together from the Leicester & Rutland area.



Photo 4 – There were some pretty unique cars at Malvern and here are two of them.

One of the oldest Vitesse in existence, a Vitesse 6 saloon in Renoir Blue with a duo-tone White stripe dating from August 1962, early enough to have the large black dial speedometer similar to 1200 Heralds, although the Vitesse version goes up to 110 MPH.

Alongside is the 'notable exception', Kevin Makin's MkII estate which also had a mention in the March/April Courier.

Photo 5 – Kevin's car is a Mk2 conversion, recently completed and aptly named 'Spirit of Park Royal' complete with the wooden





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door capping extended back to the tailgate, tinted rear windows, sunroof, Revolution wheels and in this view, my attempt at an 'arty' photo with the Vitesse 6 saloon reflected in the paintwork.



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Photo 6 – Although I only saw three saloons, they represented all three Vitesse models, the 6, 2-Litre and MkII. Here is a delightful 2-litre with sunroof in white with a duo-tone Black stripe. Having looked at a number of duo-tone cars now, there are variations in how much of the bonnet front receives the duo-tone – some cars have both the headlight and grille surrounds in duotone, others just the headlight or grille surrounds and a few with just the side stripe in duo-tone. All adds to the individuality of these iconic cars...



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Photo 7 – Here we have a MkII automatic, which could be a unique Vitesse, far rarer than even the mythical estate version. Owned by Tom Longley, the history of this car and the modifications deserve a separate article, suffice it to say it was converted when brand new by a Devon S-T dealer in a similar fashion to the estates.

Photo 8 – A trio of convertibles, all from



8

the Worcester area I think, sidling up to the new TSSC van, which interestingly has the registration number HI 7SSC. A good photo to pick out detail variations such as the wider wiper spacing on the MkII car, wheel types, wing mirrors and even sun visor colours. All against the backdrop of the Malvern Hills, what could be better?

Hopefully, an enjoyable day was had by all, with plenty to see and cars of other marques to browse around too. My only regret is that I never got beyond the TSSC area with so many cars to see and owners to talk to – the Austin Cambridge / Westminster 70th Anniversary display looked interesting with quite a few 6-cylinder cars purring away and another trip down memory lane.

## SAFETY ALERT – Aftermarket alloy wheels

If your car has alloy wheels and you haven't already read Bernard's TR2-6 article A 'Wheelie' Important Warning in the July Courier, please do and then check your wheel studs are the correct length and they are fully 'home' in the back of the hub.

One of our Vitesse owners has recently had to have all 16 wheel studs replaced with the longer studs needed for Minilite alloys. At the same time, check that the wheel nuts are correct for the wheels and the studs, and they are all the same type as it is quite possible that different wheel nuts as well as studs may have been fitted on the same car, even the same hub.

## 2010 COURIER INDEX

What a surprise! Volunteers to help bring the Courier Index up to date have been extremely thin on the ground, yet I am still hopeful. When faced with a gargantuan task like this, the mantra of a friend of mine goes like this "It's like eating an elephant, do it in small bites." So, to get the ball rolling for the Vitesse model for 2010, complete with a bit of detail:

| 2010 Month       | Title   | Detail  |
|------------------|---|---|
| January          | Adventures  | Member's story - White 1963 Vitesse saloon  |
| February         | Rotor arms & Vitesse 1600   | Faulty rotor arm + Vitesse 6 overview   |
| March            | The Battery   | Hazards, Charging, Top up, Technical figures  |
| April, May, July | A Car for All Seasons – 37 years of Vitesse ownership – Parts 1-4 | Member's story of life and times with Vitesse 6, 2-Litre & Mk2 convertibles   |
| September        |   |   |
| June             | Model Q & A   | Spin-on oil filter, 3.63 diff, Water pump, Delco ignition lead, O/D gear levers, Oil consumption, Herald / Vitesse chassis. |
| August           | Keeping Cool  | Temperature gauge + Heat sink   |
| October          | Keep it Cool & Shows  | Heat sink, Fans + SEM, ST day @ Prescott  |
| November         | Antifreeze & Spares   | UJs, Throttle cables, Rotor arms, Hoses   |
| December         | End of the Year   | Preventing bonnet damage + Estates  |

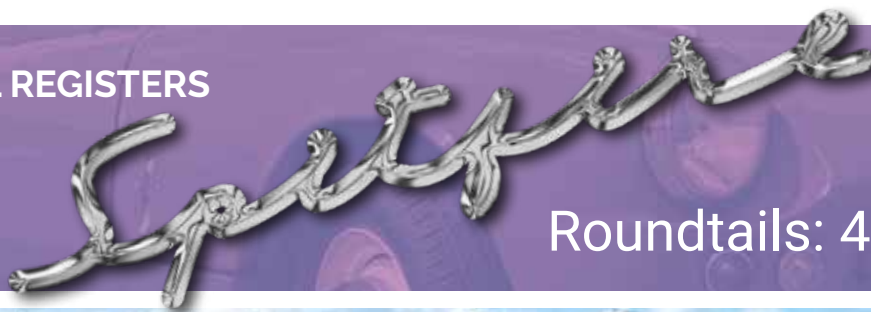
Finally, a small request for those of you who have contacted me by email. Sometimes it takes a few days to reply if the email goes into the spam folder. But please acknowledge receipt so that I know my reply

hasn't disappeared into the ether without a trace.

Stay safe and keep firing on all six!

*Dave T*





Roundtails: 4 | MkII | MkIII

# SPITFIRE STRUGGLES AND SUCCESSES



Spitfire 4 will be having her screen debut on Episode 7 of Series 3 of Sister Boniface Mysteries.

## AN AUTOMOTIVE TALE OF SLEEPING BEAUTY... A SPITFIRE MkIII

**Our 1970 MkIII started its formative years in Cyprus with its first owner who was serving in the RAF.**

The keyring accompanying the car has a tag for Canadair Limited [Suzie note: Which Wikipedia tells me "was a Canadian civil and military aircraft manufacturer that operated from 1944 to 1986."] It's believed this may link back to the original owners in the RAF so if anyone may be able to shed light on this, or even know who the first owner may have been, Bobby would love to know.

In 1976 the car made its way to Ayr Scotland where it was purchased by the previous owner Mr and Mrs Gaffney. The car was well used and loved as a second car until Mr Gaffney was made redundant. To economise the car was placed in the

family garage protected by layers of various curtains and received its last tax disc in 1982.

Kids, family life and all the usual distractions left the car on the sidelines. The kids grew up and when finances allowed, the Spitfire was extracted for it

to be refreshed, and a change in colour was called for, from white to red. This was to be carried out professionally by a family friend who would do the work in between jobs when quiet. A familiar story - the job taking over five years to complete!



Circa 2005 the garage owner, having had a heart attack, decided to close his business and return the car to the family, repainted but unassembled. Mr Gaffney planned to reassemble the Spitfire himself, however, work and family life again got in the way. Sadly, Mr Gaffney passed away in 2023 and the family, realising it would not get finished in their ownership, decided to sell the car.

I met with the family in the summer of 2023 to view the car which was essentially a repainted car waiting to be reassembled. The interior looked shabby and was very body workshop soiled, with many components still wrapped in decades-old masking tape and worryingly the engine would not turn by hand. There was still a strong emotional attachment to the family-owned Spitfire and the time just wasn't right. I offered advice on how to progress the sale of the car.

In January 2024 the family contacted me again, having been met with numerous online "rude" prospective buyers and the car was now mine.







Immediately the recommissioning commenced, the feared seized engine was only a rusted solid water pump. The biggest casualty to its time in storage was the rubber components which were replaced along with various brake, fuel, suspension, ignition, carburettor parts etc. The car tyres were 30 years old which, despite their age, still looked good. However, they suffered from flat spots inducing steering wobble so, safety first, and five new tyres were fitted.

As the car had been off the road for over 40 years obtaining a V5C proved difficult but, with four rounds of paperwork sent to DVLA and assistance from the Club DVLA



Liaison Officer, eventually a new V5C was obtained in my name (long, long story shortened as I don't want to relive it).

The car is now back on the road looking and driving fantastic, the repaint has stood up extremely well and looks fresh, receiving a lot of positive comments. The Spitfire now sits alongside my Sprint-engined TR7 and Bond Equipe 2 litre, all that's needed now is some summer weather to enjoy it.

There was another update on Facebook in April from Asim Mohyidin on the Spitfire they are rebuilding: "The team has been soldiering on in what appears to be a case of "biting off more than you can chew"... but not really... because, apart from the fact that it appears daunting enough, it's more a case of tedious and slow work, at least to us misguided souls here at the Sanatorium!!"

There were a lot of photos so I'll save some for next time, but here you can get an idea of the extent of the job they had to restore the bonnet.

And finally, Kevin Hill from our Andover area now owns a TV star! Way back last September time Guy was contacted about the possibility of using our Sybil for some filming. Unfortunately, we were away on the boat at the time they needed the car, but we passed on Kevin's contact details and his Australian Spitfire was duly hired.

It wasn't quite convenient for Kevin to take the car all the way to the Cotswolds himself but Andy Lawrence, who has

previously arranged for some of our other cars to be involved in filming, arranged for the car to be collected and then delivered back afterwards. Apart from knowing that it was to be used in an episode of "Sister Boniface Mysteries" - a spin-off from the "Father Brown" series - Kevin wasn't really sure how much screen time the car would have. He was sent a still by the production company and then sworn to secrecy - but was able to whisper the name of the series to us for me to mention in the December Area News.

Now that the series is being televised, I can share with you the image Kevin received, and let you know that the Spitfire 4 will be having her screen debut on Episode 7 of Series 3, "A Beautiful World". Apparently, the behind the scenes photo was taken during the filming of the first scene of the episode. Kevin has already watched this on streaming TV, but I'm waiting until it's shown live when it should have subtitles!

*Suzie*

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# “CRACK” NOT WHAT I WANTED TO HEAR!

My daughter came into the house recently admitting she had driven her car into the back of my GT6 on the driveway. She must have hit it quite hard as the car had been shuffled forward about 8' and come to rest partially into the garage which was fortunately open!

The good news was that the damage was fairly minor to the GT6, just a scuff on the bumper which polished out and a cracked rear light lens. Her little modern Kia Picanto didn't fair quite so well with a cracked bumper/valance panel which is finished in body colour. Still, the car has a few "war wounds" now so she will just have to put up with the damage. As a 21 year old her insurance is ridiculously expensive even with 3 years NCB so there is no way it's worth her getting it repaired on her insurance.



Cracked Rear Lens

The lenses for a MkIII GT6 are available as separate items (clear reverse, red stop/tail/reflector and clear reverse lamp) and are reasonably cheap for a complete set at around £25. However, although they are moulded with the Lucas logo etc, they seem to be of a much more brittle plastic than the originals.

They are pretty easy to change too. First remove the rear deck carpet and cover over the spare wheel, then pop out the three bulb holders. The light units are held in with nuts on studs which are part of the bulb holder, remove the nuts and associated washers (there are five nuts) and then withdraw the lamp from the rear panel outside of the car, it will come away complete with a rubber seal/gasket.



Light unit in place with the bulb holders removed, some of the fixing nuts are visible in the picture, there are five of them



The lamp unit removed, note the rubber seal/gasket

Remove the rubber seal/gasket to expose six cross head self-tapping screws which secure the lenses. Undo these then flip the unit over and remove the three lenses which, although separate, do lock in place together. Under the lenses there is a foam rubber seal.



The light unit with the rubber seal removed exposing the six crosshead self-tapping screws which secure the lenses



The foam rubber seal under the lenses

While it's all apart, it's worth giving the unit a good clean, especially the plastic reflectors under the tail/stop and indicator

bulbs and also a good chance to polish the chrome too.

Next carefully replace the lenses, slotting them together with the foam rubber seal in place and secure with the crosshead self-tapping screws. Be very careful as the screw mounting pillars on the new lenses are very brittle compared to the originals are very easy to shatter. I broke one of the mounting points on the new orange indicator lens. Fortunately, my original was still OK, so I cleaned it up and reused it.



Lenses being replaced, the clear reverse lens in the picture is not fully slotted into the red stop/tail lens

Next, reassemble back onto the car with the rubber seal/gasket between the lamp unit and body panel. Secure with the five nuts over the studs be sure to use washers under them as some of the holes are slots and really need a washer to spread the load.

Replace the bulb holders checking all the connections and test. Then replace the rear deck spare wheel cover and carpet and its job done.



The unit back in place fully repaired



# INTER-CLUB INTERNATIONAL WEEKEND

I went along to the Malvern event at the end of June in the GT6, a great event, with so many cars there, including lots of non-Triumph clubs in attendance this time. A very enjoyable event, despite the delay getting in. Lessons to be learnt for next time here, I'd suggest sending out the wristbands and a car passes in advance (like has been done with some previous events), then all that's required is for the driver and any passengers to wave a wristband out of the window. A very simple solution to a problem that shouldn't have been there!

One of the nicest things about the Malvern Showground campsite apart from good facilities is the stunning backdrop of the Malvern Hills [pic 8].



8

There were plenty of GT6s to look around there. The most popular model being the MkIII (pics 9 to 20). Pictures 21 to 23 show three MkIIs, Picture 24, the MkII of Jeremy Silvers alongside another MkII. Picture 25, showing a selection of GT6s in the Club Triumph area. Picture 26, MkIII, MkII, MkI (Mine, Alan Lacey and Roy Lacey's) and finally picture 27 shows the rarer MkI of Dick Twitchen.



9



10



11



12



13



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16



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18



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21



22



## GT6 MkI/MkII/MkIII



23

There was also a good autojumble there, I was on the lookout for a GT6 tailgate but the two that were for sale were pretty rusty with lots of holes on the inner panel and in much worse condition than my current one. I'm much better off getting mine repaired by the bodyshop, where its bubbling on the

outside at the bottom, by cutting out the rot and letting in some fresh steel. One thing that was for sale was two GT6 rear seats, as is usually the case with used GT6 rear seats though they were missing the fitting brackets which are sadly now made of "unobtainium" (pic 28).



24



25



27



26



28

## GT6s OUT AND ABOUT

2 GT6 MkIIIs and a GT6 MkII based Vincent Hurricane were at a new large local classic car and bike show, the

Hart Collectors Classic Show at the Twesledown Racecourse in Fleet, Hampshire (pics 29 to 31, my GT6 MkIII,

Geoff's 2.5L GT6 MkIII and Joe Wilsons GT6 MkII based Vincent Hurricane).



29



30



31


## FROM THE ARCHIVES

This month's from the Archives picture is from a previous Club International. Lots of GT6s in the hall for the 40th GT6 anniversary at the Club International at Stafford in 2006.

Andy







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# BONDS & STANDARDS



Photo by Bobby Stewart



**I hope everyone enjoyed the Inter Club Show at Malvern, I largely did – more about that later.**

I'm afraid having a trade stand meant that I did not get out and about as much as I might have liked, having said that, most people found us, so that was great. This year as far as I know there were only two Equipes at the show, Bobby Stewart's Red MK 2 coupe and Paul & Clare Hutchings' Convertible.

We decided not to bring an Equipe as Doris, our 1924 Standard V3 Kenilworth, wanted to continue her centenary celebrations, so she travelled up in comfort on the trailer. Her 'happy' speed is around 35mph, so even a 60-mile journey takes time, and I can't pack much in her to sell. Unfortunately, I was distracted when taking her off the trailer, and the passenger door swung open and caught on the trailer,

damaging it and breaking a hinge. The hinge has since been repaired and the door refitted, although it does still show a few battle scars.

The remainder of the weekend went well, with Doris having two outings into the ring with the pre-war cars. In both cases, she was the oldest car there – although on Saturday there was a 1913 Standard Rhyll on the Standard Club Stand.

Now I am a bit off topic with writing about Doris, however, there is a Bond, if not a Bond Equipe connection, unknown to me when we bought Doris. In the early 1960s, Doris was owned by Loxham Garages, part of the Loxham and Bradshaw Group, and was in their Preston showroom being used for publicity purposes.

Doris being driven by David Ball of Loxhams at a Standard Register Rally in 1961. Photo courtesy of Len Barr of



David Ball from Loxham's of Preston completed the garaging test in the 1924 V3 Kenilworth Four seater.

the Standard Register.

Loxham Garages were part owners of Bond Cars Ltd, and in order for the sale of the Group to go through, the holding in Bond Cars Ltd needed to be sold, this led to the takeover by Reliant, and the final phase of Bonds – and of course to the building of the Equipe 2 Litre Mk 3 Prototype – all very circular!

This great period advert for Loxhams





dates to 1972 so a little later than when they sold Bonds, but it shows well the range of cars they had sold from Doris' time through to the future.

I'm afraid that over the last month, I have made little progress with the Prototype, although I have been gently



taking paint off the bulkhead ready for this to be repainted, that is as far as I have got. We have been out at shows and Rallies most weekends, and I have to admit to being a bit naughty, and have bought Doris a new stablemate – a 1924 Standard SLO4 Pall Mall – it has been off the road for about 40 years but is running (just) so I have been a bit distracted, sorting out space for it and trying to get a few bits and pieces sorted out – hopefully back to Equipes next month! It has yet to be christened!



A final reminder for the Equipe Weekend which will take place next month based around Milton Keynes, it may be too late to book into the hotel, but if you wish to join us on any of the visits - to the Milton Keynes Museum, Bletchley Park or the Shuttleworth Collection - please get in contact ASAP.

Finally following on from last month's article, a photo of Ray and Linda Lomax on the move in their French registered 2 litre Mk 1 Coupe - photo by Mark Wise and posted on Facebook.

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# MORE TR SPECIALS

My piece this month sort of follows on from my piece last month, in that I'm bringing you a special that is based not on a Herald-connected chassis, but on TR underpinnings. It's also a follow-up to my piece in the June 2021 Courier.

This apparent continuity wasn't actually planned; my subject was prompted by a link to an eBay listing sent to me by Tony Lampson, the AO for Gatwick Area. The link brought up a car for sale (you've already guessed that, haven't you); here is the seller's description:

"Triumph Devin SS. For sale, my Devin-bodied 1971 TR6. These cars and bodies were built in America by Bill Devin, starting in 1956, up until today; they were very successful in racing.

This car was built using TR6 mechanics and running gear, with the higher HP engine that was lightened, and balanced, with a ported head, high lift cam, comp pistons, fully adjustable suspension, alloy callipers and specially made Jaguar D-Type wheels.

The Interior is blood-red leather with period cross-stitched. The car drives and sounds amazing, with a big bore stainless steel exhaust system. Check out Devin cars, I think this is probably the best looking, there have been articles written about this car and it is on the Devin Owners Club membership."



Before I unpick that description, I'll just give you a brief history of Devin Cars, which I've pretty much plagiarised from an article published on autoweek.com in September 2003, written by Bill McGuire.

Bill Devin was a sports car dealer and road racer (in 1956 he won a Sports Car Club of America national championship)

whose dream was not just to market fibreglass bodies, but to be a genuine sports car manufacturer. He started his company, Devin Enterprises in 1955. The Corvette-powered Devin SS, the VW-based Devin D and the Corvair-derived Devin C, all using the basic Devin body, were his attempts to establish Devin as a bona fide

marque. He went on to offer his body shells to all comers.

The Devin body, inspired by the Ferrari 750 Monza, more or less, originally sold for \$295. It was of higher quality than many on the market at the time, with hand-laid construction and reinforced hood and door flanges. A streamlined headrest was available for \$10, while a moulded-in cockpit tub was an extra \$75. Devin cleverly offered his body in 27 letter-coded sizes, with varying





wheelbases, widths and cowl heights to accommodate virtually any chassis.

A favourite for Devin conversion among homebuilders of the time was the early Triumph TR series, due to its sturdy drive train and separate body/frame construction. A stock TR3 chassis, with an 88-inch wheelbase and 45-inch track width, was a good fit for the Devin F-sized shell.

My article in 2021 included pictures of three Devin cars that used Triumph TR mechanics, two living in America and one that was advertised for sale at the time in Italy. I finished my piece, "... I would love to know if there are any Triumph Devins living on UK soil. If any of you boys and girls out there can provide answers, I'd be delighted to hear from you." It's taken just three years!

Going back to the description of the Devin car currently on eBay. Disappointingly low on detail, isn't it; the seller is based in Hartfield, Sussex. I decided to set about trying to find out more; the seller says, "...there have been articles written about this car and it is on the Devin owners club membership" so shouldn't be hard?

I did indeed find some pictures of AVV168J on [www.devinspecial.com](http://www.devinspecial.com), with the accompanying text, "Paul Ziller breathed new life into an old Devin body by fitting it to a Triumph TR6 chassis. The car was made for his partner Jenny, and it is stunning!" We don't learn very much from that.

As much as I tried, I could not find any articles about this car, so all we've really got to go on are the eBay photos. On the DVLA website, the car's make is Triumph, colour grey and it is SORNed. It has a "Date of first registration with DVLA" of



September 2017. On the DVSA site, it comes up as a yellow Triumph TR6, with a MOT history of a single test, passed on 12 September 2017, with a recorded mileage of four, yes, just four miles on the clock. Interestingly, it was first submitted for testing in January 2017, when it failed on many items.

This official data suggests to me that the Devin body was married to the TR6 chassis in 2017, though that's just a guess. Strange it seems not to have been road legal since its first recorded MOT expired; I don't believe, with that body swap in 2017, the car qualifies for MOT exemption.

I note that the seller considers this car the best-looking Devin car of all;

beauty is, of course, in the eye of the beholder... I suggest you Google image search "Devin cars" and make up your own mind on that. The eBay listing is not an auction, the car has an asking price of £22,000. As I write, the advert has been up for a while. I'd have to give it a close inspection to say whether or not this is a fair price.

*Trevor*

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# SPITFIRE

Facelift: MkIV | 1500

## ITALY OR BUST!



**Sometime early last year it was suggested we, our classic car club, made of friends and colleagues from work, should plan a long road trip, longer than any we had done before. Longer than Le Man or Laon, an epic trip that we would remember for a long time and would probably not be repeated for many years if ever!**

It was suggested we should drive through seven or eight countries taking in fantastic scenery and covering thousands of miles, taking with us family and friends to enjoy the adventure. The man behind that idea was Paul Lewis who writes for the TR Register.

Initially, Paul's idea was taken with a pinch of salt, but enthusiasm grew and day by day momentum behind the plan gathered. One by one individuals from the club started to take on roles, planning the route, checking out hotels and ferry routes etc...

The route quickly came together and discussions about the number of miles we would be able to drive each day and the towns and countries we would travel through were discussed and re-planned and discussed more... 300 or 400 miles in a day seemed to be the required distance to achieve our goal!

The outward route would be Dover, Calais, Tourneham, Metz, Zuchwill, Gaggiolo, and Hu Altominico only 7km from Lake Garda. The return trip was Hu Altominico, Cortina, Zell am See, Schonaich, Douai, Calais, Dover!

I haven't got the time or page allocation to write about every day of the trip or the

places we stayed but suffice to say it was fantastic, there were a few issues along the way but no major setbacks. There were moments of fear in torrential rain where the road vanished and we were driving by sixth sense alone and moments of astonishment as we gazed over fantastic scenery. For this article, I want to focus on just two stops (and maybe write more about the other locations in a later article).

It was suggested that we would attempt Grossglockner and 'The Eagles Nest' along the way. Due to a few vehicle issues and illness that struck some of the group, which Paul will no doubt write more about in his register, the group split into two groups, one group taking on Grossglockner and the Eagles Nest, the other taking a slightly less 'elevated' route but equally scenic and adventurous!

Along with three other vehicles, Paul's TR8, a 60-year-old MGB Roadster and a 40-year-old Capri Laser I headed to Grossglockner in my 1978 1500 Triumph Spitfire! The lead car, MGB was driven by Andy Owen who planned the route and by profession is a Brakes Engineer at HORIBA-MIRA, he knew the hill well and assured me it was well worth the drive. The weather was mostly sunny with a few showers, however, clouds and fog moved in as we climbed higher. The roads were winding with very little barrier (if any) between keeping the rubber on the tarmac and descending onto rocks and grass to the road 10-20 meters below!

The Spitfire drove surprisingly well, it went where I pointed it and held the road well on standard 155R13 tyres! For the most, the engine pulled well but 2nd gear was often







required to negotiate the switchbacks. I employed 1st gear once or twice when cyclists held us up! Yes, people cycle up Grossglockner, all 3,798 meters of it. A combination of high altitude and really poor fuel (95 RON E10) made the engine struggle to idle and reduced the power (what little I had) but overall, it ran well and completed the climb with no issues. Along the way, some Japanese tourists requested a photo and we paused at several scenic stops to take in the view and let the vehicles take a rest.

The drive was well worth it, to see a glacier only a few hundred feet away, to take in the fresh crisp air and reflect on the journey over some hot soup and bread, overlooking the glacier with the cars parked just a stone's throw away! The journey down was equally interesting, relying on a single-line non-servo brake system and a combination of 3rd and 2nd gear so as not to overheat the brakes! Halfway down it was obvious the Capri was having some issues, so we all pulled over to check it out, it turned out to be getting a little hot due to a failing viscous fan, so after 10 or 15 minutes we decided to descend a little more with Nigel, the Capri's owner keeping an eye on the temperature gauge. Andy shouted, "Check your brakes before we go, the brake fluid can boil with the heat from the calliper!" As it happened this was the best advice he could have given, I pumped the pedal 3-4 times and nothing, fresh air... What a call! I quickly shouted to Paul, Andy and Nigel and explained I had lost pedal feel, luckily copious amounts of drinking water were in the vehicles, and we were able to drizzle this over the calliper, after a further 10-15 minutes pedal feel was restored – and confidence for the decent. All three vehicles made it safely to the top and back down and as Andy said quite a few times on the trip

"no one died!"

The Eagles Nest, a Nazi-constructed building erected at the top of a rocky outcrop that rises above Obersalzberg, near the southeast German town of Berchtesgaden was our next adventure. It was exclusively built for use by members of the Nazi Party and visited on fourteen instances by Adolf Hitler. It's now a restaurant, beer garden and tourist site.

Andy assured both Nigel and me that the hills were less than those we encountered at Grossglockner (with a wry smile!) and assured us that it would be a piece of cake compared to what had gone before. However, this was not to be the case and there was a lot more to endure...The climb started easy enough, with a few 10-15% inclines and switchbacks, some narrow roads and a few drops but this time the road was heavily lined with trees, rocks and the occasional gentle waterfall. Several kilometres up, however, the inclines increased to 15-20% and then 24% prior to the top! This time a lot of 1st gear was employed, due to traffic and tight twists

and turns. A few hundred meters from the 'lower' car park we found ourselves behind a coach that was obviously struggling, possibly an inexperienced driver. As we rounded a corner on a very wet hill with lots of traffic the coach stalled! We came to a halt, handbrake heaved as high as I could, but the Spitty wouldn't hold with two people and 4 large holdalls packed in the boot and behind the seats, my foot had to be firmly planted on the brake pedal to assist the handbrake and keep us from rolling into the SUV behind, only a few feet from my rear bumper.

The engine revs rose and fell irregularly – again due to high altitude and very poor fuel. The beads of sweat started to form on my brow and all I could think was will it pull away on this gradient on a very wet road with the engine not performing at its best. I was about to find out as the driver of the coach had jumped out and was waving at our cars by his stranded coach. I blipped the throttle several times, quickly dropped the clutch, threw the gearshift into 1st and came off the footbrake and quickly on to the throttle tensing everything I could – willing the Spitty onwards and upwards... and it did, with no fuss or hassle, why was I worried? This is a moment I have described many times since to family and friends, each time the story embellished and the hill increased in gradient, until now when I tell it it's vertical! That's the way I remember it anyway!

I hope you enjoyed the brief insight into our trip and the pictures which do not do it justice. I hope it inspires you to 'do more with your Triumph!'

Cheers,

*Steve*





# WIPER MOTOR SERVICE

Hi everyone, the weather has been a mix of sun and rain. My friend Dave has been complaining about wiper issues on his Ford Cortina Mk2 and asked my advice as I undertook a Ford Cortina wiper overhaul in the 1980s. I had forgotten about the Cortina but remembered working on a Stag wiper overhaul.

This, in turn, reminded me of the late Phil Willson's write-up of undertaking a Stag wiper overhaul, this is what Phil had to say:

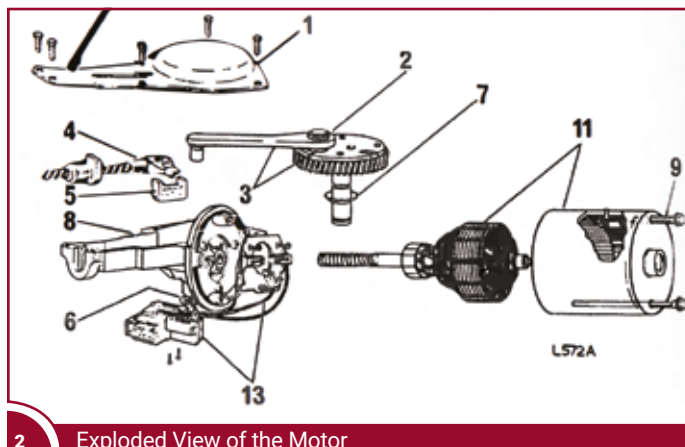
The wipers were working ok, if a bit sluggish, so a clean-up and re-grease was in order. It's not a difficult job, but a little care is needed especially with the dismantling as some little pieces can go missing.

To remove the motor, I found it easiest to remove the fixing strap, then undo the five screws (0.25" head) - being careful not to lose them (number 1 in the second picture) and take off the cover. Then look very carefully at the white plastic item (shown as number 5 in picture 2 and B in picture 3)

and note its position. This is the slider that operates the self-parking switch, so it is very important to see how it is fitted. Then carefully undo the clip holding the crank (number 3 in picture 2 and A in picture 3) in place. It just needs a twist of a small screwdriver in the D-shaped hole next to the pin. Put the clip away and then remove the crank by lifting it upwards, noting any washers or shims that come off with it.

Then lift the output cable a fraction (4) and remove the plastic slider (5) (both in picture 2), again checking its fitment and orientation and putting it carefully to one side.

The motor is almost ready to be removed from the car. The one remaining job is to



2 Exploded View of the Motor

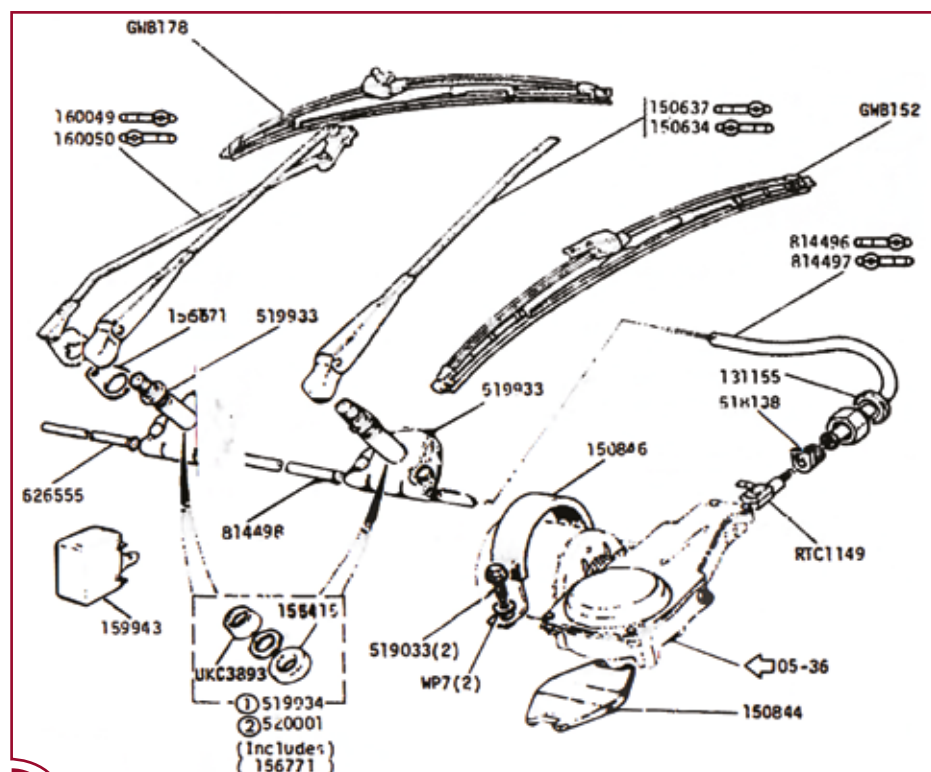


3 The Actual Insides

rotate the unit a little so that you can see the electrical multi-plug enough to remove it. Once done you can take the motor unit away.

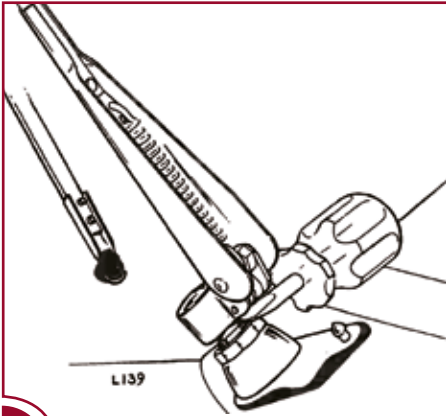
I also removed the main pinion wheel by removing the retaining clip from the end of its shaft, on the underside of the unit. Again, just careful use of a small screwdriver and/or small pliers is all you need, once again noting and retaining any washers or spacers. As the unit had been working OK, I didn't dismantle it any further although I was prepared to if this overhaul did not produce an improvement in running.

I then cleaned out all the old grease. There were at least two different types mixed up in there so this work had been tackled before. I then reassembled all the parts having used Castrol molybdenum grease to coat spindles, gears, and the slides on which the output cable and plastic self-parking block run. Before reinstalling, I thought it would be a good idea to service the actual operating rack cable.



1 The Wiper System





4 Removing the Wiper arm



5 Turn the Spindle Through 180°

To do this, firstly remove both wiper arms (see picture 4). Then it is just a matter of pulling quite hard on the rack cable which should come out completely. This too should be cleaned up and regreased. Also, it is a good idea to rotate the wiper spindles themselves by 180 degrees (picture 5).

This will ensure that you will be using the other side of the gear wheels on the back of the spindles, so you will even out the wear. They would have been using the same few teeth since either the last time this was done or, more likely since the car was built! The newly greased rack can then be pushed back into its tube. As it reaches each wheel box it should pick up with the nearest cog, but a small bit of tweaking the spindles may help. After that, it is just a matter of reassembling all that you have taken apart, not forgetting the plastic slider, of course. I also replaced the perished rubber support block and the rubber hold-down strap, available from most suppliers. For good measure, I bought a stainless metal strap as well. On testing, I was sure that the system was operating a little smoother than before, so I considered a job well done.



6 The Finished Job

Thanks again to the late Phil Willson, a very interesting article. (Disclaimer) Phil's descriptions and tips above are of his experiences and not intended as an official TSSC guide to undertake the wiper motor work on a Stag. Please refer to the Triumph Repair Operation Manual for the method prescribed by Triumph for undertaking such work or consult a Triumph specialist.

Keep those V8s purring!

Take care,

Ben

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# TR TRUNNION LESS — VERTICAL LINKS —

DO YOU WANT TRUNNION LESS VERTICAL LINKS ON YOUR TR? READ ON

Over the past few years I have fitted quite a few trunnion-less vertical links to various Spitfires, Heralds and GT6's, and watched very jealously as the cars were driven away.

I would absolutely love to fit a set to my TR4A as the quality of new trunnions and vertical links (the threaded part of the vertical link in the main) are sometimes of dubious quality.

I took the opportunity at the Inter-Club International Show at Malvern to speak to some nice chaps who manufacture upgraded parts for TR's and asked why there were a few variations of "beefed up" drive shafts for TR's including CV types, when the weakest part of a TR is the front vertical link/trunnion and trunnion-less vertical links were available for Spitfires etc, but not TR's. They said that if there was a demand for trunnion-less vertical links, they would seriously look into it. And so, to the crux of this article – if you are at all interested in fitting trunnion-less vertical links to your TR, please, please, please, send me an email or letter so that I can let the manufacturers know that it could very well be a viable proposition.

Let's build up a list, or an opportunity's missed!

## INTER-CLUB INTERNATIONAL SHOW

TSSC South Wales attended the Inter-Club International Show at Malvern and we were definitely not disappointed.

I have always loved the Three Counties Show Ground as it has loads of space and great facilities (it's also a great drive from Cardiff with roads ranging from motorways to twisting country roads and with the soft top down in the sun, my mate Evo and I



had a great run to and from the show in my TR4A).

The show was very well set out with all the clubs grouped together, TSSC, Aston Martin, Morgan, TR Register, Jaguar and a flock of Swallows. The Swallow Doretti is my second favourite car of all time and in my opinion the prettiest sports car every made, and all the better as it has TR2 mechanicals! A FANTASTIC display of cars to cater for every taste.

I met up with our very own Vitesse register Secretary Dave Tunbridge to give an insurance valuation on his newly acquired (and lovely) TR4 (pic 1). Dave has promised me some words about his car for a feature in these pages in the near future, so thanks Dave!

I took lots of images of the TR's at the show and if you recognise your car in amongst the few that there is space for in this issue, please get in touch with me and I will gladly "tell the story" of your car (and yourself if you want) in the Courier. And so, less words this month to make space for more images.

It would be remiss of me not to acknowledge the great work that the organisers of this show put in to create such a great event, thank you from us all.

Without a Show, Where, would we Go?

Bern





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## CLUB WATCH

# 2000 REGISTER DOES NORFOLK



THE FIRST IN AN OCCASIONAL LOOK AT WHAT OTHER TRIUMPH CLUBS ARE UP TO.  
TEXT AND PICTURES FOR THIS REPORT SUPPLIED BY ANDREW NEWMAN,  
EDITOR OF TRIUMPH 2000 REGISTERS SIXAPPEAL MAGAZINE



Early June saw Big Triumph saloons and estates heading en masse to Norfolk, for the 2000/2500/2.5 Register National Week. The Register has used the format of a seven-day celebration for its annual gathering since 1992, and for many members, it has been a staple on their calendar for decades. The week has the feel of a family reunion, and this year was no exception, with quiz nights, driving test, pleasure drive and various gatherings on the Hunstanton site, culminating in rally day



on the Saturday. Variable weather over the week did little to dampen the enthusiasm around the resort, and the heavy shower that descended on the assembled 60-plus 2000/2500s during Saturday afternoon was soon shrugged off by members as they voted for their favourite examples in various awards categories.

The week was rounded off with the



AGM and a hearty Sunday lunch, with folks agreeing to do it all again next year when the venue will be the pastoral Forest of Dean.



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# LEICESTER & RUTLAND GO FRENCH



## Laon Historique

We're going back a bit now, but we did have a fantastic long weekend on our group jaunt to France.

Due to being in the back end of nowhere last month with a non-existent internet connection, this report didn't make it to the pages of the Courier.

This would be a trip to test our cars, and our navigation skills and to possibly sample a bit of the French cuisine! All was good, even though the rain was torrential, as five cars met up at the A14/A1 junction services, a TR4a, Spitfire MkIV, GT6 MkIII, a Herald and a Vitesse on Thursday morning. We were meeting others later as we had different hotels, but the same Shuttle crossing on Friday morning.



The first setback and I think the only one of the group, was in the UK as I hit the M11 in the Spitfire, torrential rain, middle lane, lots of HGV's and NO WIPERS...

Having managed to pull over and apply the magic Rain-X, I limped to the next exit which happened to only be a few hundred yards away. The motor was red hot with the wipers stuck halfway, so it was quickly disconnected! With no spare motor (one maybe for the future?) the RAC was called upon.

As it turned out, I was about 20 minutes away from the MG Owners Club, so it was a quick call to see if a suitable replacement motor was in stock, you never know!

About an hour later I had a bright orange van and a man with me (the man wasn't bright orange) stripping apart the wiper motor and gearing. He then endeavoured to take the part to the MGOC shop to get a match whilst I stopped with the car and ta-da, about 45 minutes later returned with an exact part. When he left with the part, I did hope that he wasn't in need of a Spitfire wiper motor, or I may never have



Time for a wander!



The stags!



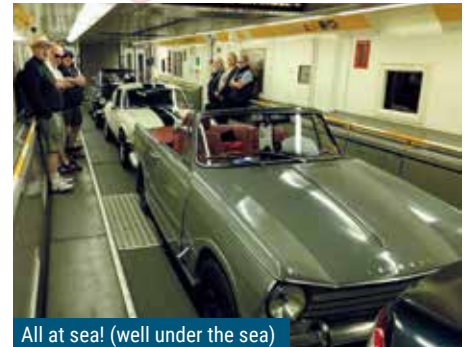
So cool



The cobbles!

seen him again and been left high and dry (maybe not dry). I must say what great service was given, within about two and a half hours from the first call, the new part was collected, fitted and paid for and I was back up and running with some catching up to do. The sun then came out!

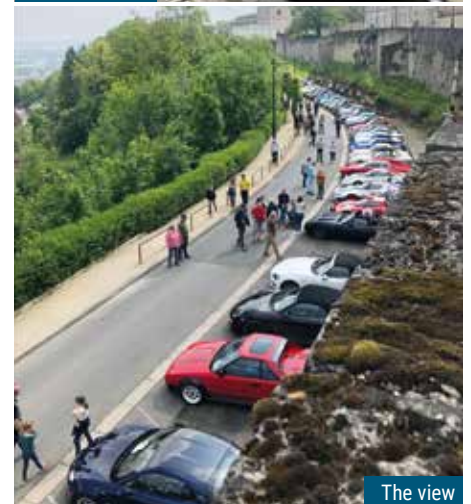
A lot could be said about this trip, I'm sure we could fill many pages as the weekend didn't disappoint. The atmosphere and French welcome as we passed through the partying, flag-waving villages on the Saturday, getting lost in the middle of nowhere, only to have realised that we should have taken directions from a lone woman standing at a junction with a bicycle, all added to the fun. The streets were closed



All at sea! (well under the sea)



I'm exhausted



The view



Time to cool off after a long drive!

on the Sunday for the parade of hundreds of vehicles, including steam cars and clapped-out mopeds, all overtaking us on the hill as we queued to go into the old town section. I would highly recommend this tour, the atmosphere and reception were outstanding, roll on next year.



# Area News

## THIS MONTH'S REPORTS FROM THE TSSC AREAS

### Triumph Sports Six Area Liaison Officers: Paul & Christina Girling

Email: [tsscareas@gmail.com](mailto:tsscareas@gmail.com) Tel: 07584 000442

What a great event the Inter-Club International was. Many thanks to those AOs that came up and introduced yourselves to us, it was great to meet you.

Great news! John Hill has kindly offered to take start up the M25 Area again, well done John, it sounds like you've got a good crowd behind you too. Don't forget, we're always on the look-out for new AOs.

With the longer, lighter evenings upon us, now is a great time of year to head along to your local area meet if you haven't been yet.

A lot of areas are organizing some great runs, make sure you take full advantage of them.

Make sure you get your Triumph along to a local meet this summer!



*Paul & Christina*

#### ANDOVER

For our run out in June, 16 people in 10 classic cars met up and parked outside the Boscombe Down Aviation Museum at Old Sarum, then wandered along to the Hangar 3 Café for our booked lunch. They had a long table nicely set out for us with a view of the airfield and, shortly afterwards, an intrepid (mad as hatters) bunch of skydivers coming out of their aircraft and landing with varying degrees of success just in front of us.



Lunch was (mostly) well organised, with just a couple of hitches in bringing out the right meals, but very nice coffee. After an hour there we trundled back across to the museum and settled down in a large room for a series of slides and a very entertaining talk on the history of the airfield, other local airfields, and the Royal Flying Corps leading up to the formation of the RAF and beyond, and the role these Wessex airfields played in both early aviation and

even - very topical - D-Day.

A very worthwhile place to visit if you're ever in the area.

On our way in we'd passed Ed and Maureen parked just off the main road. Ed told us their TR7 "... broke down just inside the gate on the way in. I thought my newly installed electronic ignition had packed up, but in fact, a wire had fallen off the coil. The joys of owning old cars."

This was a quick fix, but we were to suffer our own problems a little later.

After most had left, Jasper and Guy had a good look at Richard's Vitesse that he had bought only a few months ago. The conclusion was that it looked like a sound and tidy car, with a couple of interesting quirks that Richard is now aware of but a nice usable car.



After we left, being so close to Salisbury we called in to see Guy's step-mum, not having seen her for a while. Unfortunately, as we went to leave, Guy noticed he had a flat tyre. Luckily the spare and tools were in the boot and borrowing Jane's electric air pump, to top up the spare, he did eventually get them swapped over. We eventually got home around 7pm, a late return from a lunchtime meeting!



We wanted also to share with you the sad news that Mike Cheseman, who many of you may remember, recently died. At one time it was hard to keep up with who owned what among him, Chas and Ernie, and I do remember he loved his sausage and mash at our meetings. He got out and about in his Spitfire for quite some time, only giving up when it became harder to get in and out of - I certainly know that feeling these days.

Having reverted to our usual venue, the Chalkhill Blue, for July, we plan to have a bit of a change in August. Maureen and Ed are arranging a mystery run to a lunch venue for us. The plan is to meet at the Costa Coffee behind the Chalkhill Blue at 11am-11.15am for a prompt getaway at 11.30am.

Please make sure you contact either Guy or me to say you will be joining us as they need to contact the pub to make sure we are all booked in.

If you're interested in attending the Shalbourne Show, always a good local event, please contact us ASAP for a copy of the entry form. Entry is free but they will rattle buckets for donations towards the upkeep of the recreation ground and village.

#### Next meetings:

**August 14th** - Meet at 11am at the Costa Coffee Hawker Siddeley Way, Andover SP11 8BF

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

**August 25th** - Shalbourne Show at the Shalbourne Recreation Ground, SN8 3PX.

*Guy & Suzie*

#### AVON

I am not sure how we will look back on this summer, so far it has been a mixed bag. As I write this in early July, we had lightning and a thunderstorm last night! Members have been out and about, pictures of Hanham Common Fayre and Hanham Woods School Fayre.



Some are off to Powderham next weekend and South Cerney in early August with a few small shows in between, Severn Beach and Newark Austin Seven Rally to name but two. Mark has fitted a diff and is back on the road, Lee's TR250 is back from the body shop ready for more work and a fire was



averted at Castle Coombe when a wire shorted on Steve's Vitesse. Never a dull moment and always things to do. Enjoy the rest of the summer.

*Dave*

## EAST BERKSHIRE

It's July and a month's worth of rain this week. So only six braved the journey to the Royal Oak on Tuesday, and not a Triumph in sight.

Malcolm didn't bring any of his GT6s, but has been cruising the country in his Jaguar and has attended every TSSC event so far this year. Puts the rest of us to shame. Well, just me really.

Andy didn't bring his GT6 but he's had it on the TSSC stand and got put up in a hotel for the event. The GT6 episode of Car SOS was on again yesterday where Andy's car was featured in the "And this is what a good one looks like" section of the program. Andy's new knee seems to be shaping up.

Steve didn't bring his 2000, it has a gear change problem. At the last meeting, he was struggling to get it in and out of gear and went home in second. We are all familiar with the GT6 plastic cup, washer and jagged edge metal dome that regularly needs replacing on the GT6 gear selector mechanism, another not-so-good Triumph design. The 2000 is not quite the same, but it looks like that's where the problem is.

John didn't bring his newly acquired Stag, but it's also been on display on the TSSC stand, a different event, I didn't write down which, Malcolm told me I should be writing about this stuff, not recording what everyone eats.

I had salmon on a bed of mash with cream and pepper sauce, tempted to pick up the plate and finish the sauce, but didn't, wished I had, may do it next time.

Richard didn't bring his Spitfire, but once again a very interesting selection of books and reading material including a rare volume acquired at a bargain price.

I went to the Hurst Country Fair and car show, with around 60 classics, Vitesse's Heralds and TR6s amongst them. I got a couple of recruits who were definitely going to come to the next meeting. Were they here tonight? Ha!

I didn't bring my GT6, it started running rough, then VERY rough and then it wouldn't start. The

Spark tester, says there's a spark. Carb fuel leak says there's fuel. Stripped carb, fixed leak. Compression test, all around 145. Squirts of "Start ya bastard!" and it fires. So, manifold gasket air leak? I'll change the manifold gasket and put the carbs back on when I've finished writing this.

Read next month for another exciting instalment.

*Doug*

## CAMBRIDGE

We met at the Plough in the car park with a great selection of cars and owners. Steve brought his Mayflower along which looked amazing, and Mark brought his 2.5PI big saloon in for a valuation. I was amazed at the values these reach now, and his was a good example of a car for driving; great running order, very little by way of blemishes and a patina in keeping with the car's age. It runs on a pair of Stromberg carbs which he'd looked at converting back to petrol injection, but the mechanical injection units are in strong demand for refurbs on these ageing cars and worked out too expensive for Mark to be able to justify. The PI road cam still puts out the power he likes, and the carbs mean he doesn't have so much of a plug fouling problem when he takes it over the Alps on the Ten Countries Run.

I did another valuation that day as well - if you would like a valuation I have had the training from the club to do them and can do it for you while you wait. Agreed value insurance guarantees the value of the car if it is ever in a smash and prevents the insurance company from being able to claim it should only pay 'book value' for it, which is typically only a thousand or so for our older cars.



There was no general all-marques meeting at Barrington this month. Someone visiting in June had a go at a couple of the

volunteer marshals so badly that they decided they didn't have to take that kind of abuse any more and resigned. The reaction from the Green Committee of the village council was to cancel the next event. In the end, despite worries that it might 'all kick-off' it went off quietly, although the rainy weather probably helped more than my social media pleading did.

Next month we're at the Plough in Fen Ditton on Monday the 5th of August from 8pm (or earlier if you like) as usual.

*Tom*

## CHESHIRE

The weather was quite good for the Lymm Historic this year (last year there was a monsoon mid-afternoon). The queue to get in was a little longer than previously, possibly due to a slightly late arrival. Heap the Vitesse once again was parked in close proximity to Ferraris, just the two on this occasion. The place was full of cars and the occasional military vehicle, plenty of traders, and plenty of paying public. The question was asked several times as to where the paying public parked, but we neglected to ask a person of that description! I had a conversation with the North Staff's AO, whose Alvis is apparently having its engine fettled. A person claimed that Heap the Vitesse was the best car in the show, but they were obviously not using the usual criteria for awards at a show. The weather was still dry when the show finished, with no monsoon.

I bought my ticket for Sunday at Malvern some time ago (to get the cheap rate, of course). Adrian went caravanning in the vicinity and went to the show on Saturday, and reported it was very well attended indeed. I left home with a grey sky and 12° outside. My car has been recently 'updated' to bong on the approach to a speed camera and the bonger was seriously exercised by the time I reached the M6, where it got a whole lot more exercise. And then more on the M5. It was still grey but a much more pleasant 17° at Malvern. I talked with club people, admired the Vitesse Estate (does anyone else remember the six-wheeler Vitesse Estate that could be seen around south Manchester many years ago?), examined another design of wind deflector, wandered around the autojumble, and spotted a small monkey keeping

the driver's seat warm on a TR. Lots of conversations (as usual, can't remember very much) and then another session exercising the bonger on the way home.

I was keeping a watchful eye on weather forecasts for meeting night, as there was a fair amount of rain about. It was a little cool but no rain as we gathered at the C&P, where I found Monty with his Bond (recently upgraded back seat from an Audi), and Roger, with a long and complicated excuse for not coming with the Spitfire and not joining us for the run. Paul arrived in his Bond, so once again we had two Bonds (in quite different shades of white). Richard appeared with the Spitfire, and four of us traversed some of the narrower roads from the C&P to the Flower Pot, where Alan had arrived ahead of us.

A body shop has been identified in Smallwood to sort the body out, and Alan provided us with a guessing game for a part that apparently allows the seat to move smoothly, looking like a small roller. We needed the seat adjustment lever to help with identification. I've just looked in my GT6 FM and can't identify such a part in the diagram. Alan has apparently mislaid one of these devices so he could have fun getting another, but a suitable size bolt may provide a usable starting point for a replacement.

Events in August include Astle Park on the 10th and 11th, Avro on the 11th (the Vulcan is quite spectacular), Tatton on the 17th and 18th, Silverstone 23rd to 25th, and Capesthorpe on the 25th and 26th (booking in advance at Capesthorpe may be a good idea).

Our next meeting is on Thursday, August 1st at the Cock and Pheasant. Third and Final run out of the year, so 7.30pm for 8pm. The destination is likely to be the Black Lion (Sooty Cat) in Butterton. I will also point out that there are many pubs called 'Red Lion'.

*Henry*

## CORNWALL

Hi all, our dear leader, Carol is away on a well-earned break; well, driving down through France actually, so not totally relaxing, and sadly on this occasion not in her Spitfire! So, this month it's my turn to do the area report, and TSSC will stand for Terrific Super Summer Camp!

The end of June saw a great

# AREA NEWS

turnout of over 14 classics, mostly Triumphs, all gathering at an old favourite of the Club, Eden Valley at Lanlivery, PL30 5BU. It has superb facilities and is well-maintained, in a quiet, wooded, sheltered setting. It doesn't have a clubhouse but nearby is a wonderful 12th-century pub, The Crown Inn, PL30 5BT. Many of us gathered there on the Friday evening and enjoyed an evening meal.



It was good to have friends /members join us again as they do most years coming from near and far, it was great to see you all!

On Saturday, Geoff and his wife Bev had very kindly organised a drive out, it was a marvellous convoy of around 14 classics heading through Carlyon Bay, Par and on through quaint Mevagissey and, thankfully, there weren't any hold-ups negotiating the busy narrow streets! We had wonderful views of the sea as we wound up the hill and then back down heading for Gorran Church Town and to a pit stop at The Barley Sheaf pub.

It was pointed out by Geoff at the start of the drive that lunch was not necessarily needed for the vast majority of us, we needed to Save Our Selves as he had secured a mid-afternoon Cake Fest! We enjoyed a swift half and continued

back inland, passing The Lost Gardens of Heligan, through Penwithick and headed for Bowling Green, near Rescorla.

Arriving at our destination for a Charity Cream Tea in aid of Children's Hospice South West, kindly laid on by Geoff's brothers-in-law, who do this fundraising regularly. They were a great team, and the cakes and scones were in absolute abundance and truly scrumptious. A big thank you to them. Teapots were topped up and the marquee looked amazing. Over £600 was raised for this much-needed important local charity so well done everyone! Also, an entertaining impromptu sing song at the end was delivered by the father-in-law!



The cars were the stars though too, looking amazing all parked together on the green.

Topped up, we headed back at our leisure, hoping all the cake would soon settle as we had the Club BBQ in the evening. I love this tradition and I feel over the years we have been lucky to have a committed team for getting our Beast of a BBQ burner to our destination and back so well-done folks!

It was another great success, and even more folks joined us from the Devon Club.

Sunday morning, the sun was out, and we had a leisurely mingle before leaving for a short run to Trenyhton Manor, Tywardreath, Par PL24 2TS.

There were 34 of us booked in for lunch at this stunning Manor House, and we had a dining room to ourselves with views out to sea. The lovely food was served and there was just time for more catch-ups, and then sadly goodbyes, the weekend had flown. We had dry weather, and it was great to see so many people this year, I'd like to thank everyone for coming on behalf of Carol and of course, say A Very Big "Thank You" to Carol for all her hard work and organising of the weekend, it's very much appreciated!



## August

**3rd-4th** – Sticker Vintage Rally

**Thursday, 8th** – Club Night

**Saturday, 10th** – Carnhell Green Vintage Rally

**16th-18th** – West of England Vintage and Steam Rally at Stithians Showground.

**22nd** – Fowey Classic Car Show and Parade

**24th-25th** – Wadebridge Showground Classic, Vintage Rally & Antique Fair

**24th-26th** – The Great Trethew Rally

## September

**6th-7th** – Lanlivery Vintage Rally

**Thursday 12th** – Club night

**20th-22nd** – St Mawgan Steam & Vintage Rally

**20th-22nd** – Watergate Bay

Motorsport Weekend

Take care all, happy motoring!

*Claire & Mole*

Kendal in June I was talking with one of the organisers who told me they had made over £9,000 last year and expected to exceed that this year. All these proceeds going to local charities, and the reason they are able to raise such sums is partly through the generosity of classic car enthusiasts who are prepared to exhibit their vehicles and sit in a field, sometimes in the pouring Cumbrian rain, all day, so visitors can admire the "old bangers" and invariably tell us that their Dad or favourite Uncle "used to have one those", or "I learned to drive in a Triumph Dolomite". So, thank you to all club members who get up early on a Sunday morning, and let kids with sticky fingers sit in their car to support local charity events, albeit we always enjoy some great 'craic' ourselves at the time.





The TSSC Cumbria will have attended West Lakes Rotary "Rotating Wheels" in Gosforth in July by the time you read this, and is looking forward to supporting the Maryport Rotary Classic Car Show at Netherhall Rugby Club on August 10th (location CA15 6NT if you want to join us). Both these events are in aid of local charities. The following day some members are dodging the Lakeland summer holiday traffic on August 11th for Classics over the Sands at Grange overlooking Morecambe Bay, supporting Coeliac UK and Coniston Mountain Rescue. Later in the month we are also going to be at the Wigton Car Club event at Dalemain House, Ullswater on August 18th supporting Jigsaw Children's Hospice. Both very busy and worthwhile shows. I hope to see you at one there!

Safe motoring.

*Nigel*

## DERWENT VALLEY

Hi All, June has been a busy month with our Peak Run weekend followed by the Inter-Club International at Malvern a week later. This year our Peak Run weekend saw the return of our usual Saturday night entertainment involving variations of our normal games as well as some new ones. On the Sunday morning, we had the Peak Run and thankfully the weather turned out nice for us, having been somewhat unsettled the week before.

It was great to welcome a few members from the M25 area who had travelled up for the first time, as well as seeing the return of our regulars.



Our July meet was a scenic run out from Ripley to Matlock Bath, which was attended by a selection of Triumphs.



For the August meeting we are planning on either having a small run or meeting at a venue still to be decided, this will be announced on our Facebook page and Messenger.

*Bryan*

## DEVON

Sunday, August 4th – We are going to the zoo, zoo, zoo.

Darren is arranging a visit to Paignton Zoo for us. The more of us who go, the bigger discount we will get. See our emails for more details and note that pre-payment is required. Please let Darren know ASAP if you will be coming.

Friends welcome! Email [darren.groves@googlemail.com](mailto:darren.groves@googlemail.com)

Still plenty of Shows to attend including: -

**August 10th, 11th** – South Hams Machinery

**August 11th** – Exmouth Classic Car Show

**August 17th** – Christow Show

**August 18th** – Rover Show at Buckfastleigh Steam Railway

**August 25th** – Aveton Gifford Show

**September 8th** – Saltram Rotary Show at Lyneham House

August's Club Nights are North Devon – Thursday, August 1st, at the Crealock Arms, Littleham EX39 5HN and Club Night at the Star Inn, Liverton TQ12 6EZ is Wednesday, August 21st.

Into September and October, we are looking forward to some joint events with our North Devon Area. Sunday, October 6th, we will again be meeting up at the Countryman Inn near Okehampton for a delicious lunch in a venue which loves classic cars. We must have names beforehand, please.

And, on Sunday, November 3rd, we will be having an informal Skittles Match at Trethorne Leisure near Launceston.

We have decided to postpone our usual Treasure Hunt until Spring 2025!

### What we've done

We went to a lovely little show at Newton Abbot Racecourse, accompanied by Charlie and Lesley, fresh back from Brittany with their Stag. Also, there was a stunning 1850 Dolomite from Weston-super-Mare. The following day Darren had a big turnout for the Lyn Valley Classic, including long travellers, Neil and Trevor. By all accounts, it was a lovely day but a tad windy!



There were a lot of Club cars at the Darts Farm show at Topsham. A first for us but a def for next year's diary. It was good to catch up with some members we have not seen for a while, including Pete with his stunning Merc.

June Club Night was, for once, held in brilliant weather which tempted 15 cars out to play. Great food as always at the Star. Cars, good weather and food, can we ask for more?

### Inter-Club International at Malvern

This was like the 'old days' of national shows. Organised by the TR Register with TSSC and the MG Car Club, it was packed with around 40 invited and supporting car clubs of all different makes and models. It made a spectacular event and doing it as a collaboration must surely be the way forward for these events. No individual Club can risk the considerable costs of hiring a showground like the Three Counties in isolation. There were planned road trips, a bus to Worcester, a visit to the Morgan factory, live music in the Halls, and more trade stands and auto jumblers than we have seen for many years. There were some who felt beforehand that it was expensive but just look at what you got – great camping facilities on the field, Concours for those who wanted it, Auto Solos and stunt driving displays to name a few, as well as the opportunity to catch up with friends from all over the country and beyond. Compare the cost of attending a concert or a football match and I know where my vote would be! Wayne was in good voice in the Arena all weekend – just how does he do it? I had the pleasure of judging the best 40s style dressed – some stiff competition there.



Big surprise for us – a previous owner of my Stag 'Frugal' just happened to be walking up the TSSC area and spied the car, which he owned some 30-plus years ago. Needless to say, we were both delighted. We were joined by several Devon members and by Darren Groves and Zoe, North Devon Organiser.



## DEVON DIARY

**Thursday, August 1st** – North Devon meeting at Crealock Arms, Littleham EX39 5HN

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

**Wednesday, August 21st** – Club Night at the Star, Liverton TQ12 6EZ

**Sunday, September 8th** – Saltram Rotary Car Show at Lyneham House

*Sue & John*

## ESSEX

Essex Area has had another busy month with lots of shows for members to attend.

### The Standard Triumph Motor Club Picnic in June

This was held at Woodland Grange Hotel, Leamington Spa. We only decided to go to this show the week before as we had such a lovely time last year. There were lots of pre-1940 Triumph cars on show as well as Triumphs from other clubs including the TSSC. I drove my Spitfire Mk2 and parked it beside the club marquee, many other members came. There were plenty of different cars through the ages to look at and chat with owners about. What a brilliant day, the sun shone and there was music and a singer in the background. A lovely venue and setting for the cars with their owners dressed in period clothes, one not to be missed in 2025.



### Inter-Club International Weekend at Malvern in June

Sue and I left Woodland Grange to set off towards Malvern, we had a feeling there was some trouble with the Spitfire as it was running

erratically but thought it might clear after adding fresh petrol and letting it cool down. We arrived at our new accommodation which we had booked for the rest of the week. The next morning, we set off to explore Worcester, but the car was still not running correctly, it decided to breakdown at a set of traffic lights on the one-way system and, after pushing it into a safe area, upon looking at it found it was the diaphragm on the petrol pump. I had to do some sort of repair to the pump trying different ideas which worked in some way but not properly and it broke down again. A friendly policeman, who was passing in his car, pulled over to see if he could help as his father once owned a Triumph and it turned out he was a member of the TSSC. He offered to take Sue back to where we were staying and left me to sort out the recovery of the car.

I managed to get a new electric pump the following day and I fitted and checked it all worked okay.



The rest of the weekend was brilliant the show was well organised, and I managed to meet up with Jane who explained how to do the club valuations. Well done to everyone who organised the weekend.

### Barrington Green in June

Stewart went to the monthly meet at Barrington, Cambridgeshire, held on the 1st Friday of the month in the summer. It's been going on for many years and is a terrific meet with a very diverse range of cars, some of which are very rare. Cars park on the village green and it's stewarded very effectively by volunteers including Cambridge Area's Tom Hartley. It's become a victim of its own success and is now very popular. Although it's only held over the summer, a highlight for me is the New Year's Day meet. Driving up there with the roof down certainly blows away the post-Christmas cobwebs. Thoroughly recommended.



### London to Brighton Classic Car Run 2nd June 2024

On Sunday, June 2nd, I fulfilled one of the things off my bucket list and one of my 60 things to do in my 60th year. At 7am, I left my hotel and made my way to the starting point for the above event. I arrived at Brooklands Transport Museum at just after 8am and met up with my navigator Darren (Jim) Patterson.

I then signed in and collected all the bits and pieces, such as the placard for the front of the car, route card booklet and brass plaque for the event.

Being surrounded by so many classic cars was amazing, there were cars from all age groups from the everyday cars to sports cars, up to the prestige cars.

We started off at about 9.30am and made our way through some of the beautiful Surrey and Sussex countryside which is a test to all the classic vehicles taking part in the run, as this included some very steep inclines which tested the pulling power of these older cars but also the breaking capacity too.



We arrived in Brighton and drove along the seafront to Madeira Drive, which is the finishing point just left of the famous Brighton Pier.

On arrival at the finish, we were interviewed by Classic Car Magazine and then had our photos taken by the organiser's photographer.

We parked up along the seafront and enjoyed watching all the other cars coming in behind us, discussing with other participants how well our cars coped with the run.

We left Brighton at about 4pm to return to Brooklands so Jim could get his motorbike and then we both made our way home. I got back to Colchester at around 7.30pm.

I have to say that it was one of

the most enjoyable days out I have had, and my 1977 British Racing Green Triumph Spitfire 1500 did an awesome drive and made me so happy to have completed such an awesome car run on a beautiful sunny summer day.

Ian Hooper, Proud Owner

### Motor Fest Chelmsford – Write up from Marian & Mick Smith.

The Motor Fest is a large festival of cars from vintage to modern classics and everything in between. There are stalls of all kinds, food stalls and ice cream vans, there is a funfair and a wall of death, a monster truck ride and a simulation ride of the Isle of Man TT. There were displays in the main area and over the other side of the field was lawnmower racing. Something for everyone. The weather was not good in the morning but only one shower of rain and then slowly the weather got better. So we came home with the roof down.

### MEMBER'S CAR OF THE MONTH: NEIL'S SPITFIRE

Even as a teenager I loved the lines of the Spitfire so in 1974 we bought a five-year-old Jasmine Yellow MkIII "NCS 439G" from a trainee pilot for £415 (I didn't join TSSC till 1984). As soon as I saw it, I knew it was for me as the reg was my initials! Within weeks the gearbox went wrong so I stripped it down. I was able to use the dining room table because poor Gaye was in hospital with a broken neck! I'd never get away with that normally of course!

Over the 50 years since, that Spitfire has had a multitude of roles: For 20 years it was our main car: daily commuting plus carrying two sets of golf clubs and camping gear to both Cornwall and Scotland from the south of England every year. Then a makeshift tractor, workhorse and clubhouse as we built Epping Golf Course. Now it is a reliable leisure car always starting first crank despite little use.

By 2008 it was looking weary. A good friend was in need of a paying project, so he gave it a body-off rebuild. As Gaye and I had just turned 60, and the renovated car looked so good we celebrated by entering the Monte Carlo Historique. We were totally underpowered and out of our depth in that first year. The footwells flooded and froze from ill-fitting doors, and the car was



raided, and roof slashed by travellers in Avignon on the way home. We did enter again with far greater success driving a Vitesse on three more occasions.

It has only let us down three times: once in Scotland when it ran out of fuel when the gauge got stuck on "Empty" (how unreasonable!). A friendly Scot towed us to a petrol station, we were only stationary for five minutes. It stalled once when the choke stuck out. Again, a five-minute fiddle had us going again, but when the fanbelt broke it was a swift Peter James recovery. It even kept going when the crankshaft broke! I've put in three clutches, rebuilt the gearbox three times and the engine once.

It remains a very comfortable, reliable and of course very pretty car.

Pictures show – Epping Golf Course's first "Clubhouse" with honesty box, scorecards, golf balls and pencils and at a pee stop in the snow in the Monte Carlo Rallye Historique 2009.



## Essex Diary for August

**Saturday 3rd** – Waltham Cross

Vehicle Show, Town Centre

**Saturday 3rd** – Toot Hill Show

**Sunday 11th** – Essex Annual BBQ at Mike & Sue's

**Sunday 18th** – Heddingham Castle car show

**Monday 26th** – Brands Britannia, Kent

Contact Mike for details

*Mike & Sue*

## GATWICK

Hi all, hope all is good & you are enjoying your Triumphs!

June saw a nice turnout of Triumphs in the pub car park at our monthly meeting. As you can see in the first picture the theme was red!



Gatwick Area recently attended two shows, a very wet Bletchingly, but we had a pretty good turnout and some new Triumphs turned up too! Triumph drivers are definitely a hardy group.



We also attended the Leonardslee Gardens Classic Car Show. I deserted my Triumph for a Morris! My Dad's Morris 10/4. The show was well attended with a good variety of cars. East Sussex Area was there too. Definitely a show to do again.



My son, Curtis, and I visited the Red Lion on Father's Day in my Spitfire driven by Curtis and my Dad's Frogeye driven by me. It's what Father's Day was created for, drive a classic to the pub! And why take one when you can take two?



## Inter-Club International Weekend

Our journey down to Malvern started at Cobham Services with Cliff, Jeremy and me with a lunch stop at the Black Horse on the route, pricey, but good.



Arriving at Malvern we pitched up with the rest of the Surrey area and were joined by the Thames area.

Saturday was a great day, the sun was out! So, after breakfast, cooked by Cliff and Jeremy (thanks lads), I went for a wander to find some early Spitfires. The Autojumble was brilliant, the best there's been for a while. (I spent far too much).

Trevor won yet another award, I think he's going to need a larger trophy cabinet!



Chiggers was given the honour of conducting a wedding at the show!

Sunset on Saturday evening, taken by Jeremy. Great picture!



Sunday was not so kind to us with rain in the night, but at least it kept at bay for the day. We were invited to the arena to show off our early Spitfires along with other fifties & sixties cars.



Dudley made a surprise visit to the show, with a new purchase in tow! A very early 1600 Vitesse.

It was good to be back home and the following Saturday was Bletchingly meet. The rain threatened, but kept at bay until the drive home, when the heavens opened!! It had been a good meet, with a selection of cars, but not the usual numbers sadly.

Cranleigh Classic Car is on **Sunday, August 11th**

Our next meeting is at the Crown is on **Tuesday, August 13th**.

Let's hope this month finally gives us a summer!

*Tony*

## HERTS AND BEDS

Hi folks, we are getting ready for the All Triumph Day at Shuttleworth on September 8th as it's now getting close. As we are selling Shuttleworth tickets it is important you pre-book as we have to pay upfront and need to know the number of cars coming. At £10 per car which includes all occupants, it is great value for the money with lots to see and explore. Pre-book email please to: [trr.lvg@gmail.com](mailto:trr.lvg@gmail.com), we will then call you for payment.

Our outing to the Sywell Aircraft Museum went well despite a wet start. We had a great meal in wonderful art deco surroundings well worth the visit.



July will have seen who won the best car award and our free buffet,

# AREA NEWS

but more on that next month.

Buckingham Steam Railway Classic – Bank Holiday Monday, August 26th, is a good show for only a few £s, with free steam rides all day. You can pre-book from their website or pay on the day. It can be very busy. Owners of any pre-88 vehicles are welcome. Please pre-register if you want to exhibit your vehicle by emailing: office@bucksrailcentre.org or by emailing us the registration form available from their website. Cars, motorbikes, vans, buses, fire engines, bicycles... any pre-1988 vehicle will be welcome! Steam train rides and all the fun of our heritage railway will be on offer as well of course. A suggested (but not obligatory) donation of £6 for exhibitors.

Have a good run out this summer.

Regards

*Pete and the team*

## LEICESTER AND RUTLAND

**Monthly Meet** – First up I'll start with a reminder that our monthly meeting has changed venue and meeting day to the first Monday of the month at the Curzon Arms, Woodhouse Eves, Loughborough LE12 8QZ (www.thecurzonarma.com). We have had a number of successful meetings there so far, with our very own area in the pub and car park, good food and welcoming staff, long may it continue!



### Sunshine Rally

Around a week or so away now from this publication is our Sunshine Rally and as the name suggests the sun will be shining! The weekend of August 9th to 11th will see us make camp at the Greetham Community Centre LE15 7NG. A social weekend with runs out, a treasure hunt, quizzes, prizes, and the show and shine. For further information or to book your space contact Jan on 07799 804415 email j.muschialli@ntlworld.com or Dave on 07770 650802 email davesmith.triumph@hotmail.com

Think that's it for now. We're keeping active as a group, so I'm sure there'll be lots more to follow in the coming months.

Don't forget our monthly meeting, new venue, new day, see you all there.

*Graham*

## NEWBURY

In June, our summer tour brought us to Tadley for an evening of skittles and beer. Who would have thought how competitive an evening could get?



With Ian's experience and Robert's power, team B took an early lead. This was helped by Malcolm's highly consistent scoring: "Another seven". If truth be told, the A team fell short of the pre-match hype and was outperformed by their opponents. Oh well, there's always another year!

A highlight of the evening for Robin was the presence and participation of his Dad. There was a bit of father-son rivalry, despite both being on the same team. Ian's excellent maths skills were put to good use after the match as he remarked, "Robin, you were beaten by your Dad". Thanks, Ian! As a petrolhead of yesteryear, it was lovely for Robin's Dad (Dick) to participate in the club night. With his father having managed a garage in Sussex, Dick often had to drive expensive cars to customers and the company's classic car to local events. The newspaper extract below pictures him preparing an Austin Healey 3000 for the 2,000-mile Tulip Rally, where he competed as co-driver and navigator. He might not have his driving license anymore, but he can still play a mean game of skittles!



Towards the end of the month, a number of the group attended the

### Inter-Club International Weekend.

As normal, they started at Waitrose car park in Thatcham, leaving at 10.15am. As there are usually loads of TRs at the event, Dave rang the changes and took the Vitesse. As he drove around Waitrose car park, he found Ian, in his TR6 (our event organiser), Peter in his Dolomite Sprint and Steve in his Vitesse.



Within a few minutes, they heard the unmistakable sound of a V8, as Chris arrived in his Stag. They then made their way to Liddington to meet Andy in his Vitesse. As Andy was towing, they kept the speed down to 50MPH, which helped with the MPG. Arriving before the gates opened, they lined up with others in a field just outside the main entrance.

Due to some problem, the gates didn't open until 14.45pm. Once inside, the group set the tents up, conveniently near both the toilets and showers. I guess it's an age thing! Thank goodness it was dry for setting up the tents. As normal, Ian was using his six-inch nails to hold his tent down. Andy had his large inflatable tent, which worked well. Once all the tents were erected and the airbeds pumped up, Peter and Steve walked to a local pub for an evening meal and the rest went in search of some food on site. The food prices were far more reasonable than last year's event at Silverstone.

The site was soon filling up nicely with a mixture of TSSC, TR Reg and MG Club members. All around were the sounds and smells of classic cars. Friday's entertainment was a Rolling Stones tribute band in the new hall.



After some three-quarters of an hour tuning up, they started playing. Unfortunately, the noise was not as melodic as a Standard Triumph engine, so the group took an early bath. It must be the age thing again! It was not long before everyone was fast asleep sleep,

accompanied by the sound of snoring, mixed in with an occasional other noise, emitted mainly by Dave!

Come the morning, Peter and Steve went off for a horrible fry-up, while the rest had brought breakfast with them. After that, it was a look at the cars and auto jumble, where Dave found some useful bits for his Herald. At 11.30am Nigel arrived in his TR7, as a day visitor. He didn't fancy camping this year. Next came the BBQ and, with no rain this year, they could really fire it up. This time the BBQ smoke appeared to be focusing on Steve and Dave. Every time they moved away from the smoke it followed them. After the BBQ came the Saturday entertainment, as you may have guessed it was still too loud.



In the morning it was breakfast, and this time Peter and Steve went looking for a non-horrible fry-up. After that, there was great activity as tents were packed down. "Why don't the tents fit into the bags they came out of?" asked virtually everyone! After a last look around the site it was 'home time'. Everyone had a good time and it felt like the old Stafford days but with the added bonus of having a wider variety of classic cars on show. Dave said it was his last year camping. Mind you he said that last year, but next year Mary will ensure this actually happens! Thanks go to the events team for an excellent weekend.

*Robin*

## NORFOLK

Firstly, I must apologise for missing the Spring Run to Pensthorpe, on May 19th, from the last area report. While we couldn't make it, it looks like it was a great run, many thanks to Andy and Gill for the organising. We're looking forward to their next run on August 4th to Mannington Hall near Ippington.





We had a good contingent from Norfolk attending the Inter-Club International in Malvern including a trio of Heralds by the area's youth (for various reasons the adults joining them for the trip down failed to make it in Triumphs). It was great to see so much enthusiasm for Triumphs from them.



The following Thursday saw our Fish and Chip Run to Cromer for our July monthly meet, with five leaving Dereham to convoy up to the clifftop car park where we were met by a further seven Triumphs and a Morris Minor (and a "Love Bus"). Once parked up we had our usual walk down to No1 for fish and chips and then back up to the cars for a bit of a natter as the sunset. It was great to welcome some new members too.



It looks like there'll six of us heading up to Leicestershire for the Sunshine Rally. It's always a fun weekend, why don't you come and join us? The advert is elsewhere in the magazine.

Note that we won't be having a monthly meeting in August, but we will be doing a Summer Run to Mannington Hall on Sunday 4th and our annual Tea and Cake afternoon on Sunday 18th.

## Forthcoming events

### No monthly meeting in August.

**Sunday, August 4th** – Summer Run. Starting from Waitrose, Wymondham, meeting at 11am for 11.30am start for a 30-mile run finishing at Mannington Hall.

**Sunday, August 18th** – Tea and Cake Afternoon at 76 Richmond Road, Saham Toney IP25 7EU, 3pm-5pm. Join us on a tulip route or meet us there, more details to follow via email.

**Thursday, September 5th** – Monthly meet returns to the Worlds End, Mulbarton. Food is available beforehand (book direct).

**Sunday, September 8th** – Shuttleworth event, who's going from Norfolk? Let me know and perhaps we can get a convoy to the show sorted. Again, see the advert elsewhere in the Courier. Note that you need to pre-book.

Dates, times and venues are subject to change. Confirmation of each event will be given nearer the time via email and Facebook. Do you get our regular emails? If not let me have your email address and I'll add you to our list.

*Paul & Christina*

## NORTH EAST

June has been a busy month for a few of us, with a large group of eight club cars attending Morpeth Fair and Parade, which as the sun decided to pay us a visit on that day it was a pleasant and dry day for a change. Until, that was, just as we left it decided to start raining, it has been like this all year one good day, and the next the opposite, we can only hope it's going to be dry and warmer towards the back of the year.

Brian and I have been selected to display our cars in Durham City Centre on the August Bank Holiday Monday, you had to apply and then be selected to display, so we are quite pleased to have been accepted. We will be parked up on Palace Green right outside the Cathedral so might get some good photos.

A few of us travelled down to the Inter-Club weekend in Malvern, Steve O travelled down early on Wednesday as he had booked to stop in a local hotel and make a long week of the event, Joe set off

from Morpeth via the A69, M6 and M5, a good choice on his part as it was clear running for most of the way with only a short section of roadworks. Brian, John, Deryck, and I travelled via the A1, M1, A42, M42, and M5, never have we driven at 50mph for such long distances, a massive amount of roadworks on all roads except for the A1. Joe set off 15 minutes later than Deryck and me, but arrived at Malvern before we did, we did have a couple of stops but Joe's route covered more distance.



We all returned on the same route as we had a hotel booked on Sunday night to break the journey home. Because of the steady running, Joe averaged 45mpg in the Vitesse and I got 48mpg out of the GT and even Brian averaged over 32mpg in the Stag.

Malvern had a few good points and a few bad, on discussion when we got back I think the consensus is to perhaps go there every 2/3 years and not camp but stay in a B/B as you could see all on show in one day, on-site catering was a bit hit and miss, and the shed where the bands were playing had bad acoustics, so most of the acts couldn't be heard properly. But we did have our own entertainment with The Beadling Brothers (Deryck, Alan, and Terry) busting moves to the ABBA tribute band, a proper set of dancing queens, if only we had a better camera! see attached photo.



### On the car front

Chris Fish found out why his car was losing so much water, a blown head gasket, a nice little job on a Dolly Sprint alloy head.

I am also having water issues, the overflow bottle keeps filling up, even though a new rad cap has been fitted and no sign of cylinder head gasket failure, one for me to solve.

Philip has taken his car down to Willow Triumph, to see if he can solve the rough running issues, possibly engine rebuilding issues (yet to be confirmed). The engine was rebuilt by an engine specialist in Durham but has never run right, more on this when we find out from Tim.

Joseph's Herald is also with Tim to repair the rear-end crash damage.

*Geoff*

## NORTHANTS

Hi all, June has been a busy month with several shows and a couple of camping weekends. The Peak Run was, as usual, a roaring success with all the usual games and entertainment. A bunch of us made the usual pilgrimage to the Shoulder of Mutton pub, which always makes for an enjoyable walk on a summer afternoon. After all the years we have been attending the event, this year we discovered Ecclesborough Railway and took a relaxing ride through the Derbyshire countryside.



Some of Northants Area went to a car show at Long Buckby while we were away camping but I have not yet seen them to find out how it went.

Malvern was next on our list. This was a bigger event than the last time we went with more car clubs represented and was another opportunity to catch up with people we hadn't seen for a while, although some we had only seen the week before at Peak Run. A number of us had not returned home in between, but had taken the opportunity to make a week's holiday of it.





Jane, Chris, Tracey and I took a trip up to Market Harborough to have a look at the car show where we found a large and interesting selection of vehicles. Triumph-wise we found one GT6, several Spitfires, and a few Stags. Perhaps we can improve on that if they hold it again next year especially since HQ is just around the corner. We spotted Butch's Spitfire with its new hood but didn't manage to find Butch.

Don't forget our meetings are on the second Wednesday of the month at Overstone Manor and start at about 8.00-8.30pm.

*Nigel*

## NORTHERN IRELAND

Still no great improvement with the weather but that hasn't stopped us from getting on with the monthly programme. Heather keeps asking me if this is July or January, not sure myself.

### Ards Peninsula Run and BBQ.

The middle Saturday in June saw us meet for our first run of the month, in what is always a well-supported run by Alan and Pam (F) in the Ards Peninsula area. The fact that there is a BBQ afterwards at their home in Donaghadee adds to the attraction of the event. Meeting this time at the Tesco car park at Portaferry Road, Newtownards, whilst a good central location had its downside, by the fact that Home Bargains and Matalan were nearby. I'll say nothing more at this time!

Eight cars at the start, with a goodly number of Triumphs, saw TINA return in the capable hands of Barry (F) assisted by Elaine. On the road, we headed to Portaferry at a leisurely pace as we drove along the side of Strangford Lough to our coffee stop mid-afternoon. You can see the difference the peninsula makes as it separates Strangford Lough from the North Channel of the Irish Sea. It is

always nice to be close to the edge of the lough as we drove past Mount Stewart and then through Greyabbey to Kircubbin. I can't believe I'm saying it but I must return and stop in Greyabbey sometime in the future as there are a few interesting shops there. Mainly for Simon, I quickly add! It's surprising the number of drivers who can't wait for a moment or two to get a safe passing point, but there you go. I always like it when we just come before Ardkeen on the A20 as to our right we can see in the distance old St Mary's Church and the graveyard site there at Castle Hill. Thankfully then we take the Abbacy Road to keep to the coast route to join the aptly named Lough Shore Road with the inland Lough Cowey on our left. Careful driving is needed here as the road is busy and narrow, especially around Ballyhenry Bay.



First stop of the day at Portaferry, so we made use of the space at The Ropewalk to meet up with Ian and Brenda in their TR6. Break over and on the road again, this time through the countryside to meet up with the North Sea at Cloughey. Once again this is a great road close to the coast as we travelled towards Portavogie with the Green Islands, just off Ringboy and then on to Ballyhalbert after the nice view from the local Rocky Acres care home of Burial Island. Not sure if I would want to be reminded of the island name when looking out the window though! Next up for us was Ballyhalbert then on to Ballywalter and Millisle. It was only when checking the area map that I realised that there are at least twenty holiday and caravan parks along this stretch of coastline - blimey.

Our next stop, unexpected, was the harbour at Donaghadee and here we were treated to an exhibition relating mainly to the Sir Samuel Kelly lifeboat. It is listed on the National Historic Ships

Register and is iconic in Donaghadee on account of its heroic history. In 1953, the lifeboat and its crew saved the lives of 33 of the 44 survivors from the wreck of the Stranraer to Larne ferry, MV Princess Victoria. I'm old enough to remember the incident - others won't admit to that though! The final stop of the day was the home of Alan and Pam at No 65. Always a great BBQ as we are served up locally prepared treats and some brought by the visitors. Thanks to all involved with the day and we were glad to see that Maureen (H) didn't miss out as she had been feeling unwell earlier on. I hope that Alan received some too!



This year due to a few factors, including the Donegal Rally, we didn't have a weekend away with the club members but was mid-week instead.

### Mid-Week Break, Letterkenny June 25th-27th

**DAY ONE** - Tuesday 25th saw us meet at The Elk Inn, Toomebridge with a total of five couples in four Triumphs and a modern car in the capable hands of Ernie and Valerie (F). Using the well-worn path to and through Castledawson roundabout brought us to the Clooney Road to bring us to Tobermore and then to Draperstown. Then taking to the hills using the Six Towns Road through the Broughderg area, passing Davagh forest on our left, brought us to Greencastle. Normally we would have gone straight through but this time we took a right for our first stop of the day at Gortin for a well-earned tea stop.

I had chosen the Auld Bank Coffee Shop, due to local recommendations, and to say we were disappointed was a minor statement, although I now believe that they had oven problems. Will try again. Next problem, the main road ahead to Newtown Stewart was closed, but we took a chance and got away with it as we moved

to the Strahulter Road before the bridge over the Owerkillen River. From there it was a straight run along the A5 before going inland just after Victoria Bridge to Clady, then over the border to, Castlefin and Convoy before eventually reaching our overnight stop at the Station House Hotel in Letterkenny. Maureen (H) really liked the food and staff here. When asked did she want a sweet and, on declining he replied, "You're sweet enough as you are". Enjoyed the beam on Maureen's face. The old ones are best.

**DAY TWO** - After a good evening meal and substantial breakfast, the four Triumphs made off for a tour of the hinterland with the modern car remaining locally. A quick run along the main roads brought us to Ramelton and Rathmullan, with the view of Inch Island on our right, before taking a left after Long Lough to use the R247 mountainway to Kerrykeel on the other side at Mulroy Bay Broad Water to drop down to Milford. This enabled us to then go up the other side of the bay using the R245 to eventually arrive at Creeslough, passing many well-known summer beaches along the way, and this to our afternoon break at Dunfanaghy. Missed out at the "Muck and Muffins" and had to make do elsewhere - not good. Breaks and walks over and on our way towards Falcarragh, using the N56, and then on towards Geweodore with our next area to view being Dunlewy and Mt Errigal via the R251.



Without a SatNav, it could have been difficult as English signs were becoming a problem, but we managed to view the tree loughs there too. Next up was Glenveagh and then on towards Churchill to our next stop at Glebe House and Gallery next to Gartan Lough for a view of the house and gardens. Whilst there we were asked to call and visit one of the remaining operating water wheels in Ireland at Newmills Corn and Flax Mill for a photo opportunity for their





publicity brief. This we duly did before returning for our evening meal at the Station House Hotel without too much difficulty this time.



We were entertained during the evening by traditional live music. Thought at the time that John and Billy were going to join in. Great entertainment. Liked the confidence of a certain man who couldn't find his Vitesse car keys for quite a while to eventually find them left in the car door lock!

**DAY THREE** – Thursday was a very wet day from the start so rather than go through several villages to Londonderry for the Foyle Festival we took the main N13 via Burt and Bridge End to the city to get a welcome fill-up of the "proper" fuel for our cars. Spent before and after lunch there although wet but at least some good scones. As most had different routes and tasks on the way home we parted company at Foyle Bridge at Caw roundabout. A good mid-week break except for the weather on the Thursday. Good food and good company.

**NEW MEMBER TO AREA** – CORRECT DETAILS REQUIRED - JOHNNY LOUGHLIN The details that I received from TSSC Headquarters appear to be incorrect as I've tried to contact you without success. Please use my club contact details.

## EVENTS DIARY AUGUST

**Saturday 3rd** – Run with Peter (M).  
**Wednesday 7th** – Area Meeting Nortel Social Club, Newtownabbey.

**Saturday 24th** – Run with Alan (H).  
**SEPTEMBER**

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

**Saturday 14th** – Run with Colin (L).

There is the possibility of two runs during the month of October and then, if agreed, three "Social Runs" during the months of November, December and January 2025.

Please let me know your views by the end of the summer period.

That's about it for this month I hope that I will see you at one or two of the runs or meetings throughout the "summer" period. Keep safe and well.

*Douglas*

## NOTTINGHAM

Last month's meet at the Fox pub at Kelham in the Newark area was, we think, one of our better venues. We had some great cars make the journey from as far as the centre of Notts and Retford. We also had some first-time visitors; it is always nice to meet and greet new faces and see their cars too. We had around 20 join us for a lovely evening at the Fox. The food was lovely as was the weather for a change.



For us another busy month with the TSSC. We met up with a few more members at the Derwent Valley Peak Camping Weekend which is always a fun weekend. We started the ever-popular Peak Run on the Sunday but had to bow out and limp home as the Vitesse decided to break down. We just managed to get to the end of our driveway before she stopped altogether. Wonderful show and silly games put on by the DV gang.

The following weekend we went to set up at the Inter-Club weekend with the MG owners and TR Reg

folk at Malvern for the big weekend. The weather again was a little strange for our summer months, but the sun came out on the Saturday which was brilliant. Lots of other clubs attending and plenty of things going on around the showground. I think it was a fabulous weekend.

Our monthly meeting as you have probably heard many times now is always the third Wednesday of the month around 7pm. Look on the Notts TSSC Facebook page and on the TSSC website for our meeting places. There are plenty of other local events which I'll advise on our Facebook page for your information. One to check out is on the first Wednesday of the month at the Dixies Arms in Lower Bagthorpe, with a great array of classics coming together. And they serve real ale and pizzas! There is also a bike night every second Wednesday. The weekend of August 3rd/4th is the Cromford Steam Rally at Tansley. This is a great weekend to see steam-driven fairground rides, classic cars, trucks and bikes as well as re-enactments. On Sunday, August 11th, the Ilkeston Town Classic Vehicle Show is on, this is a free event, but booking is essential. Weather is normally kind to us for this event.

We hope to see you at our next meet and please don't forget to keep a lookout on Facebook and the TSSC website for details. You can contact us at the telephone number listed or drop us an email. Do more with your Triumph and let's see them soon. Best wishes,

*Di & Nigel*

## OXFORD

Hi all, following the closure of The Duke in Clifton we have moved onto a new venue. Unfortunately, the pub was no longer viable, and we wish them well. We were there for seven years and had several camping events at their site.

Moving forwards, we now meet on the 3rd Tuesday of the month at The Great Western Arms at Aynho Wharf OX17 3BP.



Amazingly this is less than a mile down the road! Easy access from Banbury (15 minutes), Buckingham (30 minutes) and Oxford (30 minutes). Well worth a visit, the food is great and a lovely bunch who welcome anyone.

'It doesn't matter if your cars are on the road or in boxes in the garage!'

This resonates with me as my Spitfire hasn't moved for several years due to the dreaded tin worm. We have a wide spectrum of Triumphs in the area and a collection of other interesting vehicles.

For more info on the area please refer to our Facebook page (TSSC Oxford) as this is regularly updated with local news and updates from local members.

In the coming month, we will be looking at appointing a second Area Organiser which I think will be a great boost to the area. Leading onto evening runs out, camping weekends and attendance as an area at local and national events.

The Inter-Club weekend was as great as ever with an amazing turnout from all clubs, a few of us camped and thoroughly enjoyed the venue and show. Highly recommended for next year.

Joshua currently has JDX, the 1959 Herald via the Classic Car Loan Scheme. It's been a great opportunity as an entry to the world of classic cars.

Learning how to drive sympathetically with the old gearbox and giving plenty of space to slow down on the 65-year-old brakes!!! He's done plenty of runs out including a run up to Malvern. We had a fuel leak the week before but got it all sorted with a NOS gasket set and a bit of Hylomar! It had a good polish and turned up looking great.



# AREA NEWS

If anyone is interested in joining our meetings or has any thoughts on the direction you'd like the area to take, please get in touch with me, details are in the contact section or Facebook message me.

Thomas

## PETERBOROUGH

This month's meeting started promptly as there was quite an agenda to discuss. Colin kicked off the meeting with a report on the recent International event at Malvern. A tour of the Morgan factory sounded very interesting and the whole weekend seems to have been very enjoyable for those that were able to attend. Colin also had a proposal for the area to take advantage of the popular Warner Hotels weekend breaks. This could include a scenic run to one of the local venues, followed by a weekend of activities and relaxation. The response was positive, and we will be looking at the advertised events list and try to agree on the best time to go.

September will see the 40th anniversary of the Peterborough area. As part of the celebrations, Doug has arranged a run out to Club HQ, to include lunch and a guided tour. Dave and Jo have also researched a list of the venues the Peterborough area has had over the years. It may be possible to either visit selected meeting points (not a pub crawl!) or revisit the original Three Horseshoes in Yaxley. Dave also found a lovely snippet from the club magazine at that time. I will include the wording in next month's report.

Three Spitfires and two GT6s were present in the car park. It was lovely to see Sav's Spitfire out and about, now undergoing refurbishment after a layup for several years.

This month's My Car and Me comes from Steve Marshall with his lovely Stag.

## MY CAR AND ME STEVE MARSHALL



It was in June 1970 when I started suffering from the early stages of

the bug. The onset was triggered by pictures from the launch of the Triumph Stag. I began seeing them on the road and hearing that V8 exhaust beat augmented with the harmonic tones that makes the sound of a Stag unique. The bug took hold!

I had to have one, but I was 14 years old with the financial clout of a typical 14-year-old. Maybe Dad could get one? Both mum and dad were very enthusiastic about the Stag and later that year when the family Mk1 Triumph 2000 came up for replacement I was very hopeful. There were, however, concerns about the fuel such a beast would drink, plus the lack of rear seat and boot space. Despite my brother and I suggesting that we could 'squash up', and take less, November 1970 saw a very good-looking Navy-Blue MkII Triumph 2000 in our garage. It was a great car, one which I later enjoyed driving, and would be proud to own today. It was even a lot like a Stag ...but it wasn't a Stag.

A Stag didn't really figure in the rational thoughts I had about a first car. Possibilities ranged from a Moskvich 412 (very cheap) to a Sunbeam Imp Sport (very cheerful), but insurance considerations relating to the latter saw me settle on a 903cc Fiat 127 that proved to be a good compromise. Anyway, Stags hadn't turned out to be the most trouble-free. Probably best left alone!

The Fiat was followed by two Alfa Romeo Alfasuds and three VW Sciroccos. The demands for space that came with starting a family saw the Scirocco make way for an Escort XR3i, and then a Vauxhall Cavalier GSi 2000. All cars that I loved, but whenever I saw a Stag, the bug flared again. I could never be rid of it, only force it into remission.

In 1996 we were lucky enough to move into a house with a double garage and a generous driveway. Perhaps now the viral itch could be scratched? I looked at several Stags, a MkI in Damson was the most expensive, more than I could afford, but it stood head and shoulders above the rest. A deal was struck and in Dec 1997 I became the excited owner of the 1972 registered Stag, with a manual gearbox and overdrive: just the transmission I had been hoping for.

I maintain the car myself except for infrequent jobs that I regard as needing specialist skills, such as

fitting the new hood. As a retired mechanical engineer, I'm happiest with nuts and bolts. The Stag is used for outings to shows, motorsport events, and sometimes for holidays. Most recently it served as transport for my daughter to the church for her wedding. Despite its age, it is comfortable, capable of longer road trips, and copes with modern-day traffic admirably. On a run, fuel consumption is around 27mpg, and you never need a radio: the exhaust soundtrack provides the entertainment. The Stag's foibles and fixes are now well understood, and it can be a reliable car, although never durable. A Stag will probably notice a missed oil change or low coolant level, and they can get very grumpy about it. But what a marvellous thing it is, and after almost 27 years of ownership, the Stag is part of our family, and I have no thoughts of parting with it. It seems that, whilst it enables the itch to be scratched, the bug is for life! Steve Marshall.

Next Month's meeting will be on Monday, August 12th, in the function room of the Gordon Arms

Steve

## SCOTLAND WEST

Congratulations to John and Molly who won the runner-up spot in the show and shine competition at the Inter-Club International event at Malvern. From the conversations I have had with Scottish members who attend the show, it sounds like it was a great event and I regret that I was unable to attend this year.



I did manage to get along to the Moffat Show this year, which was dry for a change, and very well attended as usual. My personal favourite was a Wolseley 16/60 which was the car I learnt to drive in many years ago.



On a personal note, I have now managed to get a second-hand Herald coupe roof and back panel for my restoration project. Although I did have to drive down to Coventry and back to collect it. I will need to manufacture a new back window for the coupe roof which could be an interesting challenge. If any of you have done this with your classic, please give me a call as I haven't done it before.

If anyone is interested in attending the NEC in November, please can you let me know? Our usual routine is to travel on the Thursday, stay overnight and attend the show all day on Friday, and then have a late-night drive back to Scotland.

Please check our Facebook page for upcoming events as I am planning a couple of drives out in August and September. I'm thinking of a trip to the Big Red Barn for a late breakfast and then down to the Biggar Show for a couple of hours.

Look forward to catching up with you all soon.

Regards,

Dave

## SOMERSET

There are lots of shows around this time of year, so hopefully you can attend a few/take your car along, although the weather has not been that great. Our June club night at the Combech Anchor felt like late autumn as the mist swirled in off the sea and the wind blew. I set off with the hood down but changed my mind as I approached Bridgwater. My plan of sitting outside with a beer, admiring the cars in the car park, was scuppered but we had a decent turnout, with a few hardy souls in their cars with tops down.

I'm still looking for a permanent venue, the Lime Kiln at Knole,



Langport is an option as the landlord is an enthusiast, decent car park and the food is good too. Let me know what you think. They also do a fortnightly breakfast club session on a Sunday as an alternative to the nearby Upton Bridge Farm shop. If you have any other suggestions or objections, please let me know.

I'm hoping to do a runout in September, so keep an eye out for an email/Facebook update.

*Steve*

## SOUTHERN

Hi all, while we had a quiet monthly meet at the Stars we did have a few club cars turn up.

Vanessa had taken the Austin 3ltr to the monthly Alton show and was joined by Dave H.



The Bishops Waltham Show. This was the first time for me at this show, and the first time out for my convertible Vitesse. What a cracking little show it was. A lot of stalls selling craftware and a couple of beer stalls (they never go amiss). There was a very good band playing at the top of the field, whilst down the other end there was a brass band and a ukulele band. Our little group consisted of Wendy, Dave H, Mike and Barbara, Paul and Carol, and myself. We were later joined by a Dolomite Sprint and another Stag. Mick and Jackie had gone for a trawl around the town and parked up in the general lineup.

It was a big occasion for me and the Vitesse as we won the second-place trophy in the President's choice.



We had a very pleasant evening at the Elsted Inn for the roaming meet. Just Wendy, Dave, Mike, Paul and Carol, and myself. We were going to be joined by Mark G and Vanessa, but the 3ltr let them down (again). The landlord at the Elsted Inn is a classic car fan and owns a Rover P6.

On Sunday, 23rd, Mike won Best Stag at the Hart Classic Show, Tweseldown Racecourse. The cups are the ones that were given at the White Dove Show, Mike's name is already on it three times and Robin's once.



On Father's Day the Hampshire Hog at Clanfield had a classic car show, Dick went along with his GT6 and spotted a dear little Bond three-wheeler.



That's about it for this month, next month will see some ramblings from Mike and a report on the Cornwall camping weekend.

## Up and coming events

### July

**2nd** – Regular meet, The Seven Stars, GU32 3PG

**7th** – Godalming Food Festival and Classic Car Show

**13th** – Swanmore Village Fete, New Road Recreation Ground, SO32 2PD. Cars need to be there by 11am

**18th** – Roaming meet, The Pub With No Name, Froxfield, GU32 1DA

### August

**6th** – Regular meet, The Seven Stars, GU32 3PG

**11th** – Classic and Retro Car Show, Breamore House, Fordingbridge, SP6 2DF

**15th** – Roaming meet, The Flower Pots, SO24 0QQ

**17th** – Capel Classic Car Show, Capel, The Street, RH5 5LB

**24th-26th** – Hellingly Classic Car Show, Broad Farm, Hellingly BN27 4DS

**26th** – Wisborough Green Fete

### September

**1st** – Ball Cross

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

**19th** – Roaming meet, The Hampshire Hog, PO8 0QD

*Mark*

## NORTH STAFFORDSHIRE

Hi folks, as I have no internet connection this will be a short report.

I don't know how many of you attended the International weekend but it was certainly a great show of vehicles. With a wide range of Triumphs from the pre-war to the last of the badged Honda's. A good range of stalls and second-hand parts were available plus a number of cars for sale, and the weather put on a good performance making it a great weekend.

Hopefully, by the time you receive your Courier, I should have broadband reinstated, and I will email what's on.

## Some dates for August

**3rd** – Betley show

**3-4th** – Cromford Steam Rally

**10-11th** – Astle Park traction rally

**17-18th** – Tatton Park

**17th** – Sandon Fete

**25th** – Capesthorpe Hall.

That's all folks

*Dave*

## SUFFOLK

After a gloriously sunny week, it was back to a drizzly overcast evening for our July meeting. That didn't deter a good turnout though with 12 of us milling around the Sorrel carpark and six Triumphs in attendance, three of which were from the south-of-Colchester Essex contingent.

Brian and Colin had lots of positive comments about the Inter-club International Weekend at Malvern. The Saturday seemed to be a great success with good attendance from all the clubs and not just the Triumph ones, although the Sunday was a bit quieter. A decent number of traders and auto jumbles and a lot of cars to look at. Sounds like a good show to me. Peter was there with his newly constructed trailer tent and after the show, went off for a tour around Wales to give it a proper test.

Robin took his Ford Zetec-powered Herald for a trip down to Portsmouth, where it returned a healthy 40mpg, the advantages of a more modern engine with fuel injection. Passing through the Hindhead Tunnel he was egged on by a young lad in a BMW to give the exhaust a blast, which was responded with a thumbs up from him. Good to see the younger generation still have an interest in these cars, although helped by Robin's being a particularly smart example.

Mathew and Justine have been touring southwest England gathering GT6 parts for his restoration projects. Distance really is no object for them, and any advert that says "collection only" usually means they're picking up some bargains. I look forward to seeing the progress on them.

Chris knows of a very late Spitfire that's for sale in Ipswich. From his description, it's been in a garage for some time, and the owner won't take less than £1000 for it. I know nothing more than that, so its general condition and whether it has overdrive would be up for any potential viewers to see for themselves. For further details, contact Chris or Colin.

Then Mike, Lindsay and I had a general discussion about hoarding stuff, magazines specifically, triggered by talking about the new Courier format. I used to keep all my car magazines in A4 paper boxes, Practical Classics, the Courier, and Classic Cars, but a

# AREA NEWS

few years ago, they all went off for recycling, and I don't regret it. I was never going to get around to reading them again. Now, I'll read a magazine, keep it on the coffee table for a couple of months, and then that also goes in the green bin. I just need to have a bit of a cleanse of other things now (DVDs, car parts I'll never use... the list goes on).

One final note, apologies for missing last month's notes, but I was in California watching NASCAR racing at Sonoma Raceway. It was everything I hoped for and more, noisy and exciting with all the razzamatazz you'd expect from the USA. Someday, I will go back for another race.

See you on August 6th.

Russell

## SURREY

Dear all, hopefully when you read this it will have stopped raining, and tents away!! We had a good meet on the June Wellhouse trip, interestingly there was a chap there with a TR who just happened to be passing, but in conversation was saying how he hires out his car for weekends and drive-outs and makes quite a few quid from the deal. Not sure I would want to let my toy out to a stranger who may have a non-sympathetic right foot.

Anyway we, Tony, Jeremy, Alasdair and I planned our route to Malvern using the old technology called a map. We were hoping to join Trevor (Collett) at Guildford via A25 and tootle up country avoiding motorways, but a night's sleep allowed sense to prevail and we agreed to do M25, M40 and slip off at Oxford to finish the trip on the green lanes. This worked well although unfortunately, Alasdair couldn't make it. We had a pint near Chipping Norton and arrived

at Malvern about 2pm. I won't discuss the organisation at the entry point as I assume others will have a good rant.

Anyway, we got in and Martin and Caroline had bagged a good spot and erected the new Surrey banner which is quite impressive, contributions to Caroline please as fairly expensive (*Edit: thanks to Tony for the photo, pinched from the Gatwick report*). Cars all went well, with no mishaps and the weather was still vaguely spring-like. It was a fantastic turnout of cars of all sorts and some beautiful cheap Astons and Jags with club members of a certain age. We had some early beers from the boot and bar and Karon Chig provided evening chilli which was much appreciated.

Adam and Martin were unable to travel with their classics due to the weight and distance of towing a small house behind them. However, the advantage of a refrigerator and awning was much appreciated. The evening entertainment was excellent and went into the late hours. In the morning Jeremy and I detoured to the hills at Malvern to admire the view of the County Show Ground from way above. It was good to see a great selection of Triumphs around the town and at some of the smart hotels.

The exhibition halls were fantastic and the faultless commentary from Wayne on vehicles of all colours was quite something. The Swallow Doretti particularly caught my eye, a beautiful vehicle from 1954 which met its demise care of the Jaguar car company (allegedly). Tony in his early 1964 Spitfire was asked into the arena as one of the few in attendance and with a good commentary. Well done to Tom for driving all the way from Oxted and back on the same day, seven hours in a Vitesse, next time bring a tent. I can't but mention the wedding of

the Cox family and the excellent job of master of ceremonies William C, who was word perfect, although that did not extend into the small hours, a great event and good luck to them all.

The cars seemed to have grown over the weekend as packing up the tenting paraphernalia was easier on the way back, perhaps with less liquid on board. I took the Spitfire as the Vitesse had terrified me the previous Wednesday by overheating, this though was due to lack of water in the rad which was my fault, nevertheless it stayed in the garage and I saved some fuel. I travelled back with Paul in the TR and the car didn't miss a beat. To change tack, I went to the historic commercial vehicle show on Monday evening, which was enlightening. I am considering buying a bus or a second WW crane! Bletchingly was good in the rain and nice to see Trevor and Tony with roofs off. Hopefully, summer will start soon, and the cars can regain their rightful place on the road, Cheers

Cliff

## EAST SUSSEX

June is traditionally a busy month in the classic car calendar and this June was no exception with numerous shows, breakfast meets and a couple of bigger shows further afield.

Pete's birthday was celebrated by a Garden Party at Geoff and Wendy's place on June 8th. Twenty people were there to wish him a happy birthday and Lynn had kindly baked a lovely chocolate cake which Pete cut up and served to all.

The next day Andy and Lynn, Pete, Kim and David, Keith and Geoff and Wendy joined the Weald Car Club at their "Wheels through the Ages" show in Burgess Hill. We had been invited by Gordon, a member of Weald Car Club and TSSC who unfortunately fell and broke his shoulder just the week before the show; we all wish him a speedy recovery. A very well-organised and well-attended show with many different models on display.

Geoff and Wendy travelled up to Hunstanton, Norfolk in their 2000 MkII saloon to spend the week at the 2000 Register National. This was the first long run in the car since installing the 2500 engine, and it drove beautifully returning 30 mpg.



Back home in East Sussex other club members went to a show at Pippingford Park but it was a very wet day.

On Sunday 23rd there was a car show at Leonardslee Gardens, organised by Southern Classic Society and Andy won best in show with his beautifully restored Vitesse. He is at last filling his trophy cabinet.

The big weekend in June was the Inter-Club International Weekend at Malvern. On the Friday morning Clive, Pete, Martin, Keith and Kate and Geoff met along the A23 and set off for Malvern. Arriving at the venue around 2.30pm we found there was a huge queue of cars waiting to enter the showground but eventually, entry was achieved and setting up camp began. A very good weekend with plenty of different car clubs taking part, quite a bit of autojumble, and evening entertainment. Even though it was June we all thought the first night was very cold. The next night was warmer, but it rained. Pete did most of the breakfast cooking with help from others whilst Martin kept up a constant flow of boiling water for tea. In their own way, everybody mucked in and helped out. It was my first camping weekend with the "lads", and I will certainly do it again.



### Events happening in August:

**Sunday 4th** – Hooe Car Show

**Sunday 4th** – Wheels on the Waterfront, Sovereign Harbour, Eastbourne

**Sunday 11th** – Waldron Show

**Sunday 18th** – SCS Car Show at Worthing Rugby Club

**Saturday / Sunday / Monday 24th to 26th** – Festival of Transport, Hellingly

**Monday 26th** – Bexhill 100 show in Bexhill





## Saturday 31st – Floral Fringe

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 will be made very welcome.

The photos this month are from the Hunstanton week and the Malvern weekend.

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

*Geoff*

## WEST SUSSEX

Hello, I hope you're all well. Thanks to everyone who came along to June's monthly meet, we had a good attendance with two Vitesses, three Heralds and a Spitfire. It was particularly nice to see Iain and Rosie with his Triumph Herald. The Herald had been off the road for quite some time, I suspect around four years, so long that I had never seen the car in person. The car is looking excellent after its recommissioning, and I hope it's a regular sight at the monthly meet.



Jack has been very busy doing repairs to his Herald project car. Back in May Jack got it running with a new Accuspark distributor kit and has since been very busy with welding repairs. It looks to be a very thorough job with new rear quarter panels, inner rear wheel arches and repairs to the boot floor. It's always great to see an update from Jack as the progress is always impressive and the work is done to a very good standard.



Thanks, Alan for sharing a photo with us of your Herald arriving at the Falmer Court classic car show. It's great to see the car out being enjoyed, especially when Alan has such a great collection to choose

from. Alan also has an update with his Spitfire, there has been progress, and the car has been sanded down and re-primed and is now ready for paint, exciting stuff.



We'd love to see you at one of our meetings, we have a really great and welcoming group and also a very nice variety of Triumphs between us. You can also join in online as we have a Facebook group "TSSC West Sussex", Instagram @tsscwestsussex and a WhatsApp group chat I can add you to. Many thanks,

*George*

## NORTH WALES

June 1st, and our third charity run of the year – this time for Hope House: Classics at the College. These runs are always enjoyable, and always different, allowing us to see some parts of the countryside you would never normally travel through, and ending at Ellesmere College on the playing fields in front of the old Ruabon brick school buildings for tea and cakes. Not the best of weather perhaps though it did remain dry for the duration. As usual it attracted several of our group, one of whom – Mark Featherstone - won the Car of the Show award for his Austin 7 baker's van. I know it isn't a Triumph, but it is a lovely vehicle and fully deserved the award.

I don't know whether any of you have read in the press recently an article that certainly raised a little concern for me, it alleged that 89% of cars manufactured in the UK today are automatics. Apparently, car producers such as Jaguar no longer actually produce a manual option. This in turn is being reflected by the drop in manual gear box driving tests, as youngsters opt for the easier option of the automatic only test. If this trend takes hold – who will be the drivers of classic cars in the

future – the vast majority of which are manual? Will they have to go through a second driving test? Will they want to be bothered? ...hmmmm

It is so important that clubs make welcome and encourage younger drivers, to celebrate the development of the motor car and experience the delights of 'different' driving – no power steering, using the choke, lack of ABS brakes etc. My son, who was bitten by the bug at 18 (though bought an MG rather than a Triumph - traitor!) still owns his classic car, two children later, and uses it to go to work. When he married it was a matter of love me, love my car. Unfortunately, he has moved away from the North Wales area, and on finding and attending a local group in the hope of joining others of like mind, was not made welcome at all, no one even asked who he was or what car he had, the result, unsurprisingly was that he said he would not go again. This is so sad! Without young people to carry on, what will happen to our cars and our history.

On a brighter note, the highlight of this month was our trip to Llanerchynnda Farm near Llandoverly. Seven of our members joined the West Cheshire MG club on the 16th for a four-night stay. It is an excellent venue as the welcoming owners produce scenic routes with places of interest, around and through the Bannau Brycheniog area (Brecon Beacons as was). Gorgeous views, excellent breakfasts and evening meals, afternoon teas to greet you at the end of the day's drive. Professionally produced route maps (of around 100 miles per day through wonderful scenery and sometimes rather interesting roads) really make it a superb venue. If it tempts you, it is well to remember that this hotel has gathered a significant reputation for quality and service among the classic car community so it a must to book well in advance. (There is also a self-catering cottage for six if you prefer).

Back home and the usual round of village fetes once more. I really do enjoy meeting all the people who show interest in our cars, the older ones with their memories of their youth, and the curiosity of the younger ones, not to mention the driving through our beautiful Welsh hills and valleys to reach the venues. It makes the love, time and of course money we spend on our cars all worth it.

## This next month's activities include:

**Monthly Meeting** – the first Tuesday of the month, July 2nd, Northop Hall Cricket and Hockey Club, Smithy Lane, CH76DE

**July 9th** – Llangollen Classic Car Show

**July 14th** – Ellesmere Show / Clwyd Practical Classics at Caerwys

**July 20th** – Oswestry Transport Show

**July 21st** – Wern Vehicles of Interest / Capesthorpe Hall

**July 24th** – Club Lunch Run

**July 26-28th** – Oulton Park – Gold Cup

**August 3rd** – Oswestry Agricultural Show

Enjoy your driving!

*Julia*

## SOUTH WARWICKSHIRE

Hi all, as ever, I come to write this area news and struggle to think just what we have all been up to over the past month, and particularly the past few days since the meeting (a task not helped by the large quantities of alcohol consumed at a wedding last weekend at Harbury Club where we have our meetings – I think a few brain cells might have breathed their last over the weekend!)

Working backwards, we had much better weather and a very good show of cars at the club this meeting – Ian Mellings in his Wedgwood blue TR4, me in my 2.5 Spitfire (Dog the Spit), Adrian in his black TR7 V8, Dave B in his red 948 Herald convertible, Neil Morgan in his (Morgan!) Plus Four (was that deliberate Neil!?!), Owen turned up in his Tesla (!!!! – ok, we forgive you 'cos you're busy painting your Spitfire orange OK, OK, Vermillion!), Mike Papworth came along in his very nice Mk1 PI saloon (with spare GT6 cylinder head in the boot for me), and Dave Tunbridge in his red TR4 – oh and not forgetting Lewis in his Mk1 Astra again, and a late arrival - Dave Holden in his Vitesse convertible.

So aside from that, it's been a busy month – the weekend beforehand had been the Malvern show – a really good event as it turned out. Apparently, there were 40 clubs in attendance! Happily, though, most of the autojumble seemed to be Triumph, so I came away with lots of useful bits – including buying the

aforementioned cylinder head from Mike that he brought along to the meeting for me. My blue GT6 has always had a bit of a tappety noise, and despite changing the rocker shaft twice, and changing the cam and followers, it persists. Sounds like it's up top, so must be valve guides or a valve seat insert, I think. The original head did have a crack between valves, which EMS (Engine Machining Services – now defunct, I believe – they used to do the club's recon engines) assured me they could repair. I'm not so sure now, with 30 years of additional experience... and I'm not sure about the special knurling system that they assured me was good for reconditioning the original valve guides. Best to start again with another head I think, so that's what I'm doing. I also found a s/h allegedly good overdrive gearbox for the white GT6, and will probably tap up Mike later, for parts to rebuild its original one. The weekend was really good – lots of cars to see obviously – the highlight of which for me was a Standard Atlas pickup in "unrestored condition". There was not really enough beer to go around 'cos they sold out early, acoustics were 'difficult' in the hall where the bands were (they should have put them in a marquee outside like last time), slightly high food and drink prices – except in the mobile shop which was excellent, but the weather held. I met up with lots of lovely people, and the show was great in the end (once you managed to get in!) – plenty to see, good camping facilities and generally a nice, relaxed feel to it. Well worth it and recommended for next time.



The weekend before that was the Standard Triumph Picnic, held near Leamington this time. We had a bit of a convoy from the club HQ carpark, with Dave H in his Vitesse convertible, Philip S in his Vitesse saloon, Neil L in his Spitfire, Adrian G in his TR7 V8, me in the blue GT6, and Lewis in his MkII Astra. A bit of a bumpy field, and probably not quite such a good venue as last time (although very close), but the cars on show were stunning (the pre-war ones especially – and of those especially the 1930s Dolomite with

the straight 8-engine). My boy Charlie and I had a nice time and I managed to get the GT6 valued.



Then the weekend before that was "Cars in the Spa" in Leamington. This, I confirmed (after seeing one Sherpa van owner refusing to pay to go in), was all for charity, so every penny of the £15 entrance fee went to various good causes. Normally I'm against classic car owners paying to show off their vehicles to the public, without which the organisers would have no show, but this seems above board in a good cause. The show itself was great – Dave B had Gerald the Herald there, and Dave H had his Vitesse there. Loads of nice vehicles, including a nice Riley Elf (I have one of those also...), a pair of rare Audi coupes, and a MkI Hyundai Pony caught my eye ha ha! (a friend of mine had one as his first car – it even had rust in the same place on the tailgate!)



At the start of the month there was the Gaydon gathering – my bandmate Michael took his TVR, and tbh I'm not sure which one I took, probably the Vitesse, but Lewis turned up in his absolutely mahoosive Jaguar MkIX! I'm literally scrolling back through the photos on my phone to reconstruct what's been on, by the way! The other thing that I did this past month was go camping with my boy and my friend Mark Stevens from my old TSSC area in East Berks – Mark has a Series 2 Land Rover and a patch of woodland with a shepherd's hut. Charlie and I pitched a tent in the woods, while Mark had tea-making facilities in the hut, and we did a bit of green-laning in the Landy. The foxgloves in the woods were stunning – hundreds of them in an open glade! Then afterwards, we went to Stoke Row steam fair near Reading and saw loads of old traction engines and tractors, including several old grey Fergusons with the TR2 engine in

them. Lots of classic cars too. A fantastic show.

So back to the future – the next things on (some will have been by the time this comes out, but the events list is on the WhatsApp group if you scroll back far enough, or look under the DOCS section) are:

The Club Triumph camping weekend at Gaydon on July 12th-14th, with a trip to Hook Norton on the 14th for which I'll try to organise a rendezvous for us all beforehand. There's also another Hook Norton Classics Sunday on August 11th, if people miss this next one. Silverstone is August 23rd-25th, and then there's the replacement for the Duxford event – now moved to Shuttleworth, on September 8th (booking required – see advert elsewhere in the Courier or ask me for the link), and the Bicester Scramble is on October 6th – best book early for that. Not too much else in terms of big shows, but there's the monthly Gaydon Gathering on 2nd Tuesday of the month, Banbury Cricket Club on the 2nd Wednesday of each month, and the Southam Cricket Show on 2nd Thursday of the month.

That's all for now, I think. The next meeting, as usual, is on the 1st Tuesday of the month – so Tuesday, August 6th. The venue, as always, is Harbury Village Club and Institute, Crown Street, Harbury, near Leamington Spa CV33 9HE – from around 7pm. The club car park is accessed from Hall Lane (which is a one-way street) – so set your satnav for the Bull Ring Garage at Harbury CV33 9HL and continue around the tiny one-way section until you see the large Harbury Village Club car park on your right. Just ring the doorbell to be let in!

Mark

## WESSEX

Inter-Club Weekend at Malvern – as Trevor volunteered to drive, we decided to give it a go, an early start (6.30am) on Saturday and a three-hour drive. A few of our members had decided to make it a full camping weekend. Besides Triumphs, Standards and MGs, there was an array of other makes from Jaguar through to Wolsey as well as some auto jumble.

Keith's road run to the Weald and Downland Living Museum (the BBC's "The Repair Shop"), near Chichester; hopefully was a

successful day, I will do a fuller report next month.

Netley Marsh Steam and Craft Show was another option that same weekend which some decided would be more of a leisurely weekend.

**August 3rd** – Salisbury Summer Fair. Formed in 1981, the Salisbury Hospice Charity jointly funds palliative care services with the NHS.

**August 23rd-25th** – Silverstone Classic/Festival, August Bank Holiday.

**August 29th- 31st** – The Bournemouth Air Show; Thursday, Friday, Saturday.

**September 6th- 8th** – BPPC, Swanage Railway

**September 14th/15th** – Beaulieu Auto-jumble

**September 21st** – Ringwood Carnival.



We are still doing our roving meetings or if you want to be cynical, making it up as we go along. The June meeting was at the Fish Inn, Ringwood, which went well with a good turnout of Triumphs, 13 in all, including those who did not come in club cars. One of our best turnouts for some time. It helped that it was a perfect summer evening and the earlier start of 7pm seems to be going down well. As it was a success it was decided to have the July meeting at the Fish and, depending on how that goes, maybe August as well. The only dissent was over the type of beer this brewery supplies! Means nothing to me, it's the prices that I find difficult to swallow!!

Martin

## NORTH WILTSHIRE

Just a short report this month. The July meeting was well attended, it is good to see so many members supporting the area. Please check out our website at north-wiltshire.tssc.org.uk. We also have an active WhatsApp group – please drop us a line at 07852 455242 if you would like to join. Our meeting this month is on Tuesday, August 13th at The Foxham. Enjoy the summer with your Triumphs.

Craig and Jim



## WORCESTER

Worcester doings.

A different scribe for this month only, so I must make sure I don't mess it up...

It's been a busy month for most members either getting out and about in their cars or generally getting things done to be able to get out and about.

One intrepid duo took their Spitfire for a Spanish tour – it was a bit touch and go at the beginning, but all was sorted and 2,200 miles later they returned, just in time to take four of us on an Italian tour in mid-July!

We were kept informed of their progress with some stunning pictures of the castles and mountain passes that they had done – I think they will have to have a calendar of their own next year.

Another couple took their TR4 off to France to take up residence in a Loire Valley château for a week, along with 14 other people, three of whom were Worcester area members. We can confirm that far too much patisserie and tarte au citron was consumed and

not a drop of wine was drunk – yep believe that and you'll believe anything... Again, a safe return, but not sure how many pictures were taken.

Not to be outdone a few people have been out and about locally now that the season is well underway, I heard Gaydon, Stratford, a few places in the Cotswolds and of course Malvern mentioned at the monthly meet. I know that the Standard Triumph Picnic was enjoyed by several members, taking the opportunity to give their cars a good run out.

As usual, a few cars are being tinkered with and it'll be good to see them back on the road shortly – so I've been told...

The date for the club BBQ has been set so if you weren't at the meet and you haven't seen the email let me know and I'll tell you when and where it is.

Right, I think that's it and I need to go as I'm one of the five cars that are off to France / Italy / Switzerland, so I need to go and panic in the corner of the garage...

TTFN

*Vicky*

## NORTH YORKSHIRE

Hello to all of our local members, this month has been a busy time, I missed our last meeting at the Greyhound, but Grace sent me photos of a bunch of classics in the car park, so it was the best turnout of the summer season.



I went to the Inter-Club International weekend at Malvern along with Keith Lister. This was a really good event with so many clubs taking part, unlike the

shows in the past where we had one make of cars. It made it more interesting seeing so many different cars, I did also buy a few spares that I never thought I needed.

Even though it's summer we are having rainstorms, the show at Squires Cafe was a very wet evening but we had a good turnout of cars on display, overall it was a good friendly event.

The next big show was Castle Howard, I hadn't booked a stand, so we were all over the site. Next year let me know if you plan on attending so we can have a club stand. Another show was at the Waterways Spicers Auction site, on display were cars and motorcycles ready for the auction the following day.

Our next event is the Newby Hall show this is probably one of the biggest shows in the North so hope for good weather will give feedback in the next report, Simon has sent details of the MG Show at Pateley Bridge on August 4th which is open to all.

All the best.

*Keith*




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## Area Directory

For area meetings please check with your AO

### SCOTTISH AREAS

#### SCOTLAND CENTRAL WEST

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

#### SCOTLAND CENTRAL EAST

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

#### SCOTLAND NORTH EAST

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

### NORTHERN AREAS

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

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

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

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

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

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

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

**NORTH YORKS**  
Keith Warren: T: 07534 820155  
E: warrenktr6@yahoo.com  
FB: North Yorkshire  
The Greyhound - 4th Tues 8pm  
82 Main Street, RICCALL YO19 6TE  
The Motorist - 2nd Thurs 6.30pm  
New Lennerton Lane, Sherburn in Elmet,  
Leeds LS25 6JE

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

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

### MIDLANDS

#### COVENTRY

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

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

**LEICESTER & RUTLAND** - 1st Mon, 7.00pm  
David Smith: T: 07770 650802  
E: davesmith.triumph@hotmail.co.uk  
Graham Moody: T: 07544 537048  
E: ggmgmt6@gmail.com  
FB: Leicester & Rutland TSSC  
The Curzon Arms, 44 Maplewell Road,  
Woodhouse Eaves, Leicestershire, LE12 8QZ

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

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

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

**OXFORD** - 3rd Tues, 6.30pm  
Thomas Cope: T: 07972 03953  
E: imp064@yahoo.co.uk  
FB: TSSC Oxford  
Great Western Arms, Aynho Wharf,  
Banbury OX17 3BP  
Contact Thomas or visit Facebook page

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

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

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

#### SOUTH STAFFS

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

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

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

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

### EASTERN AREAS

#### CAMBRIDGE

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

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

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

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

### SOUTH EASTERN AREAS

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

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

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

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

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

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

#### ISLE OF WIGHT

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

#### WEST KENT

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

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

#### NEWBURY

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

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

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

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

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

#### THAMES

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



## SOUTH WESTERN AREAS

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

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

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

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

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

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

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

**SOMERSET** - 2nd Thurs, 8pm  
Steven Polden: T: 07504 516623  
E: steven.polden@gmail.com  
FB: TSSC Somerset Area  
White Willow, Market Way, Bridgwater,  
Somerset TA6 6DF

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

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



## WELSH AREAS

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

**SOUTH WALES** - Last Tues, 7.15pm  
Megan Hancock:  
E: southwales@tssc.org.uk  
FB: Triumph T.S.S.C. South Wales  
Y Maerun, 140 Marshfield Rd, Marshfield,  
Cardiff, Wales CF3 2TU

## NORTHERN IRELAND

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

## INTERNATIONAL CONTACTS

| Country                   | Contact Name                | Contact Details              |
|---------------------------|-----------------------------|------------------------------|
| AUSTRALIA (Queensland)    | Richard Graveur             | randagraveur@gmail.com       |
| AUSTRALIA (Victoria)      | Richard Stewart             | rlslaw@bigpond.net.au        |
| BELGIUM                   | Stefan Vandendijk           | stefan.vandendijk@telenet.be |
| DENMARK                   | Morten & Lillian Hildebrand | hildebrandrandi@gmail.com    |
| FRANCE (Poitou Charentes) | Victor Thompson             | vcandvh@gmail.com            |
| FRANCE (Central)          | Ray Lomax                   | lomaxcreuse@gmail.com        |
| GERMANY                   | Hans-Georg Stumpf           | hgs-systems@onlinehome.de    |
| ISRAEL                    | Michael Kaye                | m@mlk.co.uk                  |
| ITALY                     | Pietro Noe                  | pietro_noe@libero.it         |
| JAPAN                     | Shinichiro Nakano           | nakanoryugasaki@yahoo.co.jp  |
| NEW ZEALAND               | Grahame McIver              | gimciver51@gmail.com         |
| MALTA                     | John Pullicino              | jpullicino58@gmail.com       |
| SOUTH AFRICA              | Karl Illenberger            | karl@kre.co.za               |
| SPAIN                     | Dulcie Crabbe               | dulcie@tonycrabbe.com        |
| SWEDEN                    | Odd Hedberg                 | odd@triumphclub.se           |
| SWITZERLAND               | Robin La Barre              | robin.Labarre@Bluewin.ch     |
| UNITED STATES             | Ben Blaney                  | benblaney@gmail.com          |



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# WHO'S WHO

## TSSC Council of Management 2024



**Chris Gunby**  
Chairman/  
Gen Sec



**Tracey Hawes**  
Financial Lead



**Paul Girling**  
Area Liaison



**Nigel Hill**  
Events & Shows



**Tom Hartley**  
Director



**Jane Rowley**  
Director

## TSSC AGM – Sunday, September 22nd 2024

Any member who has any item of business that they wish to be discussed at the AGM should send the item to: Chris Gunby, Riverside Forge, Water Lane, North Witham, Lincs, NG33 5LJ.  
**Tel:** 07843 435190 or **email:** chairman@tssc.org.uk

Please ensure that any items you wish to raise are received by the General Secretary Chris Gunby at least two weeks before the date of the AGM.

## TSSC Headquarters



**Lisa Marley**  
Membership  
info@tssc.org.uk



**Graham Moody**  
Club Shop  
clubshop@tssc.org.uk



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

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

**Club Shop**  
Mail Order or Local pick-up

**TSSC Museum**  
Open Monday to Thursday



## TSSC Honorary Members

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

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62 THE COURIER AUGUST 2024

TRIUMPH SPORTS SIX CLUB



## Model Register Contacts & TSSC Officers

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

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

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

## Model Registers

### HERALD 948/1200/1250

#### Finn Adam Egeland-Jensen MBE

15 Tebourba Drive, Alverstoke,  
Gosport PO12 2NT

T: 07770 427602

E: herald@tssc.org.uk

### HERALD 13/60

#### Darren Groves

Moorside Cottage, Ashwater, Beaworthy,  
Devon EX21 5DD

T: 07806 351499

E: herald1360@tssc.org.uk

### SPITFIRE MkI/II/III

#### Suzie Singleton

31, Cadley, Marlborough, Wiltshire SN8 4NE

T: 01672 514241

E: spitfires@cadley.org

### SPITFIRE MkIV/1500

#### Steve Payne

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

T: 07885 449609 (6 to 7pm)

E: spitfireIV-1500@tssc.org.uk

### VITESSE 1600/MkI/II

#### Dave Tunbridge

2 Windmill Gardens, Staverton, Northants,  
NN11 6DD

T: 078155 29453

E: vitesse@tssc.org.uk

### GT6 MkI/II/III

#### Andy Cook

7 Albany Road, Fleet, Hampshire GU51 3NA

T: 07822 801275 (Eves/Weekends)

E: gt6@tssc.org.uk

### BOND EQUIPE

#### Guy Singleton

31, Cadley, Marlborough,  
Wiltshire SN8 4NE

T: 01672 514241

E: guy@bondequipe.org

### SPECIALS

#### Trevor Collett

25A, Greenacres, Bookham,  
Surrey KT23 3NG

T: 0776 7248798

E: specials@tssc.org.uk

### BIG SALOONS

#### Dave Harvey

Melrose, Snelsmoor Lane, Chellaston,  
Derby DE73 6TQ

T: 07540 167534

E: bigsaloon@tssc.org.uk

### TOLEDO/DOLOMITE 1300/1500

#### Andrew Burford

13 Highgate Avenue, Birstall,  
Leicestershire LE4 3JL

T: 0116 267 1688 (Eves/Weekends)

E: toledo@tssc.org.uk

### TR4/4A/5/250/6

#### Bernard Littlewood

92 Lascelles Drive,  
Pontprennau,

Cardiff CF23 8NQ.

T: 02920 315260

E: tr4-tr6@tssc.org.uk

### TR7/TR8

#### Paul Lewis

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Nuneaton,

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T: 07766 101615

E: tr7-8@tssc.org.uk

### ACCLAIM

#### Julian Rowell

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Nottingham, Notts, NG13 8SF

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### STAG

#### Ben Carney

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

T: 07875 944541

E: stag@tssc.org.uk

### AMPHICAR

#### David Chapman

T: 01684 592985

E: amphicar@tssc.org.uk

## TSSC Officers

### TSSC TRIUMPH ARCHIVE

#### Ben Carney

28 Forshaws Lane, Burtonwood, Warrington  
Cheshire WA5 4ES

T: 07875 944541

E: archive@tssc.org.uk

### INTERNATIONAL LIAISON SECRETARIES

#### Jess Smale & John Lay

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

T: 0781 107 3138

E: international-liaison@tssc.org.uk

### YOUNG MEMBERS CO-ORDINATOR

#### Conor Lukeman

14 Quinton Close, Redditch,  
Worcester B98 0EL

T: 07758 539750

E: youngmembers@tssc.org.uk

### EVENTS & SHOWS

#### Nigel Hill

32 Hollyhill Road, Selston,  
Notts NG16 6EF

T: 07976 163006

E: nigel.hill@hotmail.co.uk

### AREA LIAISON OFFICERS

#### Paul & Christina Girling

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

T: 07584 000442

E: tsscareas@gmail.com

### PUBLIC RELATIONS OFFICER

#### Vicky Dredge

Kingcott Farm, Alcester Road,  
Flyford Flavell WR7 4DF

T: 07745 299457

E: pro@tssc.org.uk

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## FOR SALE

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**Mkl Triumph 2000** lovely car runs and drives. Needs a bit off fine tuning. reluctant sale due to ill health. £4500  
**Andrew Owen (Wrexham, North Wales)**  
Tel: 07932 388492

## HERALD



**Rare Valencia Blue 1971 13/60 Estate.** TSSC valuation £7000. Tatty bodywork but reliable and original. Second newest Herald estate still in existence. Loads of paperwork. Same family owned for 50 years. £5500.  
**Jim Thomason (Kenilworth)**  
Tel: 07704 290425

## SPITFIRE



**Spitfire 1500 1977 soft top.** Bought/bare metal in 1985 at 60,000 miles. Garaged and maintained to 90,000. Now heritage and running. £4200  
**Ken Linford (Lancashire)**  
Tel: 07831 840123



**1980 Spitfire 1500.** One previous owner, some upgrades including sports exhaust. Overdrive. Always garaged. Drives well with full MOT. £7000 ono  
**Robin Knibbs (Crawley, West Sussex)**  
Tel: 01293 532547

**Spitfire MkIII** for sale, due to change of plans. New dash just fitted, solid car with o/drive. Much money spent in the past, spax shocks, suspension bushed. Alloy rad with new factory one as well. Needs an enthusiast to bring to better level, car is in Stockport, Cheshire. Hardtop included with other spare parts £3250 ovno  
**Peter Fenlon (SK6 4HT)**  
Tel: 0161 494 5047



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



**1977 Spitfire 1500.** 30 years ownership, overdrive, replaced front, rear wings, boot lid, floor, door panels, radiator, battery, gearbox, clutch, etc, etc. Currently SORN £7000.  
**Eric James Smith (Lancashire)**  
Tel: 07977 748527

## TR



**1971 TR6 CP.** Body off rebuild in 2000. Recent SPAX suspension upgrade, Bosch fuel pump. New brightwork. Too many new bits to list. Regularly maintained by classic specialist. 10,000 miles since rebuild. £22,500.  
**Steve Reading (Ludlow)**  
Tel: 07889 206662

## PICK OF THE CLASSIFIEDS



**For sale – Spitfire 1500 (1980).** Burgundy body, blue hood and silver hardtop. overdrive, electronic ignition, MOT, re-built and in good condition. LEDs and many updates £8500.  
**Peter Jepson (Plymouth) Tel: 01752 846172**

## Vitesse



**1963 Vitesse 1600.** Always garaged. Drives well with full MOT. Sports exhaust. Only 46,000 miles from new with full service history. £6800 ono  
**Robin Knibbs (Crawley, West Sussex)**  
Tel: 01293 532547



**2 litre Mkl Vitesse convertible** for sale. I have owned this car for over 30 years, in good but unrestored condition currently no MOT, more pictures available. £4000  
**Andrew Murray (North Bucks)**  
Tel: 07495 711668

## PARTS FOR SALE

**Various Vitesse spares.** Vitesse MkII 2 x Rostyle hubcaps - £10, Alu tappet cover - £10, S/h rear window for saloon - £5, Various chrome trims - £20, new front grille - £20 various.  
**Clive Sharpe (Harwich)**  
Tel: 07543 197710

**Spitfire 1500 rear bumper for sale,** originally MkIV, drilled to suit 1500, light cluster covers all holes. Some work required to central brackets. Offers plus carriage at cost  
**Eric James Smith (Lancashire)**  
Tel: 07977748527

**Bond Equipe.** Good condition used windscreen. Will need to be collected or arrange meeting point. More than one available. £100.  
**Jeff (Near Potters Bar)**  
Tel: 07930 322831

**GT6 MkIII.** Bare Engine block casting. Stored dry inside garage for years. In good nick. No pistons, sump or crank. Ideally buyer collects. Might be able to ship. Any offer considered £50  
**Colin Bloomfield (Dunbar)**  
Tel: 07879 603801

**TR3A Parts.** Pair of brand new TR3A stainless front overriders complete with stays. Never fitted £90. Two wide fan belts; one new the other good condition £15. Girling type Brake/Clutch fluid reservoir. Brand new and boxed, never fitted £35. All plus postage or collection from Cirencester area.  
**John Ewbank (Cirencester)**  
Tel: 07875 964077

**Mike Papworth Gearboxes.** Std and H/D - Overdrives A - D - J to order, Half shaft's std and Rotoflex. Vehicle Movements, Project cars reqd. (Trade)  
**Mike Papworth (Coventry)**  
Tel: 07768 775170

## PARTS WANTED

**Looking for Herald cv parts.** I'm currently restoring a Herald and I'm looking for bulkhead, cv hardtop and body panels.  
**Mac Rudkin-Blair (East Devon)**  
Tel: 07923 036603

**Spitfire boot lid needed.** I'm looking for a boot lid on my MkIV Triumph Spitfire. If anyone has one available please let me know.  
**Scott Banks (St. Albans)**  
Tel: 07958 723595

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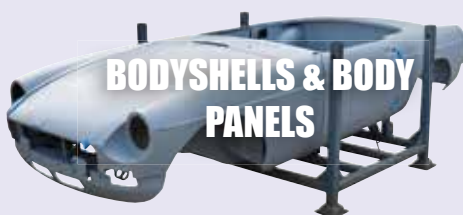
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