

THE COURIER

THE MONTHLY MAGAZINE FROM THE TRIUMPH SPORTS SIX CLUB

ISSUE 527 JUNE 2024

FAMILY ESTATE

BUMPER
84
PAGE
ISSUE

Restoration of a
Triumph 2500S
workhorse



VITESSE RACING MEMORIES

'DRIVE IT DAY' REGIONAL FUN

AREA REPORTS AND UPDATES



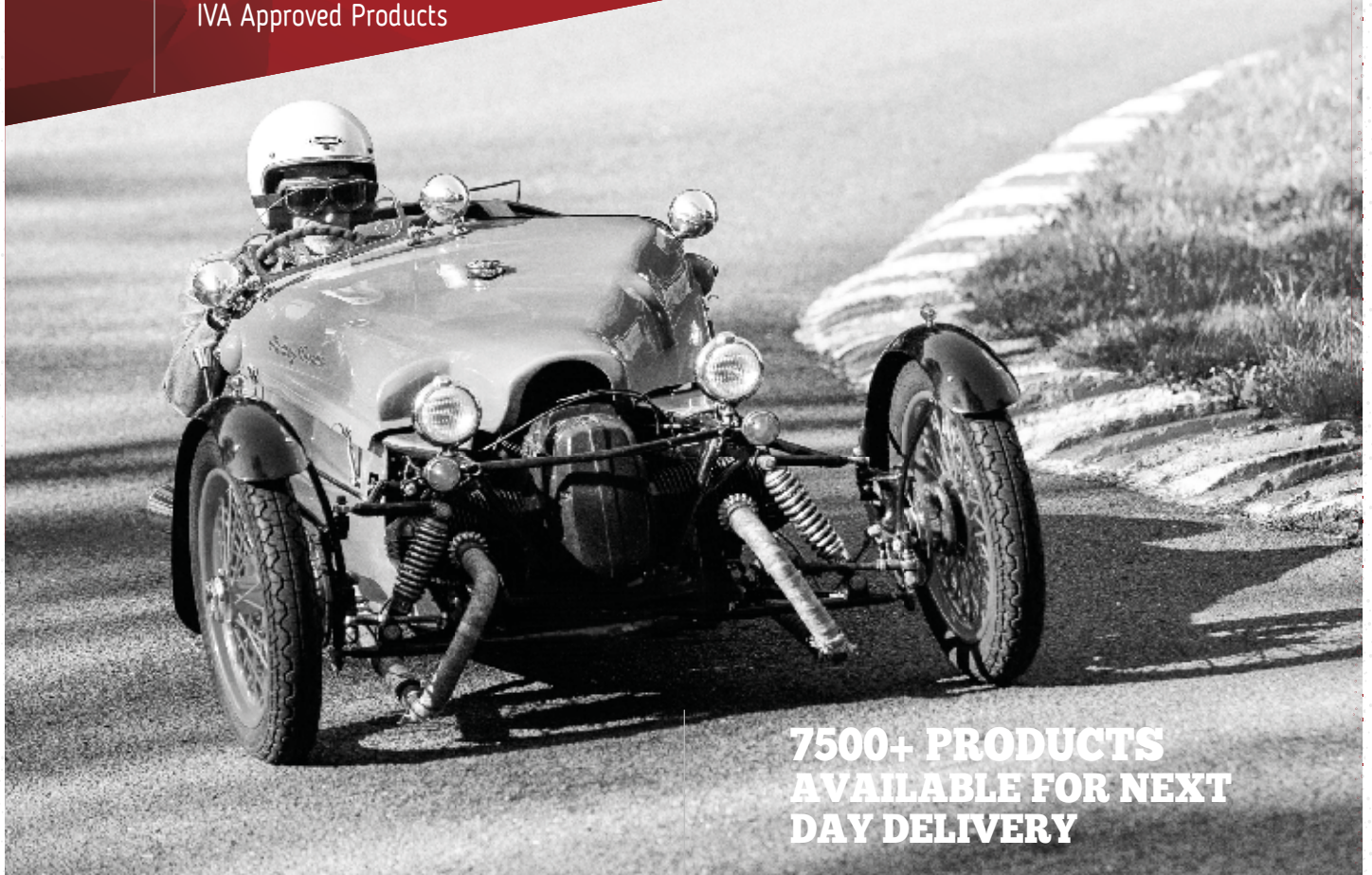
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FROM THE EDITOR

With this issue of *The Courier* landing on members' doormats in early June, we should finally be starting to enjoy summer 2024. As I write this, the weather is at last behaving itself. And after what felt like one of the wettest ever starts to spring, we're hopefully now benefitting from the kind of dry spell that makes the classic show season so much more enjoyable.

It's been a busy few weeks since the last issue was published, and of course there's more to come. Many members have already enjoyed Drive It Day (we've a round-up of what some of the Areas got up to, on page 54) and the well-supported Isle of Wight Weekend. And then there was SEM 2024, held in Leatherhead back in May, which you can read more about next month. At the time of writing, meanwhile, we're all getting increasingly excited about the Inter-Club Weekend at the end of June – and what a spectacular event this looks like being, with plenty to keep the whole family entertained throughout the three days.

Meanwhile, this month's *Courier* is a bonus bumper issue, featuring an extra 16 pages for you to enjoy. In the months ahead, there'll be increasing numbers of bumper issues, but we need to be cautious at this early stage. Increased advertising revenue should help pay

for the extra pages, but we can obviously only do this once we're sure we have a sufficient budget.

The timing of this particular bumper issue is perfect, as we've been able to devote even more pages to our Area Reports and Model Register updates – handy, as everyone involved has so much to tell us at this time of the year. More AOs are now sending in reports, which is great news; but until we have extra pages on a more regular basis, we may need to suggest maximum word counts and limit the number of photos in each report. I've already emailed AOs about this, and the vast majority appreciate the dilemma we have. To all of those, thank you for being so understanding.

So, that's it from me for this month. Enjoy the magazine – and hopefully we'll all get to enjoy some great mid-summer weather as well.

Paul Guinness

Editor
editor@tssc.org.uk



AD OF THE MONTH TRIUMPH HERALD

By 1967, the still-popular Herald wasn't exactly in its first flush of youth, having been launched a full eight years earlier. And that meant it faced a wide range of newer rivals offering more modern styling and a fresher image. In fact, with its separate-chassis layout, the Herald was seen by some as distinctly old hat by the late '60s.

Triumph, however, decided to face this head-on. In this classic 1967 advert timed to coincide with that year's Earl's Court Motor Show, the company boasted: "Now that the dust has settled on all of Britain's newest cars, Triumph present the most advanced family car in Britain today." Advanced? Apparently so, thanks to the Herald's all-independent suspension, adjustable steering column and 93 per cent visibility. Even its separate chassis was seen as a bonus, combining "strength

with a low centre of gravity for sports car handling". Sounds about right to us!

Now that the dust has settled on all of Britain's newest cars, Triumph present the most advanced family car in Britain today

The Triumph Herald

Once, as all the spinning new cars have been launched, so now you've got a lot to compare the Triumph Herald with.

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93% visibility of road ahead when open. Light, positive controls for quick second responsiveness.

Plus that incredible 21 ft. towing capacity that gets you out of tight spots at once.

...thought of just parking in a safety hazard, think about it the next time you're sticking half an ear in the window of a busy street.

The interior appointments were also designed to move in the right corner. Walnut face. Padded dash. Door to door carpeting. Comfort compartment seats.

When the doors were taken off the Herald, it was Britain's most advanced family car. It still is. And the excitement in the Herald's most advanced family car is British through and through. Because Triumph Herald does.

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

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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, and email to valuations@tssc.org.uk clearing marked as Valuation in the subject line.

PRINTING

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THE GET OUT

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

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CHAIRMAN'S COMMENT

AFTER A GREAT START TO THE SEASON, CHRIS LOOKS FORWARD TO MORE EVENT ESCAPADES

I am writing this having just returned from a fantastic day at the TSSC South of England meet in Leatherhead, Surrey, a return journey of over 330 miles for me – but worth every minute (and mile) to attend one of my favourite events of the year.

The quality of the cars attending SEM always impresses; each year they just get better and better. The amount of time members spend on their cars is quite incredible, with the standard achieved by today's restorations being far better than when the cars were new.

I spent most of my day with fellow CoM members carrying out insurance valuations for

the membership. Such valuations make sure each car is covered should anything untoward happen. Is your agreed value insurance valuation up to date? If not, you can easily get a new valuation either via the TSSC website or by going along to a TSSC event or local Area meet.

The other thing I always take away from SEM is the friendship between our members, who love to spend time with fellow enthusiasts and just be in the company of friends we've all know for decades. The TSSC is 47 years old this year, with many of us having joined in the early years – and remain members to this day.

Whether you have been a member since the

start or have recently joined, please make the most of your membership. The TSSC is only as good as its members – and I know we have the best members out there. I'm looking forward to seeing you all at the Inter-Club International Weekend at the Malvern showground over the weekend of June 28-30th, an event that will bring both cars and friends together yet again for a fantastic experience.

Chris Gunby

TSSC Chairman



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NEWS & UPDATES



AGREED VALUE REMINDER



When was the last time you invested in a TSSC Agreed Value certificate? It could be the best £20 you ever spend, ensuring that should the worst happen to your Triumph, you'll know you have a TSSC Agreed Value policy in place.

"Oh, I already have one of those," you say... but are you sure? Because if the insurance company has sent you a form and said you can "value your car yourself", this is NOT a TSSC-backed Agreed Value policy.

Most self-certified condition/value forms are undervalued, as their current owners hold an inaccurate estimate of current Triumph values. For it to be a TSSC Agreed Value policy, your car has to be inspected either in person or at HQ, at one of the

many club shows, or by one of the TSSC trained valuation officers. You can also, of course, supply a TSSC Valuation Form (valid for two years) and photographs by email or post, and we can value your pride and joy that way.

In the 30-plus years that the TSSC has offered this service, whenever there's been a claim it has been settled at the agreed value. With a TSSC-backed agreed value, you have the full backing of the club as we are the ones who set the values. And you get this full two years of peace of mind for just £20.

If you require a TSSC-signed agreed value form, request one from HQ by calling 01858 434424 or emailing info@tssc.org.uk. Or simply download and print one from www.tssc.org.uk under the Documents tab. For the latest Insurance News from the TSSC, head to page 19.

The form is titled 'Triumph Sports Six Club Valuation Certificate' and is issued by Peter James Insurance. It includes fields for the member's name, address, car details (make, model, year, engine, etc.), and a section for the valuation officer's signature and date. There are also checkboxes for 'Agreed Value' and 'Previous Certificate Number'. The form is designed to be filled out by the member and then signed by a TSSC valuation officer.

BRAKE LIGHT UPGRADE

Most of us know that LED headlamp upgrades for classic cars are readily available, but how many of us also consider our brake lights? With most classics having low levels of rear illumination compared with modern cars, it's all too easy for other road users not to see us – which is why Classic Car LEDs now provides LED brake light kits.

Offered as a direct 'plug and play' replacement for incandescent lamps, these are brighter and illuminate faster

than the originals, helping to give those behind an earlier warning that you are slowing or stopping. Classic Car LEDs offer 6v, 12v and 24v LED upgrades for most single filament and twin filament requirements, with the top-selling GLB380 12 volt LED (part number 12VSTL) being available for £9.19 plus VAT and postage. LED brake lights are available for both negative- and positive-earth vehicles from: www.classiccarleds.co.uk or by calling 0800 246 5678.



ALAN HEATON

Richard Briscoe writes: "Well, I have some sad news. Alan Heaton, former West Yorkshire AO, has sadly passed away. His son, Nigel, has asked me to let people know. Sadly, Alan's health had declined in recent months."

Alan asked that there wouldn't be a funeral, explains Richard: "He suggested that people who wished to should simply

donate to the RNLI. As everyone who knew him was aware, this was one of his favourite charities. Alan and I had an awful lot of fun organising the Dales Runs to raise money over a long time. There's no special fund; just the RNLI in general."

All of us at the TSSC would like to extend our heartfelt sympathies to Alan's family and friends.



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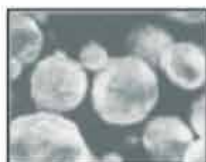
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FAMILY ESTATE

**Paul Girling introduces TSSC members and Courier readers to his much-loved 2500S Estate...
a car that turned out to be in worse-than-expected condition**

Now that the new-style Courier has been introduced, we are looking for contributions from you, the membership, about your life with Triumphs – anything that you think other members would find interesting. If you feel that writing is not your thing, just

send us an outline of what you have and we will supply a Q&A sheet, or do an interview to make the process easier.

As an introduction to the sort of thing we are looking for, I have written this article, which is an abridged version of one that

first appeared over a couple of issues in SIXappeal, the magazine from the Triumph 2000 Register, in 2020.

So, on to the story, which all started in April 2018. The diesel Ford Focus that I'd owned for 15 years had just clocked 200,000 trouble-free miles, but I was worried that it would fail its MoT due to excessive smoke emanating from the exhaust. Inevitably, I started to think about a replacement.

After a few months of looking, I heard of a Triumph 2500S Estate that was up for sale. I was told the only problem with it was a noisy diff (the owners couldn't remove the filler plug so it had been run dry). After a viewing and a test run (during which the noisy diff became very apparent), monies were handed over and I had myself a 'new' Triumph. Despite the constant drone from the back end, I loved the drive home. My first time driving an automatic, along with the sofa-style seats, gave the car a feeling of luxury.

Back home, I got her up in the air to remove the diff and the horrors started to unfold. It was at this point that one of the





The underside was very rusty, as shown with this passenger-side rear radius mount.



With the rot cut away, new metalwork was tacked in place before Paul got to work with his welder.



The restoration was completed just in time for the car to go on display at the NEC.



rules of buying classics came back to haunt me: always look at several examples before parting with your money. The underside of this one was riddled with rust.

Cleaning up the underside revealed the history of the car. It looked as if, at some point in its life, it had had some serious and quality work done to it, after which it appeared to have been bodged for various MoTs, with up to three layers of rusty metal in places. On the plus side, the outer wings and sills were in good order.

All in all, I welded 12 patches in. Nothing too pretty, I'm afraid, but this was going to be a working car, not a show car. It also needed to be on the road sooner rather than later, with as little money spent on it as possible. She would have to wear the welds like battle scars – a reminder of how close she came to being scrapped. And believe me, it was close!

Halfway through the rebuild, with the car



The bumperless front end gives Paul's 2500S a distinctive, sporting look.

still on a rotisserie, it was suggested that it would be a good choice for the Retro Caravan Club to have on its stand at the NEC Classic Car & Restoration Show in March. So, I had a deadline – and much as I hate them, they do tend to concentrate the mind. It was tight; I was putting the tow bar on the day before we were due to leave for the show. Yes, the first journey after getting her finished would involve towing our caravan on a 400-mile round trip to give us somewhere to stay while at the NEC.

All went well on that initial trip, and having the car on the stand made me realise just how much I had achieved.

COSMETIC ATTENTION

The next stage of the rebuild was to get the top side sorted, but thankfully there wasn't too much to do.

The driver's door needed a new bottom and skin repair and a few patches at the corners. I did the spraying in

the garden, when weather permitted, and managed to get away with only a few runs. The worst thing was the insects, especially those that insisted on dragging themselves through the wet paint.

When I bought the car, the bumpers weren't attached and I liked the de-bumpered look of the front. The rear bumper would have to go back on, though, to cover the unsightly tow bar.

The chrome on the rear bumper was a bit the worse for wear, with lots of rust starting

MEMBER'S CAR



The big Triumph is the perfect classic choice for towing Paul's period Sprite caravan.

to come through. So, again going back to my mantra of using what I had, my only option was to paint it. To make matters worse, when I tried fitting the bumper it turned out it was for a saloon (the estate uses the rear end of a Mk1, which is shorter than the Mk1 saloon). It was at this point I thought I might have a bit of fun, and proceeded to weld and fill the corner sections where they join to the centre section and finally painted it body colour.

I fabricated a grille to cover the holes left by the missing front bumper. Apparently, according to my good lady, when I grow up I'll put the bumper back on! Hopefully, this should suffice until that doomed day arrives.

I've thought long and hard about the differences between driving the big Triumph and my Herald 2000. The quick turn of speed and excitement of the 2.0-litre Herald has the vigor of youth. Having had it since I was 18, I guess it takes me back to my own youth. The 2500, on the other hand, is a much more relaxed affair that makes me feel grown up. It makes me feel my age. With its working clock, thick indicator stalks and hazard warning lights, armchair seats, power steering and auto 'box, it feels more like a modern car. I feel like I'm cheating when I say I'm driving a classic. It makes me feel like my dad when he would have been my age. Old.

And the Ford? It passed its MoT on emissions but failed on rust.

The full, unabridged article along with more photos can be read at www.paulstriumphherald.co.uk.



The restoration was completed just in time for the car to go on display at the NEC.

GET YOUR CAR FEATURED!

We want more members' cars featured in The Courier – and we'd love to include yours. Whichever model or spec of Triumph that you own, it deserves its moment of glory. We'll need a good selection of hi-res JPG images sending to us, plus some details about the car and your ownership of it. And if that's not feasible, we're even happy to give you a call, have a chat and write the feature on your behalf. All we need is good photography – and hopefully your car could be one of our future Courier stars. Get in touch via: editor@tssc.org.uk.

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www.peakrun.weebly.com or email Bryan at derwentvalleytssc@outlook.com

AUGUST 2024

TSSC LEICESTER & RUTLAND 38TH SUNSHINE RALLY

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Greetham Community Centre, LE15 7NG
David 07770 650802,
Jan 07799 804415

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CLASSIC CAR SHOWS (TSSC ATTENDING)

JUNE 2024

STANDARD TRIUMPH PICNIC Sunday 23rd

Woodland Grange, CV32 6RN

INTER-CLUB INTERNATIONAL

Friday 28th – Sunday 30th

Three Counties Showground, Malvern
www.interclubweekend.com
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EVENTS

FESTIVAL THRILLS

NIGEL HAWES, NORTHANTS AO AND SILVERSTONE FESTIVAL COORDINATOR, TELLS US MORE ABOUT THIS AMAZING EVENT – AND OUR SPECIAL CLUB DISPLAY

As we get closer to the deadline of June 30th for Silverstone Festival club display ticket sales, this seems like a good time to explain more. The Car Club Display Package, as the name suggests, is for club members who wish to display their Triumphs on our stand. The package offers two entry tickets for the price of one and a pass for you to bring your Triumph into the infield to our dedicated area. As it is a display pass, you are expected to be on the stand by the specified time – but with so much going on, you'll want to make the most of each day anyway.

The main event is three days (August 23rd-25th) of solid motor racing, but there's so much more to experience. In previous years, around 140 clubs have had a presence at the Festival, which means plenty of display cars to enjoy. But it doesn't end there, as there's a real family-friendly element to the event, including the Foodie Fest featuring Diddy Squat farm, while the Adrenaline Zone gives thrill seekers a chance to enjoy funfair rides.

Don't forget to bring your driver's licence, as there's also a chance for you to drive some of the latest low-emission cars in the Zero Zone.

Silverstone Museum will be open over the weekend, with free access from inside the circuit. There will be a special display of cars that shaped the career of Ayrton Senna, while the Fan Zone will have a display of current F1 team show cars. If you have cash to spare, there is a traders area... or for the price of a catalogue, you can be tempted by Silverstone Auctions.

The Festival has an open areas policy, which means you are able to enter the pit areas and get up close to the cars and the teams that run them, plus the stands are free to watch from.

For music fans, the entertainment continues into the evening with top performers on the main stage. Friday night



will see Sophie Ellis Bexter take to the stage, followed by Busted on the Saturday and Olly Murs on the Sunday.

As we have done other years, we will be providing free tea and coffee to our members, with our marquee offering a social area to relax and recharge. The cost for all this is £140 for the weekend – or £85 for Friday, £115 for Saturday, and £105

for Sunday. Many of us camp nearby for the weekend; I can vouch for the facilities at Woodlands Campsite but have not experienced the Golf Club site. Camping cost is extra.

For more details, check out the advert opposite or visit www.silverstone.co.uk/classic-car-clubs. Be sure to use the TSSC discount code (053CCDP24) when booking.

OVERSEAS

INTERNATIONAL UPDATE

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



Horst Brielmayer has owned his Spitfire 1500 for over 30 years.

As the classic car season really starts to open up across Europe, we are grateful to Horst Brielmayer in Germany, who has sent us news of two interesting events, one in Germany and one in Switzerland. Horst has been a TSSC member since 1992, the year he acquired his Spitfire 1500, and has owned a Dolomite Sprint since 2014. Over

to Horst to tell you a little bit about his cars, and the events:

"The Spitfire has seen many countries within Europe through the decades of my ownership, including Stafford 1993 and 2012, Classic Le Mans 2004, and a two-week trip to northern England and Scotland in 2014. The picture of the Spitfire is from

one of my frequent travels through the alps and has been taken at Bernina Pass in Switzerland. With the Dolomite, I attended Santa Pod and Classic Le Mans 2016, and Silverstone Historic 2022.

"There are

a few Triumph related events and meetings throughout Germany, some of which I will attend this year. Possibly the largest of those is held not far from my home, and will take part on Pentecost weekend. See <https://spitfire-gt6.jimdo.com>, the website of the organising group. Then there is a new event in northern Switzerland – Swiss Triumph Day, held at a small airfield on September 15th. For all owners who plan a trip to the continent, this is the destination to go! You can find more information about the Swiss event: at www.triumphday.ch or look them up on Facebook: www.facebook.com/groups/theswisstriumphday."

Thank you, Horst. The Swiss Triumph Day looks a great event for any Triumph owner and we look forward to seeing your report of the Spitfire-GT6 event. We would also like to take the opportunity to send our best wishes to Mario Sgro, TSSC Member and President of the Autodrome of Pergusa (Enna) in Sicily, for a successful Pre-1966 Classic Racing weekend, which was due to take place at his circuit on May 17th-19th.

Das Nationale Triumph Treffen!
📍 Flugplatz, 8589 Sittendorf/TG
15.09.2024 | 10:00 - 16:00

Weitere Infos:
www.triumphday.ch

www.britishcarparts.ch

zwischengas.com

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AMERICAN EXPERIENCE

Next is an interesting tale of a Triumph Spitfire that one of us (John) used to see regularly at the TSSC Southern Area meetings, in Hampshire. This car subsequently took a trip to the USA to be reunited with its owner, Alex Reed, after they'd spent some time apart. Over to Alex, who wrote to tell us his experiences:

"I bought my Spitfire in 2013 as a fun road-going project and did quite a lot of work on it, including rebuilding the engine 10 years ago – where has the time gone? I also attended the regular monthly meetings for the Southern Area of the TSSC. I then moved to New York in April 2022 and initially couldn't bring my car with me, so I had to wait almost a year and a half until I was able to do so.

"Back in May 2023, I contacted Auto shippers to arrange the shipping of my Spitfire from the UK to the US to coincide with the next time I was visiting the UK in the July, so I could spend time cleaning and preparing her and hopefully ensure no issues with customs in the US. This required me to wash the whole of the outside of the car, including the engine bay and underside to remove any soil or wildlife contamination, and to vacuum the inside to the same standard.

"About a week later, my father took my Spitfire on a trailer down to the Wallenius Wilhelmsen terminal in Southampton, where it was parked awaiting its voyage. It was then loaded onto the roll-on, roll-off ferry named Tannhauser, along with several other classic vehicles and brand new Land Rovers. I followed the voyage using one of the ship tracking websites on the internet and saw it slowly progress its way across the Atlantic, until it made it to the US. The boat initially made a few stops further north along the coast before it finally made it to the port in New Jersey on August 8th, just 11 days after leaving the UK.

"I then rented a U-Haul pickup and trailer and drove from Nassau County, Long Island, around the top of NYC to Ports America New Jersey to collect it, a journey that took about three hours. Once there, I had to present some paperwork and then I was given access to my car, which when I found it had a completely flat battery. After a quick jump-start from a nearby battery pack, it fired up and I drove it out and loaded it onto the trailer. I then drove back to Long Island and offloaded it into the garage.

"One of the first things I had to do once I got my Spitfire here was get it registered with the New York Department of Motor Vehicles (DMV), which meant I first had to purchase vehicle insurance. I then had to take the proof of insurance along with the import documentation, UK V5C, and the Heritage Certificate to one of the New York DMV locations. They issued me with a generic set of plates and a registration sticker to go onto the car windscreen.



"The next stage was to have the US equivalent of an MoT – an inspection. The journey to the inspection garage would be my first time driving my Spitfire in the US and the first time driving it on the opposite side of the road. The journey to and from the inspection garage was interesting but the car performed perfectly and drove exactly as it did in the UK. The car passed the inspection without any concerns. The guy who did the inspection enjoyed giving

it a test drive (which is a part of the test) as he'd never driven a Spitfire before, let alone a right-hand drive manual car! Having passed the inspection, the Spitfire was now legal to drive on the road.



"The following weekend I took my wife out in the car for its first drive to a local house and gardens for the day. As expected, it drove well – the only comment from my wife being that it was weird sitting on the left side of the car travelling on the right side of the road without any vehicle controls in front of her!

"Recently, now that I have the Spitfire stored in a garage, I have been tackling some of the bodywork blemishes/issues, sorting out a couple of dents and painting some areas. I plan to give the underside a new coat of paint as I noticed it was showing its age underneath."



Thank you, Alex. It's great to see you and your Spitfire reunited, and also that she's still bearing her UK registration proudly. We're always happy to hear about overseas events and the Triumphs owned by our international members – we love telling the TSSC world about them. So, simply send an email to international-liaison@tssc.org.uk and leave the rest to us.



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STAG

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TR6

Recon steering rack (exchange)	£96.00
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Brake pads early/late type	£15.00
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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

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Front wings 909663/4 PAT	£96.00
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Front quarter valance 815391/2	£135.00
Door skins	£96.00
Sills non original. 903097/8	£84.00
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Bonnet hinge pivot box RKC362/3	£96.00
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Rear lamp panel 716182	£300.00
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Recon exchange brake caliper type 14	£48.00
Brake disc 208715	£15.00
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Caliper repair kit inc pistons type 14	£30.00
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Clutch slave cylinder GSY103	£36.00
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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
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Inertia seat belts less warning light wire Red	£85.00 pair

GT6

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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
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Recon Steering Rack (exchange)	£96.00
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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
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TSSC INSURANCE NEWS



TRIUMPH
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INSURANCE

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

As I write this, it feels like summer has finally arrived, with some stunningly sunny days. So, I hope you've all managed to get your Triumphs out on the road and make the most of them; we've waited long enough!

Legendary racing driver, Sir Stirling Moss, was a loyal and valued supporter of Peter James for many years. We fondly remember him being present on our stands at various motor shows, and he always enjoyed touring the clubs with us. In early May, a Service of Thanksgiving for his life and achievements was held at Westminster Abbey. Tributes were made during the service by Sir Jackie Stewart and Simon Taylor, with a reading given by Sir Stirling's son, Stirling Elliot Moss, the Duke of Richmond, and Gordon and Charles Shields. Derek Bell said prayers. At the start of the service, Damon Hill, the racing driver's godson, led the procession with Sir Stirling's white helmet, 10 British Racing Driving Club Gold Stars and the Monaco 1961 trophy.

Some of the most famous racing cars piloted by Sir Stirling were positioned outside the Abbey. Sadly, there were no Triumphs, but we know that both Sir Stirling and Pat Moss, his sister, were fans of the marque and competed in examples over the years. It was a truly remarkable occasion in motorsport and British sport more generally. Because he passed away during the first lockdown of the pandemic, this was the first chance we had to commemorate his life correctly, and it was a unique occasion. See the Peter James

socials for some pictures of the event.

As your cars have returned to the roads for summer, our phones have been ringing off the hook, and we have excitedly been helping you all get insured and ready for the season ahead. Of course, we always aim to save you money on insurance purchased through the club scheme, but we are also committed to making sure that the products and services we offer you are the best they can be and do what they say they do.

One key thing to consider when comparing insurance schemes is that you are truly comparing like for like. Many non-specialist schemes exist, and some are much better than others. So, next time you compare insurance premium quotes, double-check the small print and ensure you're getting what you think you are. Of course, if you have any questions about the minute details of TSSC Insurance, anyone on our team will gladly talk you through them. So, please don't hesitate to give us a call.

As we start to consider our holiday trips, don't forget that there's no need to pay the often sizeable additional breakdown cover costs, especially if you're heading into Europe. Standalone cover for recovery and repatriation can be expensive, but if you are insured through your club's scheme, you have UK and European breakdown cover included in your premium. This will ensure your vehicle reaches a suitable place of repair if abroad; or if it cannot be repaired, then we

will repatriate the car and take care of your onward travel, usually through the provision of a hire car.

It's one less cost to worry about and a lot of peace of mind when venturing on holiday in the UK or Europe. Of course, your insurance covers you for travel in Europe fully comprehensively for 90 days – another weight off your mind, we hope.

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.
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THE SILVERBACK STORY

IN THE FIRST OF A TWO-PART SERIES, JOHN DAVIES REVEALS HIS LOVE OF RACING VITESSES AND HIS VARIOUS ADVENTURES OVER THE YEARS

PART 1

Having previously owned a Vitesse in the 1970s, I bought and began to restore another in the '90s, once family and work commitments allowed. I soon found, however, that I don't have a 'concours personality', and so I went racing in it. Old Blue Vitesse started as completely original, right down to its one-inch diameter exhaust pipe, but after seven years and several engines it was the Last Racing Vitesse. Then I crashed it.

I wanted to build another and to use all the modifications I had built into Old Blue, plus all the others I had ideas about. Inspired by the Volvo 850 Estates that competed in the BTCC, I bought a rusty 13/60 Herald Estate. There were about 20 original Vitesse Estates, and this wasn't one of them. It was the Silverback, so-named because it was going to be the Boss Car and because it gave me my white hair.

To 'just add lightness', the Vitesse had a commercial glassfibre bonnet, plus a GRP roof, doors and hatchback that I made myself. I flowed, lightened and balanced

a 2.5 engine and gave it a 6-3-1 tubular manifold, Lucas PI injection and electronic ignition. Every bell and whistle, even a rear anti-roll bar. But most of all, it had a rear radiator.

This was an experiment, to test the theory that a Vitesse could have less lift than the ordinary three-box saloon design would inflict, as the estate shape would put that behind it. Moreover, if the airflow under the car could be reduced, then there'd be even less lift and more grip. An obvious target was all the air that came through the radiator grille into the engine bay and out under the car.

I was lucky to get hold of an enormous crossflow radiator from a friend in the business and plumbed it in with an electric water pump and large bore pipes right back through the car to deal with the water flow resistance. Frontal air for an oil cooler could not be allowed, so an oil to water cooler was installed in the cool side of the circuit. Air for the radiator was taken in from either rear wing, behind the wheelarch through two Toyota MR2 air intakes

that happened to have exactly the same curvature as that panel on a Vitesse, and ducted by enclosing the rear load bay.

All this left no room for the PI pump and PRV in the boot, and the tiny fuel sump that Triumph provided on the wide, flat estate tank did nothing to prevent severe fuel 'slosh', so a lifter pump and eventually a swirl pot was needed. All that had to be neatly and securely enclosed to satisfy the Race Regulations. The air was extracted by two enormous fans from a small lorry, straight out through the rear hatchback.

Minimising the airflow by blocking off the radiator grille was just the start. Old Blue's front air dam and side skirts would be needed to prevent air rushing into the underfloor area. The air dam that I'd made for Old Blue never got fitted, but Silverback did get the side skirts, and I think they did a good job. Certainly, in the one race when one fell off, I felt much less stable in corners even though I didn't know the skirt was no longer in place.

In fact, Silverback was never a completed project. Initial problems with the



“When things stopped moving,
I found myself upside down”

PI system lost me an entire racing season, and then I discovered why a front radiator is universal on all cars. Silverback was fine on roads and motorways, but on the racetrack it brewed up regularly. Repeated attempts to re-engineer the cooling system never cured this problem and eventually, while using a track day as a test day with a friend in a temporary front passenger seat, a hose let go inside the cabin. Luckily, it was from the cold side of the radiator and we got away with a wetting rather than a scalding, but that was enough and I converted it back to a front radiator.



'BUCKET LIST' FUN

Where did we go with Silverback? One of my 'bucket list' aims is to race as many Grand Prix circuits as I can, and I'd done the UK ones, so it was off to Europe! Zandvoort isn't a GP track now, but it was in the Vitesse's day. That was a great experience, marred only by a wide-open throttle jam that left me using the ignition switch as a throttle to complete the race.

Then, the Nurburgring! My first time there saw pouring rain for the practice, and most of the other drivers in my series sat it out, but I was there to drive the 'Ring... and drive it, I would! So, I went out, along with some very big, very powerful, very fast moderns. They stayed out of my way and I stayed out of theirs. In the race that followed, I burst

the diff and had to be towed home, but the 'Ring is addictive.

Next, I went to Classic Le Mans, where I ran into the Achilles heel of the swing axle system and broke a halfshaft. My Quaife ATB differential didn't care and put all the torque down the other axle, but it went slower and slower and my friends had to take me home. Silverback was eventually trailered to me.

The next time at the 'Ring, in 2007, there was sunshine and the car was carefully prepared. In practice, all was going well – 123mph on the Dottinger Hohe. After one lap, I came into the paddock to sort a minor problem. Out again, and just half a mile into the Hanzenbach curves that take you out into the countryside, I saw a

Group 2 Porsche catching me up. This was untimed practice, and we were not racing, so I expected the Porsche to hold back until after the curves where he could easily pass me. I entered the second curve and... BANG! The Porsche had hit me on an apex, trying to pass.

My world turned upside down. "This is going to hurt," I thought as my steering wheel got floppy, so I tucked up and waited for the impact. When things stopped moving, I was upside down; so when the track was clear, I unbuckled and got out onto the trackside as quickly as I could. Rescue and recovery vehicles and people arrived. I was unhurt... unlike the Silverback, which in a way had taken all the hurts for me. Catch Part 2 next month!



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OUR SLIGHTLY BIGGER SMALL CAR ENGINE – *TO DESAXE OR NOT?*



It took some time for me to get to my March/April edition of the Courier as it goes to a different location, but I have to say I was impressed with the new format. There was, however, an editing error in attributing one of my images – a drawing by Colin Lindsay, a former early Herald secretary.

Of course, it was actually my drawing of how the combustion chamber overlaps the head face, with an analysis of possible overbore and valve size increases. Before moving on to the main subject, I thought I'd drop in a picture of my 948 Coupe on completion at the paintshop last year; there

is still a long way to go.

I pointed out last time that the 1147cc Le Mans engine was a fantastic achievement, albeit achieved with radical cam timing and having been created as an 8-port engine. I also mentioned that this might have been with a significant compromise to port shape, but critically the engine with that capacity could not have been created but for an epiphany for Harry Webster, who realised that the bore size could be increased if the bore centres were offset (desaxe) towards the camshaft by a small amount.

Up until then, Triumph had been constrained to the bore of 63mm, plus up to a maximum plus-60-thou overbore (resulting in a bore of 64.524mm), making for a capacity of 993cc. The constraint was twofold: proximity to the water jacket, as well as proximity to the studs on the open breathing side of the engine. Designing and creating a new block was deemed far too expensive for the challenging financial situation that Triumph found itself in. Remember, Standard-Triumph had only afforded the Herald project primary assembly plant on the sale of Ferguson

Tractors and by making the design of the car modular, thereby allowing separate production plants to be used to make individual main units.

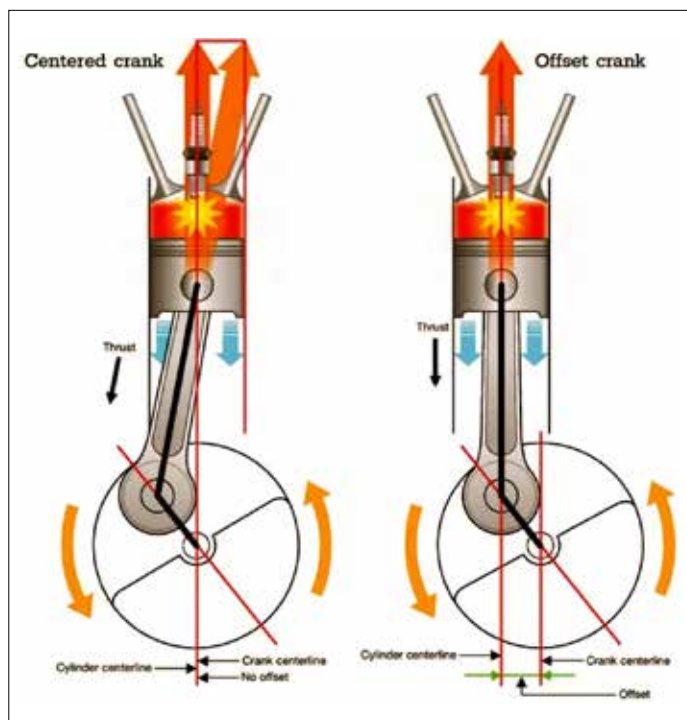
The proof is in the pudding, so they say! Last time, I mentioned my tuning guru

and the period he spent at Downton. Whilst there and playing with potential modifications to Triumph Heralds, he helped a colleague prepare an over-bored Herald 948cc engine. Having done some comparison of piston wrist pin heights (centre of gudgeon pin to piston top), they chose a set of Singer Super Ten pistons at plus-20-thou and had the block bored out to suit at 65.508mm plus clearance. This made for a capacity of 1024cc. The car went very well for

about 15 miles... in fact it nigh on flew, at least until the bores started to distort and then collapse due to being so close to the water jacket that at working temperature there was no strength or conformity to the cylinder bores. Consequently, the engine seized! It could be said that the pudding was somewhat spoilt; however, being an optimist, or rather a realist, from experimentation we gain knowledge.

Of course, Triumph already knew that the bore was limited by the bore centre position, and that the maximum overbore of plus-60-thou may have been running things a little close. It also knew that it could separate the bore positions to make pistons 1 and 2, and 3 and 4, slightly more separated from each other, as this would require a minor change to the core filling when casting. But any increase in bore size makes the wall thickness too thin on the right-hand side of the engine. Moving the line of the bores to the camshaft side of the engine alleviated the primary problem, allowing for the 1147cc block to be created with affordable minor changes to the casting and machining process. Critically, Harry Webster had already suspected – and subsequently proved – that this change would allow for the later change in bore that would result in

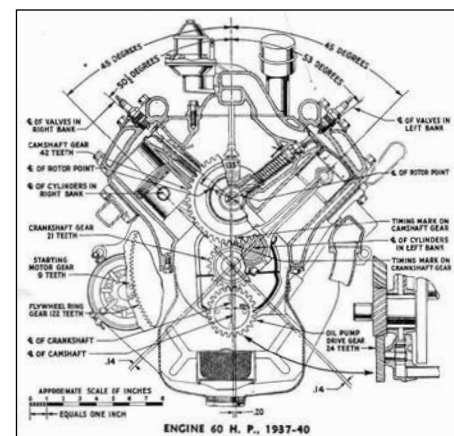
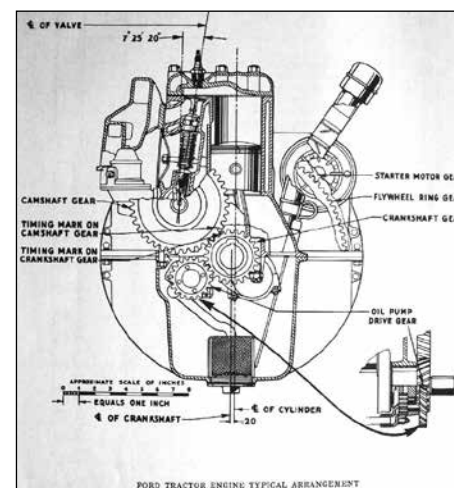
the 1296cc engine. Of course, then with an increase stroke, also the 1498cc unit. The pictures here, courtesy of Motorcross Action magazine, March 2019 issue, show the first key reason why engines are being built desaxe again.



I had hoped to have achieved cylinder head removals on my two engines by now, but my new job has prevented this. Of note, I only managed to retrieve my February Courier a couple of weeks ago, and so need to apologise that somehow the photograph of my 1147cc engine in the January article was just a repeat of that of the 948cc. The main question is, how much is that small amount? My initial estimate was framed slightly by a vague memory of having read it somewhere, but not being able to retrieve the publication and/or online reference. To try and assuage this shortfall more recently, I sought out several online images of block faces of 948 and 1147cc blocks, scaling the images from the bore size and trying to compensate for parallax. As I mentioned last month, from this I had estimated the offset was 2.8mm; however, recently I have unearthed a quoted figure in Graham Robson's excellent book covering the Works Triumphs, from an occasion when he had interviewed Harry Webster. In that book, the stated offset is 5/32in, circa 3.9688mm. For this article I have used this figure, rounding up to 4mm, in the calculations of the effects of desaxe. However, I still aim to make my own measurements to prove this.

ORIGIN OF DESAXE

Desaxe was nothing new. In fact, it was almost a necessity to aid the start of reciprocation in a steam engine as it provided an easy load position to start cranking. There is a comparison to how you get best input to start out on a bicycle, you need to position the top crank at about 20 degrees past top dead centre to get initial drive going. As shown in the pictures above, a key reason is to try and minimise angled thrust from piston to bore. For these reasons, Henry Ford used it in all his early engines, even continuing with use of the technique in V8 engine layouts. The following are two examples of early Ford engines from Jalopy Journal (www.jalopyjournal.com/forum/threads/flathead-ford-asymmetrical-why.457580/page-3)



Perhaps surprisingly, more recently it has returned – and in larger amounts – for a different reason. Although with a large offset the dynamic balance of an engine will suffer, it can be compensated with balancing shafts. A second key reason for applying desaxe now, particularly in motorcycle engines, is that for a given conrod length the engine can be made with less overall height and thus a lower centre

of gravity. Alternatively, an engine designer can choose to increase overall stroke for the same conrod length and increase the intake and power stroke angular movement. As Paul Daniels would have said, "That's magic!" ... but actually, it's all in the geometry. To explain that will take some diagrams; but significantly, in a desaxe engine, piston Top Dead Centre (TDC) occurs after the crank is at its TDC, and piston Bottom Dead Centre (BDC) occurs quite a way after crank BDC. I will explain this magic below, but now just pause and think what that means with respect to camshaft timing? Hold that thought, and I'll come back to it; but note, it means you have gained a tiny bit more capacity than is calculated by pure bore size and crank throw!

So, let us look at what this means with the minimal desaxe figure of circa 8mm in our SC engines. It does not gain us much capacity but, as I will show, it does change effective cam timing. I indicated that Harry Webster had calculated it would allow the increase in capacity to 1296cc but do need to do further investigation to see if the desaxe was removed with the production of the 1493cc Spitfire 1500

DESAXE EFFECT ON CAM TIMING HERALD 1200 & SPITFIRE 4/MKII

To establish those figures, I constructed a scale diagram at double actual size, made careful measurements and wrote a short programme of trigonometric calculations (using an ancient Hewlett Packard HP41CV programmable calculator – but that's another story) to indicate the increase in stroke. There is a website demonstrating the output of a computer programme showing fully detailed effects, but the simplified approach was all that was needed to show the angular position of true TDC and BDC compared with a non-desaxe engine.

As you will see in the diagram to come (an image of the expanded scale drawing), piston TDC occurs at approximately 2.3 degrees after crankshaft TDC (2.32° by calculation), with the piston BDC at four degrees after crank BDC (4.012° from calculation). The loss of stroke is minimal at piston TDC as the angle the conrod is at is quite small (less than one degree, shown in red in the diagram), but as in any desaxe engine the gain in stroke occurs with the increased angle of the conrod (shown in green in the diagram). The gain is 0.06366mm – only very slight, but still an increase in capacity of approximately 1cc. Although minimal, this circa 0.25cc per

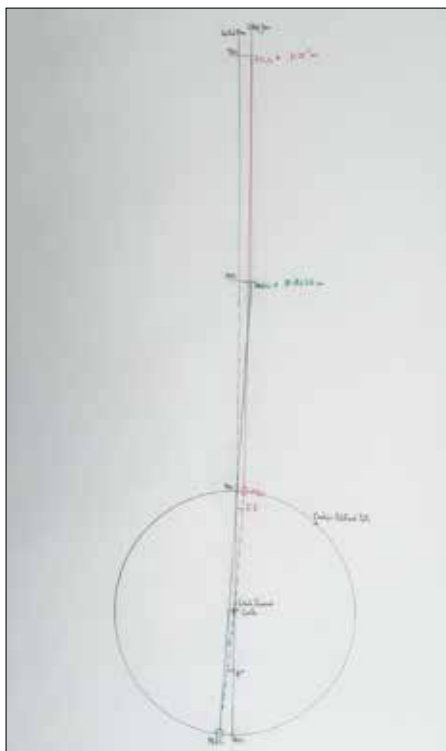
Triumph SC 1147cc (Herald 1200 & Spitfire 4 and MkII)

Specification	Machined	Effective
Bore	69.3mm	69.3mm
Stroke	76.0mm	76.0636mm
Cylinder Volume	286.662cc	286.902cc
Capacity	1146.648cc	1147.607cc (a whole 0.959cc increase – it could be rounded up to 1148cc)

Triumph SC 1296cc (Herald 13/60, Spitfire MkII and Triumph 1300/Toledo)

Specification	Machined	Effective
Bore	73.7mm	73.7mm
Stroke	76.0mm	76.0636mm
Cylinder Volume	324.219cc	324.49cc
Capacity	1296.876cc	1297.961cc (actually making it a 1298cc unit)

cylinder should be taken into account when calculating compression ratio. The point to note is that if a greater offset is used, there will be an increase in loss of piston height at TDC but even more gain of stroke by pulling the piston lower at the bottom of the stroke. Some modern motorcycle engines are now using a minimum of 10mm offset; in some engines, a similar effect is achieved by using an offset gudgeon (wrist) pin in a normally aligned bore.



I have been looking at this for about four months and am still trying to assess the implications to camshaft timing. In essence, we have all been stating vociferously, determinedly and for a prolonged time that our engines have symmetrical camshaft timing. It was certainly true for the 948cc engine but it would seem is not the case for the 1147cc unit, and probably not the case for the 1296cc one. There is a lot to

consider here, and indeed a lot still to revisit, accurately measure, and then recalculate; however, on an 1147cc engine set up on the basis of crank TDC against the timing cover pointer, the cam timing is as follows:

14.3 - 48 56 - 9.7 with a 12-52 52-12 camshaft, or:

20.3 - 54 62 - 15.7 with a 18-58 58-18 camshaft.

On an engine with the 25-65 65-25 camshaft, the timing is actually 27.3 - 61 69 - 22.7.

I suppose if we had not had the break of a month due to the relaunch of The Courier, some of you might have thought this was all an April Fools' joke. And on that bombshell, it's back to the studio... er, I meant back to the drawing board! Of course, there is still the never-ending problem of whether the TDC pointer is correct anyway, but even for those that set up the cam by looking at inlet and exhaust valves on the rock, in accordance with the workshop manual, you will achieve correct inlet opening and exhaust closing, yet there will still be an effect on the other timing figures due to the longer pulled stroke at BDC. This would be near to the symmetrical timing, but ideally in general tuning set-up terms we would want a greater inlet closing angle than the exhaust opening angle. Timing would be: 12 - 50.3 53.7 - 12 with a 12-52 52-12 camshaft, or: 18 - 56.3 59.7 - 18 with a 18-58 58-18 camshaft.

On an engine with the 25-65 65-25 camshaft, the timing is actually 25 - 63.3 66.7 - 25.

All of this might explain why some tuners have had good results when retarding cam timing by 2-3 degrees. Next month, whilst still pondering the overall impact of this, I will probably switch to a car story, possibly about one of my own if nobody sends anything in.

Adam



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HERALD MEMORIES & RESTO PROGRESS

Welcome to June. I hope the sun has been shining a little more for you than it has down here in Devon of late, and you've started to get your Herald back out into the open.

I had an interesting email from member Carl Milner. Something stirred a memory for him about Heralds and the Humber Bridge, so he did some detective work and here's what he found – a great bit of Herald trivia:

In the early 1980s, I was a student at the University of Hull and happened to be driving past the access road to the Humber Bridge when it opened to traffic in 1981. Anyway, the following day an article appeared in The Times about the opening and something from this article stuck in my mind, as the first car over the bridge was a Triumph Herald 13/60 Estate.

Work on the Humber Bridge project formally began on July 27th, 1972. The Chairman of the Humber Bridge Board, Councillor Alex Clarke, had bought a new Valencia Blue Herald 13/60 Estate around

this time and I believe promised to drive his new car across the bridge. Almost 10 years later, he had still got the Triumph Herald and was given the honour to be the first vehicle over the bridge when it opened to traffic on June 24th, 1981. When it opened, the Humber Bridge was the longest of its type in the world.

There is a YouTube clip of a report on News at Ten (it starts around 7:50) here: <https://tinyurl.com/mxw28e2p>

I also managed to find this picture from Google images from the Yorkshire Post, showing the Councillor, the car and the bridge (pic 1). Finally, I had this photo of my 13/60 at the time underneath the bridge on the Hessle side (pic 2). I don't think mobile phones and digital cameras had been invented then!

Anyway I'm now on my fifth Herald over 40 years later.

Thank you, Carl, for those great memories!

I have been messaging fellow Devon member, Miles Coward, this week about his

beautiful GT6. He's been trying to diagnose a slight tapping noise, so chose to do a compression check. Unfortunately, number two was slightly down. To pinpoint where the loss of compression was happening, he then did a leak down test.

For those not knowing what this test is, simply put, if you fill a cylinder with compressed air when both inlet and exhaust valves are closed, if air leaks from the crankcase it's a ring problem, if through the carbs it's an inlet valve issue, and if through the exhaust it's exhaust valves. I thought I'd share the novel way in which Miles confirmed it was an exhaust valve issue (pic 3). Nicely done!



ADRIAN'S HERALD RESTO

Every time I think I've broken the back of the welding on this car, it fights back. All the more obvious repairs were carried out, so I went on to remove the thick accumulated layers of black gunky underseal on the rear tub to expose any last issues (pic 4); there were still a few areas to remedy.

The rear body mounts in the boot were suitably crusty, but thankfully the internal strengthening section was still solid; just the external metal needed replacing (pics 5 and 6).

The floor section forward of the inner arch on the driver's side was looking a little weak, so that was also sorted (pics 7 and 8).

On to cleaning up the front tub and, you guessed it, more repairs. This time, the passenger side footwell was littered with heavy pitting and no shortage of holes that the underseal had been disguising; and while the driver's side just had surface rust, it was a home-made panel that lacked the rigidity of the properly pressed panel (pic 9). After a quick discussion with Adrian, it was decided that both were to be replaced with new.

These panels are a little tricky to get back in the right place as two of the four sides are not attached to anything, and one of the sides that is attached needs a fair bit of fettling to join around the A-post. My solution was to make a little homemade jig (pic 9 again) that braced between the existing left and right panels; then, with some measurements taken for reference, I could replace one side at a time knowing the two floating sides of the new panels were where they should be. After a day's work, both sides were on (pic 10).

As with all new panels, don't rely on them being correct everywhere. These floor panels were good quality and generally true to the originals, but as you can see from pic 11, there are often critical differences.



Coincidentally, this issue recently appeared on a Herald Facebook group, where someone had taken over an unfinished project and the previous owner had done the same repair but not modified it to step back up on the outer edge. Needless to say, he was having trouble joining the front and rear tubs.

Hopefully, by next month's update we will be into the painting process.

WORKSHOP UPDATE

The TR4A rebuild continues and, with most of the electrical circuits in place, we could start testing (pic 12). One of the various add-ons to the modified wiring harness was a more modern column stalk/switch set (pic 13); fitting this involved using a different steering column outer, and enlarging the lobe on the inner steering column that operates the cancelling of the indicators. The new stalks came with a horn push, but we decided to still use the centre horn ring/push so that the stalk horn button could be repurposed to operate the overdrive logic controller.



If you're not familiar with these logic controllers, then it basically automatically disengages the overdrive when you go from third to fourth, and fourth back to third. This is a popular set-up for those using their TRs in competition and provides a sequential-like feel as you go from third with OD engaged to fourth with OD disengaged without having to flick a switch, then fourth with OD.

There's not going to be a radio in the car, so this allowed the H-frame to be used as a switch panel for the extra equipment (pic 14).

Before the H-frame could be fitted, we needed to get the underlay and carpets in place (pics 15 and 16).



Remember, this magazine is all about the members, so why not get your own car featured? Send me some words and photos and I'll make the rest happen (along with the editorial team, of course!).

See you next month.

Darren



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FAMILY TRIUMPHS



BICESTER SCRAMBLE

Our neighbours in Windmill Gardens are quite a sociable bunch, and in one of our regular get-togethers some complimentary tickets to the Bicester Scramble were offered. Having been to one of these events in April 2022, I jumped at the opportunity; and so on Sunday, April 21st, at quite short notice I found myself travelling down the M40 with Paul, one of our other neighbours. Still without a serviceable Triumph, we went in his 'modern', but Paul also has Triumphs in his blood having owned a Vitesse 2-Litre many moons ago. He then swapped it for a TR5 in which he and his new wife drove away from the church after their wedding. I am hoping he will provide some words about his Vitesse in due course.

Back to the Scramble, which takes place at the Bicester Heritage Centre and features many different and diverse marques, so it is full of interest – although there were very few Triumphs present, or indeed MGs. Last time, there was a superb 1930s Dolomite – with the 'waterfall' radiator – and this time a sole Vitesse representative, very nicely restored in Saffron. The 2003 Bentley Speed 8 Le Mans-winning car stood out, along with a Rolls-Royce estate, and a unique blue Triumph GT4 that some of you may know. My 'car of the day' this time was a Corvette Stingray convertible; in fact, there were three of these monsters. The dashboard is just great, including a large clock complete with a second hand. They reminded me of the Eagle comic of the 1960s, as I remember this model being featured alongside the Dan Dare stories.

My apologies for not mentioning SEM in these pages so far, an event that has been off my radar but I hope to put that right in the next year or so. I have contacted the local AOs and, hopefully, there will be some 2024 SEM Vitesse displayed in the July Courier.

This month's main piece is a bit different and more of a throwback to some 1970s motoring memories, which I hope you find interesting. A Vitesse estate has a big mention, and there is a follow-up, which will appear in these pages (probably next month) while it is still fresh in the memory. So, to continue the story of the family Triumphs, here goes...



TRIUMPHS IN THE FAMILY: THE 1970s

Following on from the 1960s, of course, there was the white Vitesse estate (mentioned in the January Courier) belonging to my sister-in-law's husband Bruce's father in the late '60s. Where they lived in Cumbernauld, east of Glasgow, this must have been unique. Having recently asked Bruce about it, he remembered it well and had this to say:

I'm not sure if a photo exists (unlikely) and I really can't remember the registration number. What I can say for definite is that it was white with the black side stripe, and I'm pretty sure it had black seats and interior. I think it was a 2-litre, but can't be certain.

He bought it somewhere locally in the NE Glasgow/Coatbridge/Airdrie area, although I couldn't say exactly where; I know he bought it before we moved house in 1972, I would guess in 1970 or '71. I'm guessing it was '67 or '68 registered. Of course, it wasn't new when he bought it. My main recollection was that whoever sold it to him told him that only 20 were made – you might be better placed to judge the truth of that than I would.

Since we lived in Carbrain in Cumbernauld then, it might be that someone recalls seeing it or even photographing it there or in Glasgow... unlikely, but it might help to know where it was used. He didn't have it very long, maybe a year or so, and I think when he



got rid of it he might have traded it in for a red Ford Corsair V4. I think that was the car he had next. He had that Corsair when we moved house in 1972.

If you recall our discussion about it, we read in one of your magazines that a number of these Vitesse estates were built as company cars for British Steel. This is pure supposition, but it might well be that the car came on the market in that area after being owned by someone who worked at the big British Steel works at Gartcosh (which is only six or seven miles from where we lived... well, Gartcosh is, the steel works has long gone, of course). Maybe a manager or someone who relocated there from further south.

Of course, there were other steel works in central Scotland at that time (Ravenscraig,

near Motherwell, was the biggest), so the Gartcosh connection is 'speculative', to be honest.

I hope this is some help, and I'll be interested to hear if you learn any more history of the car!

Bruce's recollection does corroborate previous reports of 'British Steel' estates – see Dick Plumridge's IVR article in the July 2000 Courier. If only I had mentioned Vitesse to Bruce when I first knew him some 30 years ago, we could have provided some feedback to Dick. I'll have to keep probing Bruce on the registration, but without a photo it's difficult to add anything to all the research that Dick did, plus Andy Bonner and Martin Brown back in the 1980s and '90s.

VITESSE 1600/MkI/MkII



Then there was the 2000 MkII, which my father had from 1975 to '79. This was a 1974, N-registered saloon in Mallard Green, just before its final incarnation as the TC. A bit low on power but for him it was a godsend for towing the family caravan (with the smooth six-cylinder and low-down torque) after struggling with a MkII Cortina 1500 estate and a Hillman Hunter, even with the 1725cc engine. I don't know how he managed to get me insured as a 19-year-old, but boy, it was a nice experience to drive one of these Innsbruck cars when almost new, with power steering and overdrive, too. So much so, I would still like to add one of these cars to the stable – if you have one surplus to requirements or know of one, preferably a 2500 estate, please get in touch.

Finally, at the end of the 1970s, obviously influenced by Dad's 2000 and the Heralds in the family, I started looking for a Vitesse convertible. In those days, it was down to the local newsagent late on a Thursday afternoon to pick up a copy of the Coventry Evening Telegraph and have a look through the classifieds to see if there were any cars to view locally over the weekend. I remember seeing a couple of others, a 1600 and 2-Litre, but my driving instructor had told me the MkII was the one to go for as the earlier ones were a bit unpredictable round corners (it was only later that I understood why he said that). Eventually, up came UXD 103G, close to its birthplace on the west side of Coventry. With a limited budget, it was a bit tatty around the edges (no sill covers, and so on) but it had 12

months' MoT and, after our local garage had examined it on their lift and pronounced it solid underneath, a deal was struck. Insuring it for a year cost almost half of what I'd paid for the car, but it was worth it for the joy of driving such a smooth, powerful motor.

Dad was quite happy for me to keep it in the garage rather than let it deteriorate further outside over the winter. Besides, I was away at university, although it did come out for a topless drive on New Year's Day to mark the end of the 1970s. Little did we realise then how our generation would look back on those days with such affection – shoulder length hair, platform shoes, loons, glam rock, punk, Abba... and a whole lot more.

MALVERN WEEKEND

By the time you read this, the Malvern International Weekend will be just round the corner. I will be there on the Saturday – not in a Vitesse yet, but I look forward to meeting all of you who will be.

A reminder that John Davies, who has been racing Vitesse since the 1990s, plans to have a stall in the autojumble with some of the parts he has collected over the years, so for anyone who's looking for that elusive performance part (and others, too), please go along and see him.

In the meantime, stay safe and keep firing on all six.

Dave T

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Roundtails: 4 | MkII | MkIII

Fitting new floor panels into the Spitfire.



I've been keeping an eye on progress with the roundtail Spitfire restoration in Pakistan that's being documented on Facebook. Asim Mohyidin provided some more information in February: "This particular 'resto' is definitely one of THE most challenging classic car projects (body-wise at least!) that has been taken on by the good people at the Sanatorium so far, and the whole process seems to be sort of evolution."

"In the deliberations that had ensued prior to starting on it, we felt that the only way forward would be to build on whatever was left of the body to first make a sort of 'base' from which we could then carry on the 'journey' towards replicating the body as per its original specs."

"We did not have the luxury of ordering in replacement pre-formed panels or the option of acquiring something like a Heritage bodyshell, so we have gone the 'long way around' using techniques probably not



The floorpans are in place and primed.



The offside door is treated to a new skin.



Fitting the door and applying yet more primer.



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dissimilar from those used by Michelotti himself!"

The car is starting to look more like a Spitfire than a total wreck, helped a little by the blue primer they're using on the bare metal, albeit not a shade that Triumph might have used.

In one of his posts, Asim explains a little more about the Sanatorium: "This place serves more as a semi-permanent/permanent resting place for vehicles while they get sorted out – pretty much like medium/long-term patients in a sanatorium,

hence the name. If truth be told, this is more of a picnic/recreation spot than an old motors restoration facility, although that in no way means it's the proverbial walk in the park. There are times when I am cursing myself – and others here – but it's just a phase and soon passes.

"It is purely hobby-based and non-commercial. All the vehicles here are either mine or belong to CCOG [Classic Car Owners Guild] core members, or some very select like-minded enthusiasts who go along with the idea that the 'journey' of the restoration

process takes precedence over the actual 'destination'... something that the majority of restorers would throw their hands up in horror at, as they knowingly shake their heads in disapproval at such lethargy!

"They are very justified in this, of course, but here in this unknown, unsung corner of the world of classic car restoration, it doesn't really count for very much. There is a small team of mechanics, an electrician, panel beaters, painters and so on in place, who don't know what outlandish task they will be given next!"

IN OTHER NEWS

You may remember that in previous months I have included images of impressions made from some publicity stamps I borrowed from Jasper Bacon together with corresponding images from the 'Standard Triumph Publicity Manual' that Richard Dredge was kind

enough to lend me some years ago. Unfortunately, there was only one stamp of a Spitfire – in fact, an advertisement for the New Spitfire 4, so dating to late 1962 or early '63.



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TRIUMPH SPITFIRE 4
S.S. 102




TRIUMPH SPITFIRE 4
S.S. 102

You could also have individual stamps of different views of the car, with or without its roof fitted.


SECTION D STANDARD TRIUMPH PUBLICITY




S.S. 102. Available in sizes 12", 12 1/2", 13", 14", 15"



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S.S. 102. Available in sizes 12", 12 1/2", 13", 14", 15"



S.S. 102. Available in sizes 12", 12 1/2", 13", 14", 15"

ROUNDTAIL SPITFIRES

Looking through Facebook (on Guy's account – I still haven't succumbed myself), I found a query on the TSSC site asking about this car. Steve Jordan was asking if anyone knew the whereabouts of a Spitfire that he owned from 1983 through to the late '90s. The DVLA website shows that it is currently on SORN and that the last logbook was issued in 2010, so there's a reasonable chance it's still lurking somewhere. If anyone can shed any light on it, it would be good to update him.


Finally, you may not remember (I didn't, but Guy did) that I had bemoaned the fact that Guy had borrowed Sybil's battery for our 1924 Standard Kenilworth, Doris. Searching for this, I found I had mentioned it way back in September 2022! The puzzle I have left is why, if Guy can remember that so clearly, did he have to ask me what my year of birth was... after 22 years together!

Anyway, skimming over that, Sybil has finally been honoured with a brand new battery (until it's nicked for one of the other cars). It took a bit of hunting as Guy wanted to find one that had its terminals at the bulkhead side of the battery rather than at the front, where they could sometimes be a little close to the battery clamp for comfort.

If it's of any use, the battery wizard on the Tayna batteries website is great to narrow down the biggest size of battery to fit in your car, allowing you to stipulate what type of terminal you want and their positioning. Check out: www.tayna.co.uk/tools/battery-wizard. Although we did in the end buy a battery from them, I did also use the information from the wizard to search other sources and websites to see what options we had.

Suzie







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OUT & ABOUT



The show season has now started! Great to have taken my GT6 over to the TSSC's Isle of Wight Weekend at the start of May and, by the time this report is published, SEM at Leatherhead. Both of these events kick off the show season for us in the south, and at the end of this month is the big one – the Inter-Club International weekend at Malvern.

ISLE OF WIGHT

My GT6 had a visitor in the ferry queue... aye aye, Captain!

Here's a selection of GT6s spotted and snapped during the Isle of Wight Weekend.



TACHO ISSUES

Having published an article on GT6 instrumentation in last month's Courier, it was rather ironic that the tachometer in my GT6 suddenly started playing up! The tachometer became noisy and every now and then rather erratic. I thought it was probably a worn or damaged cable, so I replaced it. The good news was the erratic action and noise went

away; the bad news is that the new cable only lasted 100 miles and then promptly broke!

On investigation, I found that my tachometer had seized solid. I did get a quote for having it reconditioned by the same company that did my speedo recently. However, I then saw a good used one on eBay, bid on it, and won it for 24 quid. The bezel was a little tatty, so

I changed it for the bezel on my old tachometer (which was new a couple of months back), fitted the tachometer with an old cable and it's all working well now.

I then stripped down my old tachometer and managed to free it up with a small amount of penetrating oil. I cleaned it and it seems to work okay, so I've now stored it away in my spares stash.

FROM THE ARCHIVES

This month's From the Archives pictures are a couple of period adverts from Triumph and Champion Spark Plugs featuring the Quaker State Group 44 racing GT6 (and other Group 44 Triumphs).

Quaker State Group 44 was a very successful racing team in the US back in the '70s, competing in the SCCA (Sports Car Club of America) championships. As well as Triumphs, the team also raced Jaguars, with the E-type, XJ-S and XJR-5 being used. The main sponsor of the team, Quaker State, was an American motor oil company that's still in business today.

The Quaker State Group 44 GT6 MkII (or to be precise, GT6 Plus as it would have been the US export model) ended up being

owned by Jay Leno a few years back and featured on an episode of Jay Leno's Garage from September 27th, 2009. Sadly, I've not been able to find the episode online to view – just this still picture of the GT6.

Jay Leno no longer owns the car, and I found that it was last sold at auction by Bonhams in the US for \$68,320 back in 2021.

Andy



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Group 44—the Sports Car Club of America's workshop team. (1) Bob Tullius—four-time National Champion—captaining Group 44's Champion-backed Triumph TR6 (2) Brian Fawcett—four-time National Champion—piloting the Champion-backed Triumph TR6 (3) Mike Dooms—1969 SCCA Production National Champion—at the wheel of the Champion-backed Triumph GT6+1 (4) John Kelly—1968 National Champion—driving the Champion-backed Triumph Spitfire (5) Bob Tullius

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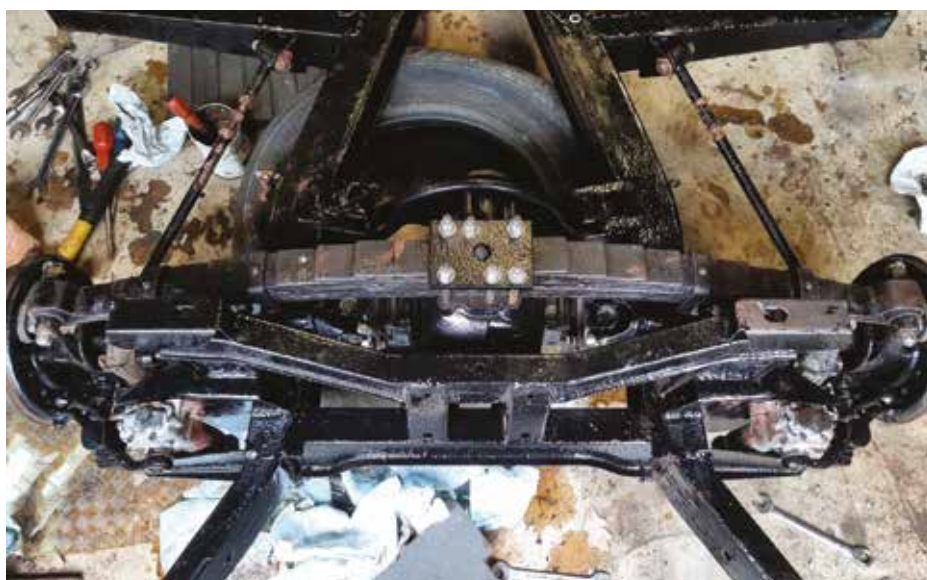
Doesn't time fly? Halfway through the year but hopefully not halfway through the classic car season, with some good events coming up. The Inter-Club International is at Malvern on June 28th-30th and promises to be a great weekend; we should be there, but probably with our 1924 Standard Kenilworth, which celebrates a special birthday this year. We will have an autojumble stall, so please come and find us. Also, if there are any parts you're looking for, please let me know – I would especially like to rehome some spare bonnets, a convertible rear tub and other body parts (not that I can get them to Malvern!).

There's a new date for the Equipe calendar, as we are planning to hold the Equipe Weekend on September 6th-8th. It will be based in Bedfordshire, and the current plan is to meet up on the Friday at Milton Keynes Museum, visit Bletchley Park on the Saturday, and join in the All Triumph Day at Shuttleworth Collection on the Sunday. We have provisionally booked some cancellable rooms at the Moore Park Hotel in Apsley Guise, a Best Western hotel, with a room for two people with breakfast for two nights being about £200. We will shortly be contacting Equipe owners (those for whom we have email addresses) with the information. If you wish to join us, please let me know as soon as possible. There is pub about three miles away with camping facilities, for those who prefer to camp.

We have managed to get out and about a bit in the Equipes, starting with an Andover Area lunch at the Museum of Army Flying at Stockbridge, where we took our 2+2 for its first outing of the year.

Then, on Drive It Day, we took the 2-Litre convertible to Chepstow, where I grew up, to a car show at the racecourse. It was a nice show with a good autojumble, so I was happy but poorer at the end of the day. We came back via Berkeley, where we called in on fellow Equipe owners, Paul and Clare Hutchings.





Finally, today, as I write this, we went to the Classic Car Show at Popham Airfield. This proved to be quite wet, but not too cold and it was good to meet up with Andy Belcher and his son in their 1300 4s and friends from Southern Area.

I have managed to make some progress with the prototype MkIII Equipe. I have cleared off the underside of the body, etch-primed it, coated with stonechip and painted it so that it is ready to be united with the chassis.

The inside of the chassis has been treated with Lanoguard. I have also made some progress fitting up the chassis, having now fitted all the rear suspension to it, and hope shortly to fit the front suspension. It's lovely to get out, do shows and see people but it means that jobs take longer; and now that summer is coming, the garden is growing and all the other jobs need to be fitted in, without hopefully getting too much earache from Suzie! (Wishful thinking.)

I have over the years developed a technique for fitting the rear suspension. As I mentioned last month, I leave the rotoflex units loose, which makes it much easier to move the top of the vertical link into line with the spring eye – I had a spring lifter fitted on the rear spring – which again was only loosely fitted. The outer end of the spring was supported on some wooden blocks. Then by kneeling on the chassis, I could push down to get the top of the vertical link in line with the spring eye to get the top bolt in. If the body is on the car, I have in the past needed someone in the car to provide enough weight, otherwise if you lift the spring lifter the whole car lifts. Once the top bolts are in, everything can be tightened down; you do need to ensure that the locating pin on the underside of the rear spring locates into the hole in the diff.

Weather and time permitting, I am hoping that by next month the body will be on the chassis and I can start to pick up where Reliant finished in 1970. The development/ completion will be interesting. They did get a long way but there are quite a few things that were not done, so will need to be built from scratch – the door window winding mechanism being one big item.

Now, before you forget, please put September 6th-8th on your calendar – you are welcome to come and join us for all or part of the weekend!

Guy

MY KIT CAR STORY

PART 2



Following on from last month's initial instalment, this is Part 2 of the story of my Moss Malvern, the build of which I completed almost exactly 40 years ago.

As I revealed last time, once I'd arrived home with the kit of parts, the Herald mechanicals were all disassembled and restored as necessary. All the parts were dotted around my single garage and the bare chassis was leant against one wall, giving me enough floorspace to assemble the various parts of the Moss body. When the body was together, I then moved it outside and set about building up a running chassis

FITTING OUT

1. Pedals

The only modification I made to the three pedals from the donor was to put a slight extra bend to the right on the clutch pedal, to give space to put let my left foot rest to the left of the pedal.





2. Heater

I fitted the Herald's Smiths heater, which mounts on the inside of the bulkhead. I didn't fit the control flap from the bottom of the heater, so warm air just comes out of the heater box into the cabin. I also decided I didn't need to control the heater valve from inside the car; the valve stays open all the time. You don't feel any heat unless the fan is switched on anyway. If I ever want to close the heater valve, I can just open the bonnet side and push the lever. Water flowing through the heater matrix helps with summer engine cooling – an issue with the Moss engine compartment, which is effectively smaller than the Herald's.

3. Windscreen wipers

The donor's motor, switch and washer system were all used. The arms and blades are not as the Herald, being straight and shorter, but suitable arms were easily sourced.

4. Petrol tank

The tank from the Herald saloon could not be used. There were companies that would build a custom tank, or (as the build instructions explained) a tank from a Mini Van could be used. Back in 1984 there were still car breakers, which is where I found a Mini Van to give up its tank.

5. Radiator and plumbing

When I first built the car, I used the radiator from the donor; it fitted in the nose cone, without the 'wings' obviously. After a few

miles on the road, I realised the radiator was touching the inside of the nose cone, with the vibrations of the body. Small cracks were starting to appear in the gel coat. I changed the radiator to one from an Austin Maxi, which was recommended by Moss.

This radiator is narrower but has a bigger capacity. In the Moss engine bay, the radiator is inside the nose cone, which makes refilling with antifreeze impossible. To get around this, there is a part from another Triumph (1300/1500, I think) that replaces the Herald elbow cover of the thermostat. This has a cap, as a radiator. You put a cap on the radiator itself that is a

higher rating (in pounds) than the cap you put at the thermostat housing, so that this is the one that blows off first. There is an overflow pipe that goes down to below the chassis.

6. Instruments

For the instruments, I didn't use any of the donor car's. I found a new Spitfire speedometer, which looks better as it shows a higher top speed! It also has more warning lights built in. I always thought a sports car must have a rev counter, so I found one from a late Spitfire, which is electronic, so didn't need the drive from the distributor body. I fitted three two-inch instruments – fuel gauge, engine temperature and oil pressure.

Again, the oil pressure gauge is an electronic one, with a sensor screwed into the side of the engine where the original oil pressure switch was. The oil pressure gauge is Japanese, the other four instruments are two Smiths and two Jaeger. With an oil pressure gauge, I decided I didn't need an oil pressure light, so I wired the green oil light in the speedo as an indicator light; these are the sort of things you can do when you build your own car, as you don't have to be bound by convention!

7. Wiring

I reused the donor's wiring loom, modifying and extending wires as required to cater for new extra instruments and the repositioning of others. Some kit car builders find wiring their cars difficult; I was quite confident about it (I do have an A-level in physics!).





8. Lights

The headlights are seven-inch sealed beam, as the Herald. The sidelights are Lucas P90s, fixed on top of the front wings. All the indicators and sidelights are the ubiquitous Lucas L594, as used on early Spitfires and scores of other British cars. All mine have glass lenses. The four rear lights are mounted on rubber plinths to bring them horizontal; I think they are used on a Morris Minor Van. The number plate light is built into the rear bumper.

9. Chromework and badges

Here, none of the Herald's trim parts fit the Moss. Headlight surrounds are as used on many cars (Minis, for example), and there are many options for front and rear bumpers. I just went to a breakers and

hunted around for two that looked like they would fit, although over the years I've changed them. The rear bumper now I found in as-new condition at an autojumble; it has a cut out which I used to fit the number plate light, but research suggests the bumper was made for the front of an early Ford Escort (the hole is for a starting handle!).

The kit came with a chromed Moss badge for the nose, and with vinyl 'Moss' letters for the side. I put two union flags on the side of the bulkhead. The Moss Malvern does have a passing resemblance to the Morgan 2+2; the car from Malvern does have a chrome 'Morgan' badge fitted at 45 degrees on its rear, so I decided to homage this with a chrome 'Herald' badge from the earlier models on the back. The 'ABS' badge is a very recent addition; it doesn't indicate that I

have anti-lock braking but is a bit of a story, so if you meet me at a car event you can ask me what's it all about!

10. Wheels and tyres

A car like the Moss needs a wheel/tyre combination greater than would be provided by the typical 145x13 set-up from the Herald. Bigger rims is the best solution, but as you know, there are limited options of alternative rims that fit the Herald hubs. The other approach is to use wider tyres, not for the sake of their width but, as long as you stick with the standard aspect ratio, as you increase width you increase the diameter. There is a limit to the width of tyre you can put on narrow rims; I fitted 175x13 tyres.

I actually started with Spitfire rims, with the holes. I put spacers on the rear hub to bring the rear wheels out, to fill the wheelarch better. After a while I bought wheeltrims to give a fake wire wheel look. Subsequently, I changed the wheels to 14in MGB wire wheels with 165x14 tyres; you can buy bolt-on splined hubs to take these wheels.

Talking tyres, a quick note on pressures. When first on the road, I went with Herald-type tyre pressures (18psi front, 24psi rear), but I found the rear felt quite hard over bumps, so after a while I reduced the rear to 18psi and the ride is much more comfortable. Remember, there is a lot less weight on the rear suspension with the Moss body over the original Herald one.

11. Paint

One great advantage of Moss kits over the rest (Gentry, Spartan and Burlington, for example) is that the glassfibre body comes in self-coloured gel coat. I chose black. This does ease a home build, and although the finish was never to Rolls-Royce standards, I was happy with it.

Over the years the sun and rain did get to the surface, and it stopped taking polish. Someone suggested I try the back-to-black spray, which I eventually did; it worked pretty well, producing a passable shine for a few weeks at a time. Recently, even that has stopped working, but I've found another back-to-black product, which is a cream, that does give an okay finish.

12. Seats and trim

I bought the seating and trim kit from Moss. The interior is still as it was, although I've renewed the carpets. It's not too bad considering it's 40 years old and has patina. One point to note, which applies to all

Herald-based kits, is that you need to keep your bottom as low as possible in the car. On Heralds, the floor is shaped to go down between the chassis outriggers, so the seat runners are effectively at the same level as the bottom of the chassis. The kit bodies all sit on top of the chassis, so the seat runners are that much higher. If your runners are tall and your seat well padded, you will look like you are sitting on the car rather than in it. Over the years, the foam and webbing in my driver's seat have deteriorated, which is a good thing as I now sit that much lower.

13. Hood and sidescreens

Again, I bought a hood and sidescreen set from Moss. It worked okay, though I had several attempts to mount the sidescreens. After some years, the stitching of the hood deteriorated; I did get it repaired once, but for the last decade or so I've taken the hood off the car completely. With two other Heralds in my fleet, I can select the dry days to take the Moss out!

14. Seatbelts

Seatbelt mounting is an issue. Of course, there is no way to test the strength of a seatbelt mounting point on a home-built car. I had no real option but to mount the top fixing to the glassfibre inner rear wing. I bolted a square of sheet steel, about 150mm x 150mm, to the glassfibre and mounted the seatbelt through the middle of this. I don't know if this would pass the IVA (Individual Vehicle Approval) test today.

PAPERWORK

Back in 1984, there was no SVA (Single Vehicle Approval) or IVA, so I submitted the finished car for an MoT test. At that time there didn't seem to be a process to change the make or model of a car on the V5C Registration Document, but you could change the colour and body type. I changed the details from a blue Herald saloon to a black Herald convertible, and I changed the engine number as well. The MoT testers seemed quite happy, though they didn't always know whether to write 'Triumph' or 'Moss'! I have included a scan of its first MoT certificate as a Moss, issued on July 20th, 1984 – you can see the make is 'Triumph' and the recorded mileage is four!

In the late 1990s, the DVLA had a campaign to get kit cars registered to recognise their new body shape. I arranged for a visit by a man from the local licensing office and, after a bit of prevarication that I

won't go into, the car was re-registered as a Moss Malvern.

ON THE ROAD

I loved driving the Moss from day one. It feels different from a standard Herald. It's lighter (it weighs about 600kg all-in), and so accelerates better. Being such an open car, it does feel like you're going faster than you actually are, which is fine – it's all about the sensation.

In the 40 years since completion, I've clocked up almost 70,000 miles. It's broken down once, in 1990, when the clutch plate disintegrated. There's a theory that this can be caused by a warped engine rear plate, so I changed the plate when I put in a new clutch set.

FUTURE PLANS

Having owned the car now for 40 years, I reckon I'm far too emotionally invested in it to ever sell it. I keep it fully serviced; I do think it could really do with a total disassembly to clean and renovate all its bits... one day. I would love to build another car, but owning the Moss and two other Heralds means there's always some maintenance to do, so I don't know where I'd find the time... despite being fully retired.

Trevor



DEPARTMENT OF TRANSPORT

Test Certificate

Serial Number
IP476975

The motor vehicle, of which the Registration Mark * is:-
VLC 4586 having been examined under section 43 of the Road Traffic Act 1972, it is hereby certified that at the date of the examination thereof the statutory requirements prescribed by Regulations made under the said section 43 were complied with in relation to the vehicle.

Vehicle Testing Station Number **16938** * When no registration mark is exhibited on the vehicle the chassis or serial number should be shown.

Date of issue **July 20 1984** Make **Triumph**

Date of expiry **July 19 1985** Approximate year of manufacture **1969**

Serial Number of immediately preceding Test Certificate **N** Recorded mileage **00004**

(To be entered when the above date of expiry is more than 12 months after the above date of issue.)

If a goods vehicle, unladen weight **N** kg

If not a goods vehicle, horse power or cylinder capacity of engine in cubic centimetres **1300cc**

Signature of Tester/Inspector **[Signature]**

Authentication Stamp

WARNING
A test certificate should not be accepted as evidence of the satisfactory mechanical condition of a used vehicle offered for sale.

CHECK carefully that the particulars quoted above are correct. Certificates showing alterations should not be issued or accepted. They may delay the renewal of a licence.

KEEP THIS CERTIFICATE SAFELY
(See Notes overleaf)

VT20

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SU CARB REBUILD

After having problems tuning my TR4A with its new cylinder head, I thought that I had better check out the carburettors. I'd bought them years ago at the TSSC Stafford show (it shows how long ago this was and how low I am on articles!) from a dealer as reconditioned and ready to fit to a TR4A. I could see that they weren't the right carbs for my TR4A as they had breather pipe fittings, but I wasn't worried about this as they are easily blocked). My old carburettors had severe wear in the main bodies where the throttle spindles locate.

The £80 I paid for the new carbs as the dealer was packing up more than justified me not buying new over-size throttle spindles or standard spindles with bushes and line reaming the carburettor bodies. I was never been happy with the reconditioned carburettors, though, as the jets stuck in the down position sometimes when I used the choke and I had to open the bonnet and push them back up manually even though they were correctly centralised.



Checking the needle protrusion with a depth micrometer.

The Viton tipped float valve next to the original brass item.



Setting the jet height with the micrometer.



The process of balancing the carburettors.

I bought a set of needles and jets from Burlen and also a pair of their Viton rubber-tipped float valves as my front carb had an intermittent leak that new brass float valves hadn't cured (I had also tried the ball type valves but they had leaked continuously). I removed the carburettors and stripped them down to their component parts, apart from removing the throttle discs and spindles as when I checked them there was no play in the spindles/bodies and the discs were perfectly aligned in the bore. I did notice that the locating lug for the front carburettor's float bowl had been sheared off and had not been repaired when it was reconditioned. I did toy with the idea of drilling a blind hole and inserting a roll pin (split dowel) but I decided to just mark the position of where the float bowl should be located with a couple of centre punch marks.

After I had given the components a good clean, I replaced the old float valves with the Burlen ones. I then replaced the jet assemblies which were set to 1 3/4 turns down from level with the bridge and centralised, but I had to 'tweak' the linkages and give the jets a bit of a 'polish' with some 800-grit wet or dry paper to get them to snap shut when the choke cable was pushed home. This was time-consuming as I didn't want to remove too much material from the jets.

With everything reassembled and the carbs fitted to the inlet manifold, the choke cable and throttle linkages connected, the manual lever on the fuel pump was used to prime the carburettors, and the engine



The new carbs in place (note the blocked breather fittings).

started easily with the choke pulled. I then balanced the carburettors with my Crypton vacuum gauge and set the tickover (too many years playing drums have left my hearing too damaged to make accurate adjustments using the 'pipe to ear' method).

With the engine warmed up, I took the car for a run and found that the mixture was too weak. I wound the jets down another half-turn each and took the car out again; it was still too weak and I had to pull the choke out slightly for the car to run as it should.

After another half-turn down on each jet, I reset the tickover and took the car for another drive. It was still too weak, so the only thing was to order new needles to allow for a richer fuel/air mixture. When the needles arrived, they were installed and the

jets were reset to 1 3/4 turns below the bridge. The carbs were checked to ensure that the balance was still good and the tickover set to about 7500rpm. I took the car out again and the mixture was a lot better, although the car pulled better with a bit of choke.

Back at home I wound the jets down another quarter of a turn, reset the tickover and took the car out. This time it ran perfectly and although I am tempting fate, after over 10,000 miles the only maintenance (apart from keeping the dashpots topped up) is a drop of oil where the spindles enter the carburettors every week or so.

Keep your carbs in good nick...
and enjoy your trip!

Bern



FUEL SYSTEM OVERHAUL

I have been asked in the past month about a fuel system overhaul, so again I refer to Richard Briscoe's article. Here is what Richard has to say:

As most Stag owners are aware, its petrol system is a little bit more complicated than that of a Spitfire or GT6 and does require a little more maintenance than those set-ups. The problem with the Stag's is that there are many different areas for fuel vapour to escape from the fuel system without any sign of a spillage. This can result in anything from losing fuel whilst parked up on a hot day, to going away for the weekend and all your possessions in the boot smelling of fuel.

I have written this article to allow you to give the complete fuel system (excluding carbs) a thorough checking. Disconnect the battery and please be very careful not to allow any naked flames, or anyone to smoke near the car. (You are aware what can happen if you do!)

Please ensure that all pipes changed are correct for unleaded petrol and not car heater hose.

The best time to check the fuel system is at the beginning of the year before it starts to get too warm and with a nearly empty fuel tank. And the best place to start is in the boot. Remove the boot carpet mat and the luggage boards from above the fuel tank and spare wheel and place them away from the car. Remove the spare wheel and jack and place them away as well. Remove the right-hand side boot carpet, which is covering the fuel pump and the filler neck pipe.

The view should be similar to the one in pic 1 (which is a late MkII – MkIs have a shorter filler neck pipe). First thing to check is the little rubber pipe end, which is next to the tank sender unit. This pipe appears to have been fitted to the tank as a return pipe should fuel-injection have been fitted. It is not required on a standard Stag so was blanked off with a piece of rubber pipe folded over to seal it (see pic 2). After 30-plus years, this will probably have perished



and have pin holes, allowing fuel vapour to escape and make the boot area smell. I would recommend replacing this piece as a matter of course with a new piece of petrol pipe kinked with a cable tie.

The next job is to check the tank itself, which I prefer to do in two stages. The first is under the car. There is a blanking plug

that may or may not have a drain plug for the fuel tank poking through it. **DO NOT BE TEMPTED TO UNDO THIS PLUG.** If you do, you will probably break it clean away from the tank and ruin it. Check the area around this plug for any sign of the paint/underseal being washed off, as this is a sure sign of a petrol leak inside the boot. I then like to





3



4

remove the tank completely from the car to give it a thorough checking and a coat of Waxoyl.

Remove the three wires from the sender unit (mark-up which wire goes to which terminal). Loosen the jubilee clips securing the filler neck and petrol pipes, and remove them. I find it easier to remove the filler neck completely at this point. Finally, remove the four securing bolts – one on each corner – and the tank should lift out. Be careful of the drain plug catching the hole in the floor. Set the tank carefully down away from the car, and check the boot area first.

If there are any signs of rust from water leaks, establish the source and fix it to stop water entering the boot and check the seam of the floor/rear bulkhead as this may go soft and dissolve if there is a fuel leak. Drain any fuel left in the tank into a clean container so you can see if there is any debris in the fuel tank.

If water has entered the tank at any time, there will be a rusty brown sludge at the bottom. The fuel should be a clear liquid with the odd particle in it. We all assume that the fuel we buy is clear from debris; but having worked on an oil refinery, I can tell you that the storage tanks are made

of steel that rusts, and the big inline filters between the tank and the petrol tanker don't half fill up quickly at times! Give the tank a swirl round with some fresh petrol if you think there is a significant build-up of debris. On the small-chassis Triumphs, there is a benefit in fitting another filter at the tank end of the fuel line as this prevents the fuel pipes becoming full of rubbish under the car. When I get around to fitting the fuel system on my Stag, I will be adding an extra inline filter in the boot area. The one on my GT6 fills up every couple of years; the one at the front has been changed for the first time in five years. Well worth the extra effort.

Next step is to examine the outside of the tank thoroughly. Your tank will probably have felt/foam pads on the bottom which can trap moisture on the underside of the tank. It is well worth gently pulling them off to examine the tank condition underneath. Pic 3 shows a tank that looks in good condition, but one of the rust spots was allowing a small leak of fuel. This tank will be repaired with a specialist tank sealing kit in the future.

Whilst the tank is out of the car, it is easier to check the fuel breather pipe (pic 4). This is the pipe that runs from behind the filler neck and down through the boot floor via a fuel filter. The common problem with this pipe is that it becomes blocked with mud/underseal under the car, and then on a hot day becomes pressurised from the increased fuel pressure in the tank and blows off one of the connectors. This then allows fuel vapour to escape in the boot of the car. Change the filter whilst you are checking the pipe.

Another point to check is that there is a small earth wire fastened between one of the fuel filler cap securing nuts and the screw on the inner wing (pic 5). This earths the filler neck when you touch the neck with a petrol pump nozzle.



5

The filler cap has a rubber seal on the plunger, which is worth changing if you're not sure of its condition as this can be a source of external fuel smells. All that remains now is to follow the pipework under the car to the engine bay, checking that none of the clips have chafed through the pipework and that the body grommets are in sound condition (or nobody has damaged the pipe when welding under the car). Then change the fuel filter in the engine bay.

Last job before refitting is to check the area under the hood well, as there are two big holes that should be taped over (pic 6). If your car has been restored, you may find that these have been left open. I would recommend sealing them with duct tape as fumes can enter the car from the boot at this point; that's okay with the hood down but could be dangerous if the hood is up or the hardtop is fitted.

Now all that's left to do is check the fuel pump connections and reinstall the tank, and you should have petrol fume-free days!

Final tip: don't park the car up in direct sun with a full tank of petrol, as the vapour will expand and put pressure on the fuel system.



Thanks again to Richard for a very interesting article. Disclaimer: Richard's descriptions and tips above are of his experiences and not intended as an official TSSC guide to undertake the aspects of the Stag's fuel system. 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 V8's purring!

Ben

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EVENTS

DRIVE IT DAY

A QUICK ROUND-UP OF SOME OF THE DRIVE IT DAY ACTIVITIES ORGANISED BY TSSC AREAS AROUND THE UK BACK IN APRIL

DEVON

A total of 19 Triumphs and a V8 kit car met at the House of Marbles at Bovey Tracey for a 30-mile run over Dartmoor, finishing with a cream tea at Postbridge Village Hall. They were joined there by another five Triumphs from North Devon.



EAST SUSSEX

On a bright but chilly morning, six Triumphs gathered in Battle before setting off on a 30-mile road trip to Dungeness: Keith and Fran in their 2500, Pete in his Spitfire, Kevin in his GT6, and Andy and Lynn, David and Kim, and Geoff and Wendy each in a Vitesse.



ESSEX

The day started with a breakfast meet at Ongar Garden Centre, with 12 cars and 22 members in a wide variety of Triumphs. One Spitfire had problems with its wiring, but the rest of the group enjoyed a scenic route towards Shoeburyness.



ISLE OF WIGHT



A convoy of 10 enjoyed a sunny ride out to GG's Cafe from Whale Chine car park to celebrate Drive it Day. Jo and Roxy report that it was "lovely to be together under the sunshine and zip-zooming around in the warm weather".

NORFOLK



TSSC Norfolk's Drive It Day Scatter Treasure Hunt keeps growing in popularity, with seven different locations to choose from. The rest of the stops could be done in any order, with each stop having up to five questions, with points given for correct answers.

PETERBOROUGH



Peterborough Area's route started at Wansford, with six Triumphs squeezing onto the frontage of the Haycock Hotel. The route took in various items of interest, and the group stopped a few times for photo opportunities, including under Span 72 of the Harringworth Viaduct.

SCOTLAND EAST

Drive It Day involved a small rally from Edinburgh, following the A70 down through Carnwath and finishing just outside Biggar at the Big Red Barn café, where the group enjoyed coffee and discussed the coming show season before traveling back to Edinburgh.



SCOTLAND WEST

Scotland West took eight people in four cars down to Northumberland for the weekend, meeting at Dobbies Garden World near Edinburgh, then heading for Bamburgh and staying at the Victoria Hotel, just up the road from Bamburgh Castle.



SOMERSET

After a cloudy start to Drive It Day, the sun came out and all the roofs came down. The route took the group to Cheddar Gorge, then a coffee stop at Blagdon Lake. The Brunel group of the TR Register was also there and had got some parking allocated.





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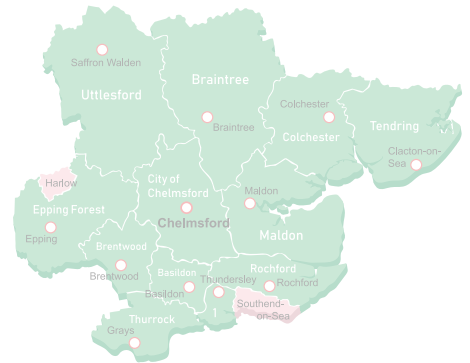
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ESSEX SPOTLIGHT



To mark the Essex Area being the TSSC's 2024 Area of the Year, we pay a photographic tribute to its many activities in April

SUNDAY, APRIL 7th
Drive from Toby Carvery in Basildon to Foulness Island Heritage Centre



SUNDAY, APRIL 21st
Road trip from Ongar Garden Centre in Kelvedon to Shoeburyness for Drive It Day



SUNDAY, APRIL 14th
Drive and display at The Cobweb Classic Car Show, Ramsgate



SATURDAY/SUNDAY, APRIL 27th/28th
Weekend display at Saffron Walden Crank Up



Area News

THIS MONTH'S REPORTS FROM THE TSSC AREAS

Triumph Sports Six Area Liaison Officers: Paul & Christina Girling

Email: tsscareas@gmail.com Tel: 07584 000442

Having read through the area reports, it's good to see so many active areas with loads going on and plenty of members enjoying their area. Well done all.

It's getting to that time of year again, when the warmer (and hopefully drier) weather brings out the Triumphs. If you're looking for something to do over the coming months, get in touch with your local area to see what they are up to. With over 55 areas, we have a lot of the country covered.

As you can see from the Drive It Day feature in this issue, many areas not only have a monthly meet but also organise run-outs, tulip routes and treasure hunts, as well as attending local shows. It's a great way to meet like-minded people. If you're thinking of attending your first local meet, by all means let your AO know so they can keep a welcoming eye out for you.

Do more with your Triumph this year!



Paul and Christina

ANDOVER

We thought it would be nice to try something more than just meeting for lunch in a pub, so in April eight of us met up at the Museum of Army Flying at Middle Wallop. Unfortunately, when we first decided to visit and decided on April, we hadn't realised it would be half term. There were quite a few families and kids in the cafe so noise levels were a bit high, but we found a couple of tables to sit at, so that was ok, as were their butties and chips for those who had some.

The other thing we hadn't planned for – but perhaps should have – was it being rather a damp April day, but we still had a few classics in the car park, all dotted around the busy area. These included Bob's new MGB GT and Alan in his new TR6, which Ed managed to park right next to when he turned up in his TR6. Alan traded in his Spitfire for the 6 so has added a couple of cylinders. Jasper came in his GT6 with

his friend, Jon – hope to see you again sometime – and we went in Guy's Equipe 2+2. He had washed the convertible a few days earlier, which probably is what prompted the rain.

Drive It Day saw various people heading in different directions in their cars. Kevin said: "With my Triumph cap on head and the heater on full blast, I had a blast too, into Winchester and out through some of Hampshire's lovely country lanes."

Guy and I had a good (but very cold) trip to Chepstow for their Classic Car Show and autojumble. It turned out to be mostly proper autojumble, not just tools or naff new stuff, so Guy was able to find a few goodies. It turned out nicer in the afternoon, still chilly but mostly blue skies and warm in the sun, as we went off to visit a friend and fellow Bond owner, so the car was well driven, covering over 120 miles.

Ed also went out in a Triumph: "I had forgotten about Drive It Day, but on that Sunday I had to drive

to Wickes in Andover, so I went in the TR6 since it was a nice day. In the car park was another TR6 and an E-type, which seemed a bit unusual, and then it finally dawned on me – Drive It Day. I took the scenic route back home and spotted a few other classics. As you say, it was a nice day but still a bit chilly with the top down."

Graham Ness hasn't been able to join our regular meets for a while, but good to hear he now has the Spitfire ready for this summer.

"Having endured a rather miserable spring up to now, it was refreshing to wake to a sunny and welcoming morning on Sunday, April 21st. The village of Crofton is quite local to me, and the 200-year-old steam Beam Engines installed there to pump water up to a high point on the Kennet and Avon Canal have always been a local attraction. One of the national Drive It Day meetings had been organised here and I had to exercise my MkIII Spitfire sometime soon, so this seemed a good excuse.

"Having spent a few hours over previous days checking over the car and recommissioning it for the New Year – and clearing a seized carb jet – it was ready to go. I arrived at Crofton very shortly after the event opened at 10.30am, and there must have been about 20 cars there before me, primarily parked on the hard-standing car park. I was the first Spitfire to arrive, but five or six TRs of various marques were already there – including the early white TR2 that is touring around the country. A pair of MkIV Spitfires arrived a few minutes after me and then cars started flooding in. Additional space was being used closer to the engine house, primarily for the cars of volunteers who help at the Beam Engines.

"The overflow car park was initially used just for more modern vehicles, but it quickly became apparent that the older/vintage vehicles would need to park there, too. I wasn't aware of any GT6s and most of the Spitfires in attendance appeared to be

MkIVs. An older Triumph Roadster was present when I arrived but departed shortly after. A couple of nice Heralds were there, but I don't recall seeing any Vitesse – though I'm sure someone will correct me in due course. The event was certainly not purely Triumph, with a wide range of primarily British-manufactured cars.

"I had to leave shortly after midday, but cars were still arriving as I left. I drove the long way home, taking advantage of the quiet country lanes on the way. I hope the motoring season continues like this.!



It turns out that Jasper had also visited and had seen the elusive Vitesse that escaped Graham: "I made it to Crofton Pumping Station yesterday. It was a good opportunity to meet up with my mum for a picnic. She lives in Great Bedwyn, so she just had to walk along the K&A towpath. It was a lovely day but a bit chilly,

with several nice cars coming and going. I parked next to this absolutely immaculate 1962 Vitesse 1600 that had come from Bristol. There were quite a few other Triumphs, including the white TR2 with all the TR Register logos, which had followed me around Oxford in the pouring rain on the way back from Silverstone after the Centenary Weekend last year."

Alan was there, too: "It was fascinating to see the beam engines even though it wasn't a day when they were working. I was amazed at how many mixed-make car clubs attended and it was good to see so many different cars of

all eras there. Triumphs were very well represented with about six or seven Spitfires, a dozen-plus TRs (including two TR5s), Heralds, Vitesse and a front-wheel drive 1300. It was good to see all the classics being used – I would guess by lunchtime there must have been over 70. My day started seeing Ferraris gathering at



Solstice Park for the start of their Drive It Day."

Tim, who volunteers at Crofton and had originally told us about the open day, updated me on it afterwards. It seems even Helen, his wife, was roped in to help in the cafe as they were so busy. "The Crofton Drive It Day turned out to be a great success. Having only really pushed it through car club contacts, the word got out. At one point we had more than 200 cars in our car park and field. A big range of cars and ages. Lots of Triumphs. Many of the drivers did tour the engine house, so it proved a great advert for the site. Many donations [were made] both to the Crofton charity and the NSPCC. We were selling the Drive It Day plaques on behalf of the NSPCC and a sizeable amount was raised. We hope to repeat this again next year as it was so worthwhile and many people said they wanted to return to see the engines in steam

"A wonderful dry day, if a little cold with the breeze. People turned up all day. The volunteers were a bit rushed off our feet so we will know in future to staff it with higher numbers. However, if it rains the turn-out would be a lot less."

After a couple of eventful days for our cars, we're back to the Chalkhill Blue in Andover for the May meet, then we've planned another 'away day' for June. The plan is to meet at the Cafe in Hangar 3 at Old Sarum Airfield, Salisbury, SP4 6DZ at 12.00 for lunch, then to visit the neighbouring Boscombe Down Aviation Museum in Hangar 1 on the airfield for an introductory talk, then a look around the collection. Please contact us if you would like to join us for this.

Hope to see some of you at the next lunch meeting, and at Malvern.

Next meetings:

June 1st-2nd – Country Show at Rainscombe Park, Oare, Marlborough SN8 4HZ.

June 1st-2nd – Wiltshire Steam & Vintage Rally, Broad Town, Swindon SN4 7RB.

June 12th, 12 noon – lunch meeting at the Cafe in Hangar 3 at Old Sarum Airfield, Salisbury SP4 6DZ, followed by a visit to the nearby Boscombe Down Aviation Museum.

June 28th-30th – Inter-Club International, Three Counties Showground, Malvern.

Guy & Suzie

AVON

The 2024 show period is upon us, and for most of the Avon group our first outing was on Drive It Day. We left Emerson's Green for a country route to the Black Shed Cafe, which is well worth a visit, and next to the Sharpness Canal. Food was enjoyed, and some ventured on a short boat trip. A photo was taken by Mark when we had to stop en route to confirm whether the 'Road Closed' sign was genuine – it wasn't!



The next main event is the Castle Coombe Steam Rally – report next time. Enjoy your outings!

Dave

CAMBRIDGE

We met on a balmy May evening in The Plough carpark, where we saw a happy Steve who'd finally cured the overheating in his Triumph Mayflower, and Mark with his dad, who was showing off his customised pick-up in his Spitfire for his Megajolt.

Steve's Mayflower had been overheating and the previous owner had tried all sorts of bodes to get it to cool. Going back to basics and a new rad solved that. His new problem was then that it was running rough at low speed. He had found a breather pipe that had been boded and was in the process of reinstating the venturi at the end.

Toby and Andy were discussing the missing Mike and his tribulations with his steering rack and overdrive. The new one was way too stiff, so he had to swap the old one back. The overdrive would go in but wouldn't always disengage. He swapped the solenoid from the original instead of the new one and, after much

cursing and grinding down of special spanners, managed it.

His prep work was for the Crash Test Dummies Welsh Tour 2024, which ran Friday, 10th to Monday, 13th with Toby, Mike, Andy and me. Glorious weather and fabulous driving.



Tom

CHESHIRE

Our apologies to Cheshire area members on missing out the April report. It follows below:

We met two new people in March, both with GT6 projects. Alan, who has recently rejoined the club after a long absence with a MkII, and Phil (from Saddleworth) with a MkIII. I am trying to persuade Phil to join the club.

Richard reported that he had no clutch operation in the Spitfire as all the fluid had fallen out of the bottom of the master cylinder. He also showed pictures of the repairs to the roof pillar of his Herald Estate, where he has replaced air with rather neat metalwork. Monty was part-way through fettling the Bond brakes. If I remember

correctly, sorting one of the many-way junctions was proving difficult. We also discussed proposals for Drive It Day.

In April, we met Matthew, who has just joined the club and has a recently acquired a Spitfire MkIV project (or kit of parts). This looks like a true challenge, and there were many suggestions as to how to proceed. Spitfire bodies require serious care when the sills are suspect, with one tale of a door with the edge folded over so it would fit in the reduced-size opening. Monty has now fixed the Bond and came to the meeting in it.

The new magazine format seemed to be well received.

I mentioned that Hark the Herald's valuation had expired, as I had not received a reminder. It seems that nobody else had ever received a reminder in this context. When I returned home, I checked, and I did indeed receive a reminder (by snail mail) in February 2022. My new valuation has been emailed to Club HQ.

Richard came up with a plan for Drive It Day (April 21st), basically getting to the vicinity of Carsington Water and then proceeding to Wirksworth, where there should be a choice of Ecclesbourne Valley Railway, National Stone Centre Museum, and Middleton Top Engine House. Richard should be 'exploring' the route as I am writing this report.

The North East Area have emailed that they are proposing a run to the Leyland Commercial Museum on July 14th or August 4th. I mentioned this at our meeting, but I have lost my notes about the responses.

REPORT FOR JUNE

The weather was quite good for Drive It Day, with pleasant sunshine. Three cars gathered at Sainsburys in Leek, the traditional Drive It Day starting point, and traversed the countryside to Wirksworth. Many thanks to Richard for sorting the route out and leading the convoy.

I had intended to join the DID convoy, but Hark the Herald had run out of valuation (that's another story). So, I put petrol in Heap the Vitesse, pumped the tyres up to pressure, washed the dust off, checked oil and coolant levels, and then checked the fluid levels in the master cylinders. The brake master cylinder was almost completely out of fluid, so the decision was made not to

do DID. On the Sunday, I checked the wheel cylinders and calipers (wheels off, drums off, calipers off) but no sign of a leak. No sign of fluid on the brake pedal or at or 'under' the master cylinder, or at any of the visible joints at the front of the car. With the engine running (to power the servo), my assistant watched the fluid level as the brake pedal was pressed hard several times – again no sign of a leak. So, it's a mystery at present – I'll just keep a very watchful eye. When was the fluid last checked (and noted in the blog)? 2017.

We had good weather for our meeting, which resulted in six Triumphs in the car park, two of those being Bonds! We welcomed Craig and his wife in their TR5, in addition to the regulars. Alan has successfully negotiated the fun and games with the DVLA, and now has a V5 with his current address and Historic Vehicle. It was warm enough for at least one Triumph to go home with the hood down.

Monty enquired about fitting telescopic shockers to Rotoflex rear suspension. I bought the bits in September and October 1994 from Barry Stafford and fitted them in March '96. My notes say that the holes in the brackets needed a lot of filing to allow the bolts to fit. These were the days of silver nitrate films in still cameras, but we did have a video camera as our son had recently come into the world, and there are three or four minutes of video of telescopic shockers being fitted. It was a much more involved process than I remembered. I asked whether the floor (the bits that bolt onto the chassis above the rear spring) was steel or glassfibre, and the best precis is that the answer is unknown. This brought us onto swing springs, where Richard pointed out that most swing springs started their lives intended for use in Spitfires and GT6s and were therefore not particularly suitable for Heralds with back seat passengers. There is a simple solution, of course – don't have back seat passengers.

The weather on Bank Holiday Monday was forecast as a little rain around noon, otherwise reasonable for the rest of the day. In the morning, there were actually patches of blue in the sky, and the journey from the branch office to the Classic Car Show at Gawsorth Hall was pleasant. On the way, there was a Model T apparently broken down on the

Congleton Road, but with an MX-5 in attendance (clutching a mobile phone). There were also several cars that looked like they would be going to Gawsorth Hall but might have missed the turning. Once at the Hall, there were plenty of classic cars. There was one other Herald, one Vitesse (hello, Richard), one or two Spitfires, many TRs and a sprinkling of Stags. The weather remained dry for the day. On the way home, it seemed that the stranded Model T had made its way onto the back of a recovery lorry. I don't think it was the local Model T that I have observed on the Tesco roundabout in the middle of the day (brave driver!).

Events in June include Tatton on the 1st and 2nd, Lymm Historic on the 23rd and the Inter-Club International on the 28th to the 30th. That should keep us all busy.

Our next meeting is on Thursday, June 6th at the Cock & Pheasant. First run out of the year, so 7.30pm for 8pm. The destination will be the Swettenham.

Henry

CORNWALL

Lovely to see you all at April's club night. I have booked a table for us for the next three months at the pub. I'm hopeful that perhaps on one of those occasions, we can gather outside to have a meeting. The pub is very keen for us to continue our meetings over the summer months and welcomes us. Please do let me know of your attendance, especially if you are wanting to eat.

On to the big event of April – Drive It Day, and here is a write-up from Claire and Malcolm:

TSSC... well, on this year's Drive It Day it also stood for Triumphant Super Sunday Convoy! We all love one of those. The icing on the cake was the sun shining, blue skies and calm, dry weather – happy days.

Our starting point was at Cornwall Gold, near Portreath, on the B3300, which has a great cafe and a large car park. This was going to be a great run out because we were hitting the coast road – what's not to love? This year's run had fallen to Trudy and Tristan to kindly organise, and was made extra special as they had driven their newly acquired MkI 2000, looking stunning in a striking red.

So, we all set off, pure joy in

a triumphant convoy! The coast road is a nice, easy drive – you get terrific views and it's not very busy at this time of year. We did pass a few wonderful classic coaches and old double-decker buses, and that reminded me of our dear friend and club stalwart, who sadly passed, Mike Crewes, as that was one of his passions and he always supported and enthused about Drive It Day.

having fun and we had to get to our lunch on time. We couldn't even manage Penzance seafront – sorry Penzance, you missed a treat!

We touched the A394, then took the B3280 Goldsithney, leading to Bunkers Hill and Country Skittles, our lunch destination. It was a dash in and abandon cars, as we had skittle lanes booked before we could eat, so it was a crazy



We drove through Portreath continuing on the B3301, passing by North Cliffs, along Gwithian and through the town of Hayle, following to Lelant, Carbis Bay and along the harbour front at sunny St Ives. Well, we had to put some extra smiles on their faces! Then travelling on, joining the B3306 to St Just and linking in on the A30 to Land's End. Here we took a brief pit stop – just a few dark clouds found down here, but we took advantage of a quiet bit of car park for some photos of our 11 fabulous classics lined up, and a stretch of the legs!

We were now heading to Penzance, and unfortunately the decision was made to cut the journey to Mousehole/Newlyn as time was flying 'cos we were

half hour made even more crazy because Jane was running a team! Great fun, and I believe in the chaos we agreed we were all winners. Oh, we're a fair bunch! Nice then to relax and enjoy the good food – what a fabulous day.

It was nice to welcome a few new faces into our group, Grant and Marcia, Ray and his son, Jake, and also Keith. We hope to see you all again. Thank you so much to Trudy and Tristan for all your effort in organising the run out and for booking that great weather! A glorious run with a great group of Triumph friends, and our cars all behaved well. Thank you Claire and Malc for your write-up – it's very much appreciated.

At the end of this month, we will see you at our event at Eden Valley



Park, Lanlivery, for a fun gathering weekend. More of this next month.

PLANNED EVENTS:

JULY

Thursday, 11th – Club Night at The New Inn Goonhavern, 7pm.

Monday, 15th – Stithians one-day show at the showground.

Sunday, 21st – Wadebridge Wheels – please book online.

Friday, 26th-Sunday, 28th – St Buryan Rally.

Friday, 26th-Sunday, 28th – Boconnoc Rally.

AUGUST

Saturday, 3rd-Sunday, 4th – Sticker Rally.

Thursday, 8th – Club Night at The New Inn, Goonhavern.

Saturday, 10th – Carnhell Green Rally.

Friday, 16th-Sunday, 18th – West of England Vintage & Steam Rally, Stithians Showground.

Thursday, 22nd – Fowey Classic Car Show and parade.

Saturday, 24th-Sunday, 25th – Wadebridge Showground Classic Rally & Antique Fair.

Saturday, 24th-Monday, 26th – Great Trethew Rally.

That's all my news for this month. Happy and safe motoring

Carol

CUMBRIA

The fine weather brought out around 200 cars on Drive It Day at the historic house of Dalemain, near Ullswater, in April. Four of our TSSC Cumbria group's Triumphs turned up, including our members'



Rod and Joan's smart Vitesse Estate, pictured.

As this is a gathering of cars rather than a show, we were all mixed up with lots of other interesting classics. It's always amazing how many other Triumph cars appear and we always have a natter with the owners and tell them about the TSSC. Once again, the car gathering coincided with the renowned Marmalade Festival and tastings of marmalade were made from the entries sent in from around the world – Japan especially seems to have quite a lot of marmalade makers!

Our next events will be Vintage Metal in May, at Kendal, followed by the Lakes Classic Charity Vehicle Show on June 16th, at Ayland Recreation Ground in Staveley, near Kendal (LA8 9LN) – this is the same location as the 2023 event. This show is organised by Windermere and Ambleside Lions, so we expect it will be a roaring success.

Nigel & Rod



Huzzah! Peak Run 2024 - News Flash! 20th to 24th June 2024



Our theme for the Peak Run Saturday Party Night is 'The Best of the Best' where we will be celebrating the greatest Party Nights of the past.

So get yourself into the loft, dig out, and dust off those old outfits and hope they still fit.

Past themes were:

Back to School -- The Sea -- 1940's Super Heroes and Mega Villains
Rock of Ages -- The Wild Wild West
It's a Pantomime
Gypsies, Tramps and Thieves

DERWENT VALLEY

For our next meeting on June 4th, we are looking to meet at a yet-to-be-decided pub in Derbyshire. It will be announced on our Facebook and Messenger pages.

Our May meeting was at Matlock Bath for fish and chips, followed by a walk to the Fish Pond Hotel.

This is the last report before our camping weekend, and we are busy organising the entertainment. With camping from Thursday, June 20th until Monday, June 24th, this year we are reverting to a similar format to previous years, and are back in the hall for Saturday night for some fun and games. The usual Peak Run will be on the Sunday. Booking forms are still available by contacting me or online at our Peak Run website and on the reverse of the Courier address carrier sheet.

Bryan

DEVON

WHAT WE'VE DONE

A dry April club night at the Star Inn at Liverton brought out nine Triumphs: Julian's Bond, Vitesse

of Graham and Bob, Steve C's Stag, Steve W's 2000, Spitfires of Dan and John L, Dave's TR6 and Shane's Dolomite, plus Greg's Jag Special. Not warm enough to be out in the garden, but we completely filled the pub with over 40 of us there. We were joined by many of the gang heading to Brittany in late May, with a briefing by Steve, whose brainchild this was.

Then, a massively successful Drive It Day on April 21st. Twenty Triumphs met at the House of Marbles at Bovey Tracey for a fabulous dry and sunny run over Dartmoor to the Village Hall at Postbridge. A Devon cream tea was provided for all of us by the Village Hall committee – am I making you hungry? We were joined there by another five Triumphs from the North Devon Area and by Rob Northcott, our predecessor as AO. En route, we passed Michael B with his Spitfire and he got a cheery wave from all. We had virtually everything Triumph-related out on the drive – from Peter and Christa's Herald Coupe to Tim and Jodee's recently acquired TR7, through Spitfires, GT6s, small and big saloons, Stags and my 13/60 Convertible. We



would have had another Vitesse but Bob's decided to spring a leak at home, so he jumped in with organiser Jon. I even found time to do an insurance valuation for a member – remember all our Devon Area Organisers can do this for you. The wonderful weather brought out loads of cars in Devon – the TR Register was at the Moorland Hotel in the afternoon, whilst another local car club went there for a cream tea in the afternoon.

WHAT WE'RE DOING NEXT

On Sunday, June 2nd, we are driving to Wimbleball Lake – a lovely reservoir and activity centre near Dulverton. Meet at Tesco Crediton to leave at 10.30am. Drive to Morrisons, Tiverton, where others can join us, to leave there at 11.45am. In addition, as we are likely to get to Wimbleball fairly early, Robert and Barbara Hodgson have very kindly offered a venue for a bring-your-own barbie at Lower Beer, EX16 7PF, about 15 miles from Wimbleball, more or less on the way back to the M5. They can park at least a dozen cars easily, and if it looks like more we can use a field. They have kindly offered to do a salad and

get some rolls and folk bring their own stuff to put on the grill. There could be homemade cider and soft drinks. So that we have an idea of numbers, it's essential that you let us know if you are coming at least a week before. Details will have been sent out by email and on our Facebook page – TSSC Devon.

Saturday, June 8th – some of us will be going to a show at Newton Abbot Racecourse.

Sunday, June 9th is Lynn Valley Classic, for which Darren Groves has organised a TSSC pitch – even if you have not entered, pop along and meet some members.

Sunday, June 16th is the Darts Farm Show at Topsham.

June Club Night at the Star is on

Wednesday, 19th – hopefully a nice almost-midsummer evening to showcase our cars.

Sunday, June 23rd is the Rotary Show at Staverton – a lovely show and we are hoping to provide a few helping hands to the organisers to keep this show going.

Then at the end of June is the two-day International Show at Malvern – June 29th and 30th. We are really looking forward to this – it was great a couple of years ago and promises to be even bigger and better this year.

LOOKING FURTHER AHEAD

Then comes the Powderham Show on July 13th/14th – the largest in Devon and well worth the entry fee. Probably too late now to get a pass, but if you are going along, come and see us on our club stand which is always mega huge.

We are again running our Tour of Devon – this is number four! Here are the start locations for this year's Tour.

Sunday, July 21st – four start points (all routes will be approx 100 miles):

M5, J27 services.

Tesco, Lee Mill.

Strawberry Fields, Lifton.

Tesco, Seaton.

To enter, please email all the following details to

tourofdevon@tssc-devon.org.uk:

1. Name

2. Triumph car

3. Club

4. Contact phone number for the day

5. Agree to the WhatsApp group for contact on the event day: YES/NO

Once again, we have Jon Chartres to thank for organising this social event. We emphasise that it is a non-competitive day, open to all Triumphs, and is a lovely opportunity to see Devon from perhaps a different angle – why not start at a different point from your usual? Do any part or all of your chosen route and drive it at your own pace, but aim to finish at White House Services, Okehampton in the afternoon.

So, you can see that TSSC Devon does more with our Triumphs! If you have not joined us for a club night or event, we'd love you to come along.

Sue & John

ESSEX

The Essex area was very busy in April, with events going on every weekend.

We started the month with a drive from Toby Carvery in Basildon to Foulness Island Heritage Centre. We set off at 9am to go to the Toby Carvery for breakfast, and on arrival several of the club members had already turned up with their cars. We finally ended up with 11 parked in the car park; this was the start of the drive out to Foulness Island.

The Centre, which opened in 2003, is a converted school that closed in 1988 to islanders.

The museum contains artefacts that were found from digs or documents donated by residents and covering 2000 years of the island's history. The site only opens on certain days as the land is owned by the MOD, and you have to register before you go. On the journey, unfortunately, one of our members' car front brakes locked on and he had to abort the rest of the drive and go home. We got to the Heritage Centre and the sun shone for us; we were able to sit outside in the garden area before walking to the old church, which has unfortunately had to be close because of subsidence. It was a really interesting day.



The second Sunday was a drive to the Cobweb Classic Car Show in Ramsgate. It was an early start for everyone; some met on the Essex side of the bridge, and we all then met at the Medway services on the M20 in Kent. We then continued on to RAF Manston, where the show was being held. We had five Triumphs and Tony and Caroline brought their modern-day classic, a Honda sports car. We started the morning and had a good hearty breakfast in the Spitfire & Naafi Cafes. Next door there was an interesting museum, which we all went around and had a look, and across the path from there was the rest of the museum showing the history of this famous airfield from 1916 to the present day. Everyone was allowed to sit inside some of the cockpits to see what it would have been like in days gone by. There were plenty of cars

and all sorts of things to do at the show – a very good day had by all.

On the same day was our Club Day held by Brian and Jean at The Astronomer, for those who didn't want a long drive to Ramsgate. Several Triumphs came and some new members, and they were able to speak to Brian about their cars. Thanks go to Brian and Jean.

Sunday, April 21st was National Drive It Day, and the Essex Area drove from Ongar Garden Centre in Kelvedon to Shoeburyness. We had 12 cars joining in on our drive out. Unfortunately, two cars didn't make it to the start, as both had starter problems. Most of us had breakfast in the cafe before we

set off from the garden centre, a little bit later than we intended as unfortunately Mick and Linda's Spitfire had a wiring problem and so they decided to get their car home. Along the route, two more members' cars joined us around halfway into the run. We all arrived more or less together at Uncle Tom's Cabin on Shoeburyness seafront. After a really nice drive, we were ready for refreshments, so we went into the cafe and had a nice well-deserved cup of tea, and some had something to eat. Brian, Jean, myself, Sue, Lewis and Paige drove to Leigh on Sea (Old Leigh) for some chips on the quayside; this little town is rich in history, dating back to Medieval times and mentioned in The Domesday Book. It was nice to chat with our new young members. All the others decided to make their way home as it started to get cold.



The last weekend in the month was Saffron Walden Crank Up, on April 27th and 28th. This is a show for all types of steam engines, stationary and steamrollers. Sue and I decided to camp for the weekend in our motorhome; we took our grandson and Sue's son, and also took the Spitfire MkII. Unfortunately, the weather forecast for the weekend was not that good but, yes, we still went ahead. Friday night was reasonable; the sun was shining, and it was hot enough to just have T-shirts on. We managed to get a little bit of time outside the van before we went over to the bar for a quick beer.

Saturday morning, I drove the car over to the show field from our campsite but sadly it turned out to be quite a wet day. Alan came with his son Gary in the Stag, and they came over to our camper for a cuppa. The weather dried up a little in the afternoon, so we saw plenty of the little stationary steam engines, steam rollers also a steam-driven carousel, tractors and military vehicles, stalls with bits and bobs, shops around the edges, music and a very nice beer tent with the local brew. There were lots of classic cars in the field. Late that evening, down came the rain, which was really heavy all night, so Sunday was a bit of a wash-out but still not too bad. We decided to pack up early as the weather did not improve that much, but when we got home the sun shone until late afternoon.



MEMBER'S CAR OF THE MONTH: SPIT – PAULA and JOHN'S SPITFIRE

My journey with Spit began on October 20th, 1984. With my first proper job in London came the right of passage of a sports car, and what fun we had in the early days – camping trips to Cornwall, driving down Newquay high street

AREA NEWS

with surfboard wedged in the passenger's footwell sticking out of the open top! The heady days of youth.

My poor long-suffering dad spent much of his spare time (and money) keeping Spit going in the '80s, including a chassis up rebuild. With a growing family, career and boat ownership, the car then spent quite a few years asleep in our garage tucked up under blankets (not quite enough, however, to protect her from a Seagull outboard engine being dropped on her wing!).



She survived the threat of being sold to make way for all the boat gear. Thankfully, we bought a bigger shed instead. Finally, with the family grown and flown, and the boat refurb nearly complete, it was time for Spit at last. We sent her away to get the basics done to get her back on the road and she ran well until we disappeared down a massive pothole! Luckily, by this time I had discovered TSSC Essex and began emailing Mike with questions – sorry Mike, we really didn't have a clue but, wow, it sure has been a steep learning curve. We can't thank you all enough for putting up with our constant questions over the winter meets.

After John spent many hours in the garage replacing much of the fuel system, carbs and so on (with the help of YouTube and certain TSSC members on speed dial – you know who you are!), we are back and running better than ever and we're enjoying many smiles per mile (although I don't remember it being quite as tricky getting out of her in the '80s!) Happy motoring, everyone.

ESSEX DIARY FOR JUNE

Sunday, 2nd – Cars at Hertford Castle show – tickets only.

Sunday, 9th – Club Day at Aldham Old Time Rally, Marks Tey.

Sunday, 23rd – Little Waltham Car Show.

Friday, 28th-Sunday 30th – Inter-Club International at Malvern.

Mike & Sue

GATWICK

This is a change from my normal write-ups; with The Courier being much bigger and attracting more advertising, there is no longer space for my usual picture gallery of what we've been up to during the month. So, keep a look-out on our WhatsApp for the picture gallery! We may have to look into a Gatwick Area Facebook page?



Here's a picture that Varun took of his poor little MkII Spitfire in the corner of the garage, with his everyday GMC parked alongside! Talk about cars getting bigger, this truly is ridiculous! His golf buggy (or is it a scooter?) is pretty much the size of the Spitfire...

Varun has been trying to get the Spitfire registered in Dubai, sadly with not much luck. Let's hope it's all sorted by the time you're all reading this.

Frances and I went over to the Isle of Wight a week early and enjoyed a nice break before all the other Triumphs came over. Here is Chris and Maria on the ferry over on Thursday, joined by two other Heralds. Check out the WhatsApp group for more photos.



I had a great ride out on Friday night to Bondchurch Inn. Alasdair gave me a lift in his GT6. I had forgotten just how wonderful it is to be powered along by that great six-cylinder engine. Thanks, Alasdair. We were led by Jeremy and Cliff in Jeremy's GT6. The route proved to be a challenge, as the road to Ventnor was closed due to a large landslip. We did finally get there and had a great meal.

Saturday saw us join in with the other 49 Triumphs' convoy to a military tank museum, travelling along the narrow island lanes. This was definitely the best day of the weekend, with some hot sunshine!



Sunday saw the clouds return, but fortunately the rain just about kept away. Again, a great fun convoy to Haven Street Steam Railway and the regular beer festival.

There were three early Spitfires at the weekend, and two of us managed to get together for a photo. The MkI is mine and the MkII is Robin's. There was another MkII in Royal Blue, but we failed to find them for this photo, so hopefully next year we'll do better!



Finally, for the Inter-Club International Show at Malvern on June 28th-30th, we will be organising a convoy if any of you are interested in joining us.

Let me know if there are any other show events you'd like to attend. Don't forget the Bletchingly meets every first and third Saturday mornings – always a good turnout of Triumphs and other classic cars and friendly owners!

Our regular monthly meeting is on the second Tuesday of each month (this month is June 11th) at The Crown at Turners Hill. Come along and meet the gang if you've not been before. We're always welcoming and there is plenty of advice to be given, if needed.

Get out there and enjoy your Triumphs – you won't regret it!

Tony

HERTS & BEDS



Not lots of news this month. The trip to Fawley Hill was a deluge and the drive was more of a swamp diving experience. The steam loco was in for repair too, so they used the diesel shunter to power up the hill – it just wasn't as exciting.

Despite that, 24 members (with my 2000, Martin's Herald and Simon's Stag, plus a few moderns due to the weather) made the run and flew the flag.

The next outing is to the Sywell Aviation Museum & Cafe on Saturday, June 15th, starting from the Raven Hexton at 10am

Our joint TR/TSSC held at Shuttleworth Collection on Sunday, September 8th now has over 70 cars pre-booked. At £10 per car full, it's brilliant value and you can return free for 30 days.

There are some local events up-and-coming which I will circulate locally.

Pete

ISLE OF WIGHT

We had a lovely run out for Drive It Day, but the star of the show since the last Courier for us was the Isle of Wight Triumph weekend! First of all, a big thank you to all who attended – we are overwhelmed with the support and positivity we received from our first event as AOs. We all had a great time and loved the convoys (even if a few people did end up off-piste).



We had a really nice time catching up with the other areas and are hoping to make it over to see some of you later in the year! The Car of the Show went to a Stag, OYF 1R, so congratulations Jason! Quackers is settling in nicely to his home with Andy and family. And a massive congratulations to The Devon Dumplings for sweeping the floor on games night!

Thanks again, everyone.

Zip zooming

Jo & Roxy

LEICESTER & RUTLAND

NEW VENUE

As our last venue almost literally closed overnight, Dave and I (Dave mostly) had to hot-foot it around the counties to find another suitable venue for our monthly gathering. And I'm glad to say that we (Dave mostly) have found a gem: The Curzon Arms in Woodhouse Eves. As it is a popular pub, holding a regular quiz

night on Tuesdays, we have moved our meetings to the first Monday of the month. This seems to suit most rather than later in the week. The postcode is LE12 8QZ, and the website is www.thecurzonarms.com if you want to look it up.

DRIVE IT DAY

We had a great day and a smashing turnout on April 21st, meeting up for a hearty breakfast at Hilltop Farm, near Melton, and then meandering around the country lanes of the two counties. A comfort break after about 30 miles was very welcome on the doorstep of Belvoir Castle, although the facilities at the Engine Yard opposite were used and not the doorstep of the castle! After around 70 miles around the Vale of Belvoir and Rutland Water, the end was in sight – a very welcome cup of tea and cake at Launde Abbey... ahh.



DONINGTON HISTORIC

Another great day on Star Wars Day, May 4th, at Donington Park Historic. After a slight detour (I got lost), eight cars lined up, plus a latecomer TR4A who defected from the TR Register pitch (he is a member) to enjoy a day of racing, chatting with friends and relaxation. A highlight at lunch was to see the two legendary Bentley Le Mans cars take to the track to celebrate the 100th anniversary of Bentley's first win at the 24-hour race. A fly-past from a clipped-wing Spitfire topped it all!



LAON HISTORIQUE

As I write, a good number of us will be heading off to the Laon Historique in France on May 16th to participate in the weekend's rally and Sunday's closed street parade. I have threatened to take the lead on the directions for the journey, but I think that after my display of getting from Donington services to Donington Circuit, I don't think I'll get the job. We're hoping for good weather and reliability for all.

SUNSHINE RALLY

Preparations are well under way for our very own Sunshine Rally on the weekend of August 9th-11th. It looks as though it's going to

be a great fun weekend, so do keep a look-out for the booking forms and our advert giving all the information in The Courier.

DON'T FORGET...

Our new venue, The Curzon Arms on the first Monday of each month. New members, or anyone who hasn't been along recently, are very welcome to come along – we are a friendly bunch. Drop either Dave or me an email so we can keep our eye out for you.

Graham

SOUTH LONDON

At the May meeting on the 7th, we had eight members in seven triumphs – one Herald, two Vitesses, a Vincent Hurricane, TR4A, a TR6 and my MkIII Spitfire. It was a warm, dry and sunny evening with correspondingly convivial company – lovely. Thanks, everyone. (Dave's white Herald, with Dave in it, arrived too late for the photo, sadly.)

Everyone is looking forward to SEM in Leatherhead.

#domorewithyourtriumph

Chris



NEWBURY

The month of May heralded a return to our traditional summer touring schedule, visiting a variety of different pubs on the first meeting of each month (second Wednesday). In May we visited the Red House at Marsh Benham, a good pub for a pint and a tasty meal.

It also appeared to be the month for getting cars out and ready for the show season. Nigel got his TR7 out of storage, treated her to a good clean, and tightened up the front wheel bearings. And then came the excitement of fitting the new four-spoke 'revolution' style wheels. Needless to say, Nigel was very happy with the result, particularly as the upgrade immediately solved his steering wheel wobble. Next on the to-do list will be an oil change for the gearbox and rear diff.

Sue and Steve were a little bit ahead of the crowd as they attended their first show of the season on the Isle of Wight. This was their third time and they have enjoyed every single one. They travelled in their Dolly Sprint, which is finally finished, with all the suspension and steering overhauled. No advisories on the MoT was a good indication of a job well done. Steve remains keen to get the Vitesse back on the road and take her out to the shows, too. We are all looking forward to that.

As we start to travel distances in our older cars, Ian has been reflecting on those old feelings of 'range anxiety', an experience shared by many drivers of modern-day electric cars. Whilst hunting for some car parts, he found an old fuel log book for his Spitfire 1500, which he bought in May 1985 from a friend. Four-star petrol was just 45p a litre! By the end of his first year of ownership, Ian had driven 15,788 miles, used 2300 litres of fuel and visited a forecourt at least 130 times. All this goes to show that Ian's Spitfire required far more refills than a modern e-vehicle. However, Ian says this never bothered him. He enjoyed every single mile, many of which were with the hood down. You can't beat that feeling!

So, as you get your cars back on the roads, we hope you experience no range anxiety but maximum fun with soft-tops down and the wind in your hair.

Robin

NORFOLK

The May monthly meeting has given us a taste of summer, and going by the turn-out it will be triumphant!

DRIVE IT DAY

Originally started during Covid as a way of getting Triumphs out for a drive without mixing in groups, and now in its fourth year, the TSSC Norfolk Drive It Day Scatter Treasure Hunt keeps growing in popularity.

This year the hunt started between 10.00 and 10.30, with seven locations to be visited in any order. Each stop had three to five questions. Points were given for correct answers, but the big scores were gained by taking photos of other Triumphs out and about.

We had arranged a lunchtime get-together at Old Buckenham Country Park, with reserved parking overlooking the pond and cafe. We had 16 Triumphs parked up at various times, including a few that weren't doing the quiz but just came along for the social.

Other stops were Fornsett Steam Museum (which was having a fettering day but was happy to open up for us), Wymondham Abbey, Banham village green, Attleborough town centre, a church ruin and Bressingham Steam Museum. It was a close-run thing with only 13 points separating the top six, but congratulations go to Andy and Gill (gold TR7) who won this year's trophy with 113 points. See the DID article elsewhere for pictures of the run.



EARSHAM SHOW

Sunday, May 5th saw Bungay Area Lions Club's Classic Car Rally at Earsham Hall, near Bungay. As the week went on, the weather forecast continued to improve and we were blessed with beautiful sunshine all day. Nine Norfolk TSSC Triumphs (two Heralds, three Spitfires,

TR7, TR7 V8, GT6 and 1300), plus a very rogue Jaguar XJ-S, met at Smokey Joe's restaurant in Ditchingham at 8.30am. With Shaun (our Norfolk sat-nav) in his '64 Herald Estate at the front, we went in convoy the three miles to Earsham Hall – with only one minor hiccup. We seemed to be very lucky and avoided all



the queuing for entry that we experienced last year; we were able to drive straight in and set up without any issue.

There were around 400 vehicles being shown at the rally, including military and commercial vehicles, plus a range of stalls, entertainment for all ages and a good choice of food stands, all of which made for a great family day out. The day was very busy – lots of people looking and reminiscing about Triumphs they have had in the past, or their parents had. The Triumph family seemed to get into the relaxed atmosphere and had a great day sitting, wandering and eating! Looking forward to 2025. Thanks to Tim for organising and supplying the report.



Our next 'show' will be at the North Norfolk Railway Vintage Transport Day on Sunday, July 7th. Let me know if you want to attend. We'll be doing a group booking and currently have nine Triumphs up for it. I'll be confirming bookings with them shortly: www.nnrailway.co.uk/vintage-transport-weekend.



MONTHLY MEETS

Our May meeting saw us return to Abrahams Bar at Hingham Sports Centre. A lovely sunny evening brought the Triumphs out, with 13 in attendance, which created a bit of interest among the locals. The June meeting will be a barbecue at Old Buckenham Airfield (NR17 1PU) with a slightly earlier start of 6.30pm. Free drink to anyone who turns up in a Triumph! Burger or banger, £5; salad and coleslaw, extra £3. We do need to give an idea of the numbers wanting the barbecue, so please let me know if you want to join us for food.

FORTHCOMING EVENTS

Thursday, June 6th – monthly meet and BBQ at Old Buckenham Airfield.

Thursday, July 4th – monthly meet: Fish and Chip Run to Cromer. Join the convoy or meet us there, details to follow. No monthly meeting in August.

Sunday, August 18th – Tea & Cake Afternoon, Saham Toney. Join us on a tulip route or meet us there, more details to follow. Dates, times and venues are subject to change. Confirmation of each event will be given nearer the time via email and Facebook. All the best.

Paul & Christina

NORTH EAST

It feels like ages since I posted a report. The last one was Deryck's, which he posted in March. I did send one in for the May issue but it got lost somewhere along the line as it was not printed, so let's hope you are all reading this in June. Halfway through the year and this is only my second report.

Attendance at our monthly meetings is on the increase with numbers of 15-20 in attendance on a regular basis – some old faces and some new, and now the weather is a bit better we can stand outside and chat. Malcolm, who is a new member of the club, brought along his TR3 for us to admire; he has owned this car for a good few years and it's a nice, tidy example. I hope you get your agreed insurance sorted.

Congratulations to our Page 13 Girl (last month's mag), Pauline, who took her Herald all the way to Birmingham for the Restoration Show. This time it was towed on a trailer; perhaps next time it will get there under its own steam, and next time can we have Pauline on page 3?

We were well represented at our first show of the year at Eastwood Park in Prudhoe, with 11 club cars on the show field plus Mr Todd in his Caterham. Not the best of shows, to be honest – if we had not attended it would have been a pretty sad affair as there was only another 10 cars there, but we did get a free cup of coffee and we had a good chat with everyone.

Drive It Day Weekend

On Saturday, eight of us met up with the group from Western Scotland who were down in Northumberland for the weekend. They were staying in Bamburgh, so we met up with them for lunch at the Ridley Arms in Stannington, and it was nice chatting with other members from a different area. It shows what we all have in common – the passion to display and use our Triumphs. We hope all the cars made it home safely and that you enjoyed your time in Northumberland.

Because we had been out on Saturday, no official run had been planned for Sunday. Brian joined the Stag group for an expensive cup of coffee at Langley Castle in Northumberland; I took the wife on a little jaunt into the Durham Dales and ran into the Stag and TRs at Stanhope when we stopped for coffee; Pauline and Greg took a trip over to the Lakes with the

Scimitar Group. I don't know what everyone else did but I hope you enjoyed Drive It Day.

In April, Chris Fish told us he was expecting... not the pattering of tiny feet, but an MoT on the Dolomite. It has been a long time since it was roadworthy (more than nine months), so best of luck and let's see more of it.

We discussed at our last monthly meeting the possibility of a trip to Leyland Transport Museum on July 14th. However, through lack of interest this has now been cancelled. Instead, I plan to do a run up to the Scottish Borders to visit the Jim Clark Museum in Duns (entry fee payable) and possibly visit his grave in Chirnside. It's a fair run out but we will have plenty of stops along the way.

Morpeth Fair is on June 9th, and we have a good contingent booked for this one. We'll be meeting up at the usual garden centre for breakfast before we assemble for the parade.

Geoff

NORTHANTS

Here we go with one of my rare area reports. In February, Rob treated us to a lovely drive out to Harrington for the snowdrop walk around the village. The drive there was eventful, starting at Costa Coffee in Kettering. As we parked up and thought mainly of a coffee to start the day, I noticed a smell of petrol as we got out of the Dolomite; being next to a fuel station, I didn't think much of it until we walked back and saw Kevin with his bonnet open.

It turned out that he had fallen foul of the ethanol fuel pipe problem. Fortunately, I had a piece of fuel pipe in my toolbox and someone had a couple of fuel clips, so we were soon on our way. (I always knew that pipe would be useful one day – I just need to put another piece in there now.) Note to all: check your fuel pipes! The drive started well, travelling down local country roads with the only problem being the occasional flooded areas created by the rain. In fact, some areas were more like rivers.

We stopped off on the way for Souper Sunday at a village hall, where soup and cake were happily consumed before we continued to Harrington. Upon arriving we had to pass Warners Gin Distillery on the way to the snowdrops,

so it would have been rude not to pop in and take a look and also taste a few. Another bottle in the collection and £30 less in my pocket, it was time for a walk around the village and the splendid display of snowdrops.

At this point, Rob suggested that it might be a good idea to go back the way we came as there was a tendency for the road ahead to flood. As we found out later, the road was under three feet of water so a good call as it turned out. A big thank you to Rob for arranging everything; I think we all enjoyed the day.

The NEC Restoration Show was well attended this year with a few celebrities popping in to see us and some lovely cars on our display. Particularly encouraging was the area where we had two of our younger members' cars on show, and a credit to them they were. It is good to see more young people getting involved with classic cars.

Don't forget to come and see us at our monthly meeting at the Overstone Manor, Sywell, every second Wednesday at 8pm.

Nigel

NORTHERN IRELAND

I trust that you are all getting used to the new format for The Courier. It's taken me a while but I think I'm getting there. Saturday, April 20th saw us meeting up at The Elk, Toomebridge for our run in the area surrounding Draperstown and beyond.



Once again, and happily for me, there was a good turn-out of members and their cars. Not only that, but we had the first meeting up again of The Three Amigos, which hadn't taken place for a few years due to Covid-19 and several other reasons. Good to see them again. We also had on the run Alan and Pam (F), Peter and Amanda (M) – good to see her again, and the Hogg family in two cars.

Chats over and then we were on the move to take the Deepark road and then away from Church Island, this time to the Ballydermot area before joining the main road, Old Town Road, towards Castledawson. Now using the Hillhead Road, that gave us a clear view of the John McCool Farmhouse from the 1670s below, as we began to straddle the Moyola River towards Knockcloghrim. Missing out the village saw us use the Brough Road to drop down to and across the busy A6 towards Curran.



Using the narrow roads for a period saw us join the main Magherafelt to Tobermore road for a short distance. It brought us through the Drumsamney and Gortamney as we made our way in the general direction of the Desertmartin motocross track. We then made use of the main B40 for a short time to climb towards Gortahurk and in the general direction of Iniscarn forest using the Crocknamohil and Brackaghislea roads (great names) to gain some height before then using the Cahore road to drop down quickly to Draperstown for our break at the Jaco Bean coffee house on the Tobermore road.



AREA NEWS

The fact that there was a clothes shop above didn't come into the planning! On the road again after lunch and 'shopping', we headed towards Tobermore before taking a left to the Waddell Bridge area and the apparent source of the Moyola River. Now on the Seven Mile Straight for a period that brought us to the Moneyneany area. I then had intended to go up the Drumderg Road for a bit but went too far into a farmyard, so back down to continue to the B40, Doon Road, to make our way to the junction with Derrynoyd Forest.

Thankfully, this let us then travel to Glenelly and Six Town junction to use the Tullybrick Road. This was a deliberate choice as it brought us to the old stomping ground of Alan (F) from many years ago on two-wheeled motorbikes, as it ended up on the far side of Lough Fea. Taking to the main road for a short distance gave us the opportunity to travel to the Claggan and Churchtown areas at the far side of Iniscarn Forest. Quite a number of churches and schools are still alive in the area.

Last up on our run was the four-mile or so run along the bendy Turnaface Road that eventually led us to the A29 in Moneyneany. Seeing as it was a good warm day,

registered in February 1979 and 'tax' expires on May 1st, 2025. The vehicle is tax- and MoT exempt in Northern Ireland due to its age and condition. Anyone can contact Michael on his mobile (07720 302303) or landline (02891 456181), or email m.kernahan1@sky.com should you require any further details.

We got the month of May off to a good start with our monthly meeting at Nortel with a goodly number attending, even though it was a reasonable enough day weather-wise. A few of the runs and event dates that were confirmed for the months ahead are listed below.

Just as I'm preparing this report, I have received notice that we have a new member in the form of Graham Middleton from the Newtownhamilton area. Welcome



we finished it off with a local ice cream at a very reasonable cost. This was a good area to end the run as it was reasonably central for us all to journey home from.

Please see the details from Michael (K) in relation to his 1979 Triumph Spitfire 1500. Michael lives in the Bangor area and has been a member of TSSC Northern Ireland for over 25 years. The asking price is £3995 or ono for his Spitfire. I consider this a reasonable price for the car. It has overdrive, an unleaded Stage 2 head fitted, stainless exhaust and manifold, as well as an electronic distributor. The car was first

Graham, and I hope it won't be too long until we meet up.

EVENTS DIARY & MEETINGS JUNE

Wednesday, 5th – Area meeting, Nortel Social Club, Newtownabbey.

Sunday, 9th – Ballynahinch Show, The High School, 10am. Part of the 80th anniversary of the D-Day celebrations.

Saturday, 15th – Alan French Run and BBQ.

Tuesday-Thursday, 25th-27th – two nights at Station House Hotel, Letterkenny. (Note change of dates).

JULY

Wednesday, 3rd – Meet at Carrickfergus Castle for an ice cream run to Rinkha, Islandmagee and then to the home of Brian (S) for tea/coffee.

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

AUGUST

Saturday, 3rd – Run with Peter (M).

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

Saturday, 24th – Run with Alan (H).

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

Douglas

Very clever, but not so happy children.



We also attended the Derwent Valley chip shop run to the ever popular Matlock Bath. As you know, this little town is the 'seaside' town of Derbyshire. It's always a pleasure to go there to meet up with our TSSC gang. We are also booked in for the Peak Run in June.

Look out for the texts and WhatsApp messages to see where else we are going and what we are up to in June. Don't forget, if you'd like to be added to the contact list, please contact Nigel in the usual way. We do hope to see you soon at the International Show at Malvern in June – see The courier for details and how to book in. Let's hope the weather stays good and warm for a while longer.

A reminder that we are traveling around pubs rather than staying in one place for our meetings. Get in touch with us to find out where we will be meeting in June and July. See you soon.

Di & Nigel

NOTTINGHAM

For our last meeting, we had a drive out to Southwell to the lovely chip shop on the main street, where we met with the usual suspects and (lovely to see you join us!) our newest new members to the Notts postcode area, Richard and Helen. It was so nice to see you and we hope we can see more of you on our runs around Notts area pubs.

Nigel and I are keeping busy around various car meets and events. We had the pleasure of going to the Thoresby Classic Car Show on the Bank Holiday Monday, meeting some Notts Area members and the Little John Classic Car group. We had a few members who joined us for Drive It Day on Sunday, April 21st, a beautiful day driving to Bridlington with five Triumphs and two moderns on the journey. Fish and chips by the sea is always a winner, although I don't think our grandson, Reuben, was impressed after the seagulls decided to steal his tray of chips, swooping down to take his tray then emptying it for the rest of his wing mates.

PETERBOROUGH

On Drive It Day we had lovely weather, and Doug had arranged an 'interesting' route, including tiny back lanes that I hadn't ever been down. A couple of times I was conscious of a small amount of contact with the road that wasn't just tyre, but nothing terminal.

To brighten the day, Steve allowed us to bump-start his beautiful GT6 rather than wait for it to cool down. It bumps fine, and he's wondering if the problem may be the way the coil is mounted on the engine block, so that the combination of the (hot and therefore) sub-optimal coil performance with the starter motor robbing battery current means that the coil just doesn't quite excite the plugs sufficiently.

Grahame has successfully sold his TR4A. I've always admired that particular car, and a bit of me is really sad to see it go. However,

it sounds that it's gone to a new loving owner, who is already a TSSC member, which is good news.

In May, we again met-up at The Gordon Arms in Peterborough. The meeting proper started at 7.30pm, with a pre-meeting meal starting at around 6.30pm. There were several of us eating, so the room booking fee was again waived.

We mostly discussed recent car events, including Drive It Day and the Thursday we went to Willowbrook farm (lovely burgers, lovely cake!). They'll be repeated on the second and fourth Thursdays of each month. Also, on the third Thursday of each month is The Greetham Gathering, of course. We were also joined by a new chap who is looking at becoming a member, so we were happy to welcome him.



Our next meeting will be on Monday, June 10th at The Gordon Arms in Peterborough. Please remember to bring a raffle prize!

Meanwhile, continuing the My Car & Me series, below is this month's entry (by me).

MY CAR & ME: CHARLIE'S SPITFIRE 1500

In June 1996, I was commuting from near Peterborough to Leicester, and in one of the villages along the way there was a little yellow sports car on someone's drive marked 'For Sale - £3100'. I drove past it for a couple of days and it kept catching my eye. If I didn't buy it, then someone else would. If I didn't buy it now, then when would I ever?

I really had no idea about Triumphs at that time. I took it for a test drive (with no idea what I was looking for really) and negotiated the price down a bit. I caught the bus back to the village that weekend with the cash, and the deal was done.

The previous owner explained how antifreeze was only for the

winter, and once any chance of freezing was gone then plain water was best. I didn't argue (what would be the point?). The first failure then was the steel coolant return pipe (replaced with stainless steel) and later the radiator (replaced with a full-width). I've flushed the system more than once, but I do wonder if maybe there are still bits of rust dislodging every so often. I seem to have to replace water pumps every few years.

I'd had the car a handful of years when the needs of my children outweighed the needs of sports cars, and it was parked on the patio under a cover. Oh my, aren't some covers dreadful! The water was allowed in, but not out. I suppose in the summer it gently steamed under there. In 2008, I finally plucked-up the courage to reinstate the car; the doors didn't close properly and I realised that

it was sagging in the middle, and that this job was going to be too big for me to tackle. I had Dellfield Motors in Peakirk recommended to me, and they came and collected the car on a trailer. It was with them for ages, during which I visited a couple of times.



Shortly after picking up the newly rejuvenated car, it had an occasional fuel-starvation problem, which I tracked-down to a fuel filter clogged with rust from the fuel tank. I cleaned out the tank and fitted a clear glass filter that can be cleaned easily, and I find that I hardly ever need to do that any more.

The next notable failure it had was when the steering rack broke while negotiating the roundabout at Morrisons. The offside front steered from the steering wheel, but the nearside had become a

castor. A reconditioned exchange rack was surprisingly easy to fit, and has been problem-free since.

The only other notable failure was the nearside vertical link. While turning in the road at home (full lock to the right) at less than walking speed, the vertical link sheared and the wheel turned in under the car. Possibly I had given trunnion oiling less attention than necessary? Luckily, nothing else was damaged, so I replaced both vertical links with uprated trunnionless parts.

I also had a scraping sound going over bumps in the road. This slowly got worse, and I finally tracked it down to a failing gearbox mount. That was allowing the gearbox and the back of the engine to slump, and the front of the driveshaft to sometimes rub on the chassis. I replaced the gearbox and engine mounts, and then all was better again.



I've also replaced the front springs and the shock absorbers all round with Koni parts, and I've replaced all the bushes with polyurethane. It was fun refitting the differential, but the 'looseness around the hips' that it had before is now gone.

Electronic ignition from 123Ignition has proved very reliable, though setting up the ignition map took more research than I was expecting.

In the summer months, my Spitfire 1500 tends to be my daily drive. It always leaves me with a little smile.

Chris Brown

SCOTLAND EAST

April in Scotland started wet but by the end of the month even a little Scottish sun was visible on the hills. Classics of all shapes and sizes were out for Drive It Day with the best show in town being the TSSC Scotland East run from Edinburgh to Carnwath and on to The Big Red Barn at Biggar. Thanks to Cameron for organising and to Andrew for reminding Cameron that he was doing the organising!

As I write this in early May, I am looking forward to shows at both Stirling on the 12th and Doune Hillclimb on the 18th. I am especially looking forward to Doune, as it's a great little hillclimb venue with great views for the spectators, but for the drivers every corner is blind! I'll be sure to give an update next month.

As you receive this issue of the magazine, we will be getting ready to attend the BVAC Classic at Thirlestane Castle on June 2nd. This is one of the bigger shows in the calendar and always a fantastic event. This year all the Triumph clubs have coordinated to ensure we are booked into the same area of the show field. It should create an impressive sight – you might even say, a Triumph!

Other shows in June include Moffat on the 30th, for those not heading to the TSSC weekend in Malvern, and the Lathalmond Bus Museum on the 16th. If you are in the borders, there is a Tea & Torque at Scott Brown Cars in Reston, also on the 16th. An action-packed month, to be sure. As always, if you know of any great little local shows that are good to attend, please let me know so I can spread the word.

A final point from me is to thank to the club leadership and the new editor of the updated Courier, Paul. The new format looks great and the feedback I have seen is overwhelmingly positive. Well done and thank you.

Alan

SCOTLAND WEST

DRIVE IT DAY/WEEKEND

A group of us met at Dobbies Garden World, just off the Edinburgh ring road, for lunch on Friday, April 19th for the Drive It Day weekend run to Bamburgh in Northumberland. The weather was quite good, so the cars with hoods had them folded down and off we went.

We were staying at The Victoria Hotel, which is very close to Bamburgh Castle. For those who have not been, it's a very impressive castle and is still lived in today. While we were sat in the bar of the hotel on Friday afternoon, Rob Jenner, his partner Laetitia and a group of friends joined us for a very pleasant afternoon and evening with everything Triumph up for debate.

Saturday morning saw a walk along the beach at Bamburgh

AREA NEWS

followed by a quick check over the cars before we set off for Stannington, just north of Newcastle, to meet up with Geoff Dent and the North East branch of the TSSC. The weather was great, and we had the roof down on the Herald all the way. We met Geoff and his group at the Ridley Arms for an excellent pub lunch and then moved to the car park to look at the various cars on display. Saturday evening saw us back at the Victoria Hotel for another wonderful meal.

Our club meeting venue in Glasgow is closed for three weeks, so we won't have a meeting in June but we have decided that as many of us as possible will travel over to meet up with the TSSC Scotland East team at the Hames Inn, South Queensferry on Monday, June 10th. I have already booked us in for Thursday, July 4th at the Harvest Restaurant, Hillington, for our July club meeting.

Dave



Sunday morning and Drive It Day quickly arrived, and we discussed how to spend the day. Some of the group decided to do the castle tour, but some had a long journey home and so set off early. Karen and I decided we would travel up through the Scottish Borders and meet up with Alan Well and the TSSC Scotland East team on their run out to the Big Red Barn at Elsrickle, near Biggar. We managed to keep the roof down until a heavy shower as we arrived at the cafe car park, which prompted us to put up the roof. A big thank you to Cameron Pitcairns, who was on hand to take some wonderful photos of the group.

FUTURE EVENTS

We will be attending the Stirling & District Show at Bridge of Allen on May 12th, and the East Coast team have arranged to attend the Doune Hillclimb on May 18th, with the TR Register.

SOMERSET

We had a great Drive It Day – after a cloudy start, the sun came out and all the roofs came down. Our route took us up Cheddar Gorge, then a coffee stop at Blagdon Lake. Fortunately, the Brunel group of the TR Register was also there and had got some parking allocated, so we managed to use 'classic car parking' whilst we grabbed a coffee. Then it was onward for lunch at the Red Lion at Bab Cary – it was a shame we had to go indoors!

The club night venue is a bit up in the air at the moment. The Pig & Wheel has closed and our substitute venue, Puriton Inn, is also under notice of closure, but I'll keep you posted via Facebook and email. We had a good turnout in April, with Rob coming in his Herald hatchback, which had everyone outside in the car park taking a look at this unique vehicle.



We will have had our drive to the coast later in May and I am to try and organise a couple of evening runs on club nights to alternative venues during the lighter evenings and better weather. Look out for emails and Facebook posts. Finally, I am going to make a conscious effort to update the Somerset page on the main TSSC website so as not to be wholly reliant on Facebook; I know not everyone uses it.

Steve

SOUTHERN

We had a very good attendance for Drive It Day with 14 cars setting off from the Seven Stars on a crisp, sunny day. There were a few deviations from the route, but everybody sorted themselves out in time to arrive at Fort Nelson after a very enjoyable 60-mile drive. Once again, many thanks to Neil for all his hard work to make it possible. It was especially nice to see Tim and Paula after a long absence due to Paula's mishaps, from which she is well on the mend. Also not seen for a long time were Neil and Shona in their Spitfire – hope to see more of you in the future.



The first roaming meet was well attended with nine cars turning up, seven of which, would you believe it, were Triumphs. We very much enjoyed a good old natter at The

Trooper. We could have done with a bigger seating area as the lack of space split us up somewhat. I hope we can keep up this support for the rest of the season. As you know, last year we tended to have a somewhat low attendance. Fingers crossed, Mike.

Sunday, May 5th was the first Alton Classic Car Sunday at the Departure Lounge (the first meeting there was cancelled due to a waterlogged field). We were lucky to get away with it this month as well. Dave H and I were the only two from our area to brave the overcast weather, although there were a few other Triumphs there. The attendance was down a bit, but again likely due to the forecast.



Popham... well, what can I say? Mike and Barbara in their Stag, Wendy in her MkIII Spitfire and me in the Vitesse saloon braved a horrid day. I had had enough by around noon and sloped off early in anticipation of the exit to the airfield becoming a quagmire. There weren't that many traders this year and the fields had been marked out in anticipation of a good turnout that didn't happen.



The cars are starting to come out for the regular meets. We had three Stags, two GT6s and a single

Vitesse. There was also a nice Alfa and a big Healey in the car park.

Next month's roaming meet is on June 20th at the Elsted Inn, Elsted, Marsh GU29 0JT.

Mark D has got his TR6 back on the road, but unfortunately John L has all four of his cars laid up with various problems and my MkII Vitesse is still fighting me all the way not to be put back on the road.

FORTHCOMING EVENTS: JUNE

4th – Regular meet at the Seven Stars, GU32 3PG.

8th – Bishop Waltham Classic Car Show, Bishop Waltham, SO32 1SF.

15th-16th – High Weald.

16th – Fathers' Day Classic Car Meet at the Hampshire Hog.

20th – roaming meet at the Elsted Inn, Elsted, Marsh, GU29 0JT.

22nd-23rd – The Dene Rally, Charlwood Lane, Ropley, SO24 0HA.

28th-30th – Cornwall camping weekend (some of us make it last a bit longer).

JULY

2nd – Regular meet at the Seven Stars, GU32 3PG.

7th – Godalming Food Festival & Classic Car Show.

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

18th – Roaming meet at the Pub With No Name, Froxfield, GU32 1DA.

AUGUST

6th – regular meet at the Seven Stars, GU32 3PG.

11th – Classic & Retro Car Show, Braemore House, Fordingbridge, SP6 2DF.

15th – Roaming meet at the Flower Pots, SO24 0QQ.

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

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

26th – Wisborough Green Fete.

SEPTEMBER

1st – Ball Cross.

3rd – Regular meet at the Seven Stars, GU32 3PG.

19th – Roaming meet at the Hampshire Hog, PO8 0QD.

Take care.

Mark

NORTH STAFFS

The first show of the year was at Easter at Weston Park, although the weather was not great. I went

on Monday, which turned out to be the worst day with entries very much down from Sunday. Lots of cars got bogged down due to the very wet ground. The weather did brighten up, but the show ended early due to low numbers and poor ground conditions. Car of the show was a Triumph Spitfire, which was on its first outing after a full restoration, though not a TSSC member.

The second local show was at Foxfield Railway, which had a large turnout and a varied range of cars, including a Herald belonging to a TSSC member from the Leicester area (sorry, I don't recall their names).

Some of our group couldn't make Drive It Day this year, but a small number of us met up and drove to the Klondyke Mill Preservation Centre, which had arranged a special Drive It Day drop-in for classic cars to visit the site. Throughout the morning lots of cars called in and out, and the organisers had laid on coffee and biscuits for visitors, which was appreciated.



We returned to our evening monthly meetings in April and had planned to use a new venue, which we tested out last autumn. However, since then the landlord has changed again and the new one has only just taken on the pub with the reopening day uncertain. A last-minute change to our previous venue, the George & Dragon was made, and for the time being we will retain it as the normal venue.

SOME EVENTS FOR JUNE

Tatton Park.

North Rode Transport Show.

Marchington Village Festival.

Kelsall Steam Rally.

Inter-club International weekend.

That's all folks

Dave

SUFFOLK

Our meeting on May 7th saw 11 of us at the Sorrel Horse, with six Triumphs in the car park. Two GT6s, Mike's GT4, TR5, TR6, and the other Mike's Dolomite. Thankfully the pub has resurfaced its car park with a load more gravel, which means for now it's nice and smooth. It was also good to spend a bit of time out there and have a natter by the cars.

Mathew and Justine had just that day returned from the Isle of Wight. As well as seeing family, they also attended the TSSC Weekend there, which involved a trip to the beer festival. From the photos, it looks like there was a really good turn-out. After advertising it for a few weeks, Mathew has also decided to keep his yellow Spitfire. There was one interested party that seemed far too keen, offering to buy it immediately without even seeing it. Quite rightly, this started alarm bells ringing and Mathew declined that offer.

Mike is at the stage of fitting the hood on his Vitesse and was looking for some top tips. It's going to be vinyl rather than mohair, but the consensus around the table was to pick a warm day and use lots of bulldog clips. He's also fitted up both doors with all their equipment, a tricky job that requires small and supple hands. The only problem he had was with the new clips holding things in place, which were too fat for the tongues to go through the holes. A quick brush with a file brought them down to the right size. His daily, the Dolomite, has had a wheel bearing change; thankfully the droning noise he was hearing wasn't the gearbox, and with the amount of flood water we've had locally, he's not surprised one had decided to fail.

Rodney's Spitfire is popping and banging a bit, which suggests it's running a bit rich. Some gradual changes to the jet height are required along with some checking of the plug colour. I imagine if he brings it to the next meeting there

will be a bit of car park fettling taking place.

Sunday saw some of us taking part in the regular Ipswich to Felixstowe Classic Car Run. Chris and Lindsay were in their Stags and I was in my 1955 Ford Popular, which disgraced itself by breaking down just outside Ipswich with a faulty rotor arm. Thankfully I had another, but it took about an hour of roadside diagnosis with minimal tools before I worked it out. The arm itself was intact, but completely failing to transmit any spark. It was also good to see Newmarket-based TSSC member Graham and his family in the park at the start. I hope to see his lovely Magenta GT6 back on the road soon.

The next meeting is June 4th. I won't be there as I'm on holiday, but hopefully the weather will be good to encourage a few more cars out.

Russell

EAST SUSSEX

And... we're back! Sadly, the East Sussex Area report for March did not make The Courier. It is heartwarming that so many members read the Area News and questioned what had happened. So, what did we get up to in April?

Wheels on the Waterfront on the first Sunday of April was a new venue to visit for us, so Andy and Lynn, David and Kim, Kevin, Wendy and Geoff met up at the Waterfront for some breakfast and a look at a good number of classic cars from numerous marques. Keith was also there showing his Triumph 2500 (and doing lots of polishing to his pride and joy). As this event takes place monthly during the summer, I am sure will be going back soon.

A new venue for breakfast, suggested by Kim and David, was the Willingdon Golf Club in Eastbourne, on Sunday 14th. With a view of the practice green and first fairway, we were served a full English breakfast with unlimited tea and coffee. This could be a good place to return to on a warm summer morning as the views from the bar terrace are spectacular.

On a bright but chilly morning, six Triumphs gathered in the Market Street car park in Battle. It was Sunday, April 21st, and National Drive It Day. Keith and Fran in their 2500, Pete in his Spitfire, Kevin in his GT6, and Andy and Lynn, David and Kim and Geoff and Wendy – each in a

AREA NEWS

Vitesse – set off for Dungeness. From Battle we travelled to Rye and then on to Camber, finally arriving at Dungeness. Waiting for us was breakfast at the End of the Line Cafe, right next to the power station. The cafe gets its name from the narrow gauge Hythe, Dymchurch and Romney Railway, which has a terminus at Dungeness. After breakfast, whilst six people decided to take a trip on the train, four opted to stay at the cafe and look at the other classic cars from the Bexhill 100 club, which had also decided to visit Dungeness.



Another breakfast, this time at Hill Barn Golf Club in Worthing, was held on Sunday 28th. When you read this, it might strike you

that all we do is go out on Sundays for breakfast, but not so. With the weather warming up, the classic car shows are about to happen.

At our April meeting, we had our best attendance for ages as 25 people (members and partners) came along to the pub. The May meeting saw 17 people come along, and although it was almost warm enough to sit out in the garden, the farmers had been out spreading fertiliser on the nearby fields and the aroma was quite strong!

Then, at last, the sun made an appearance and the classic car



show scene started in earnest. Saturday, May 4th saw us down at Magnificent Motors in Eastbourne – always a good show with crowds

of people down on the 'lawns' along the seafront, with the sea making a lovely backdrop. In all, there were eight Triumphs: two Vitesse, two GT6s, two 2000s and two Spitfires (sounds like the animals going into the Ark, two by two). We had the club flag flying and spent a lovely day talking with people who all had a history with a Triumph vehicle in their past. Thanks to Andy and Lynn for the shade provided by their gazebo and for the cakes and cookies.

Finally, Jenny and Gary have managed to get their 'reacquired' Herald moving again after finding out it had a seized clutch. So, now it runs and drives and has a new MoT. Judging by the video Jenny put on the Area WhatsApp group, she is one very happy person!

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

Meanwhile, we have lots of events planned for June:

Sunday 2nd – Wheels on the Waterfront at Sovereign Harbour.

Sunday 9th – Breakfast Meet (SCS) at Rushfields Garden Centre, Poyning.

Sunday 9th – Wheels Through the Ages with the Weald Car Club, Burgess Hill.

Sunday 23rd – SCS Charity Car Show at Leonardslee Gardens.

29th & 30th – The Broyle Show, near Ringmer.

28th-30th – Inter-Club International Weekend at Malvern.

The photos this month are from the National Drive It Day and the Magnificent Motors event.

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

Geoff

WEST SUSSEX

Thank you to everyone who came along to our April monthly meet. Thanks to the nice weather, we had a good selection of Triumphs attend, including Henrik's Spit6, Joe's Spitfire, John's Bond Equipe, Alan's Herald 1500 and Brian's Vitesse.

Unfortunately, my Triumph didn't make it to the monthly meet as the head gasket had failed a couple of days before. Hopefully, other than the head gasket failure there are no



further issues, so I can get the car back up and running, ideally in time for Retro Rides at Goodwood.

Vince has finished recommissioning his 2-Litre Vitesse and has been enjoying using it now it's running and driving well. His recent work included fitting restored carburettors, new core plugs, new water pump, new radiator, restored heater box, new fuel pump, engine bay and boot paintwork, and installing a retro hi-fi sound system and some other miscellaneous repairs. I really look forward to seeing it at our future monthly meets.



Thank you to Richard and John for sharing photos of their Triumphs, both at the Goodwood Members' Meeting. I'm rather jealous of missing out on that as the racing looked excellent and a really good event.



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 that I can add you to.

George

THAMES

Things are very busy this month. John P has now sold the Vitesse and is ready to buy a Stag. Raphael's Spitfire was damaged by a car driving into the rear (he is okay, but upset about his Spitfire). George is back home and starting his long recovery back to health.

My Vitesse has two new front tyres. We have been to Farnham Classic & Vintage Show (see below for a report) and are looking forward to the IoW Weekend and SEM, which has been very involved this year, hopefully for the better.

SOCIAL MEETING REPORTS

April 4th: The Fairmile Inn, Cobham

It was a strange meeting without George; he is on the mend, although this may take some time. Back at the pub, I had Chris C and Neil W to keep me company. Neil's Spitfire was in Dunsfold having a film coating applied to stop its paintwork being chipped. He was also at Brooklands for the Easter show. We popped in for a quick chat with the 1100/1300 group, too.

April 18th: The George Inn, Wraysbury

I had a good trip in my Vitesse this evening. Keeping me company were John P (having sold his Vitesse and Jaguar, he has become the proud owner of a Triumph Stag), Graeme C (who was having his TR6 wheels refurbished), Chris C and Raph in his Spitfire 1500 with the hardtop removed ready for the sunshine due soon.

SHOWS & EVENTS

April 21st: Farnham Classic & Vintage Car Show

This is a fundraiser for Phyllis Tuckwell and has run for 20 years now. Julie and I took the Vitesse and parked up next to David's TR6 (Southern Area), and Mike and Karen's Healey 3000. Other Triumphs there were two TR4s, a Dolomite 1850, a Herald 13/60 Convertible, two Stags, another TR6, two TR3s, two TR7s and a Spitfire MkIV, and there was Andy C on his Honda motorbike. There were a few autojumble stalls and refreshment stalls. The weather was cold and mostly dry but a great start to our show season.

JUNE

2nd – London to Brighton Run, Brooklands.
14th – Standard International Rally, Winchester.
15th – Classic Motor Show, Wokingham Lions.
22nd – Englefield Green Fair, Englefield Green.
23rd – Hart Classics Show, Church Crookham.
23rd – Standard Triumph Picnic, Leamington Spa.
28th-30th – Inter-Club International, Malvern.

JULY

6th – The Bourne Show, Bourne Green.
7th – Berkshire Motor Show, Reading.
14th – BMC & Leyland Gathering, Gaydon.
28th – Summer Classic Gathering & Retro, Brooklands.

Don't forget our next meetings will be the first Thursday of the month at The Fairmile Inn, Cobham, and the third Thursday of the month at The George Inn, Wraysbury.

Any enquiries, please call me on 07773 623807.

Mickey & Julie

NORTH WALES

After the excitement of going to a new meeting venue, the first part of this month was extremely boring; the weather was wet to begin with and it just carried on, and on. I know Wales is known for its green, green grass, but in many places it has turned into brown, brown mud! The roads are horrendous, full of potholes and surface water, and even the thought of taking either of my two Triumphs out for a decent run makes me shudder. I did, however, buy a new outdoor cover for the Stag and think it will be earning its keep.

But away from the weather, it was time to make decisions. Where to go with our vehicles, to book shows and runs for the coming summer and, of course, the first of the season – Drive It Day.

This was the first big outing for the Stag since having new sills and door skins put on during the winter. The run and destination – Greygyniog Hall near Newtown – was organised by Glen and Barry. Starting at Moreton Hall Garden Centre, we did a 65-mile trip there through the Berwyn Hills and villages. Some beautiful scenery and good roads made the journey a very enjoyable one, and the weather – though grey for the most part – did let the sun shine through on occasions, allowing us a little warmth. Is spring here at last? Greygyniog was very impressive, with some lovely walks and a nice little cafe with seating in a sheltered courtyard, so good call both of you – and much appreciated! For those interested, please note that if you want to go around the Hall, you must book your trip; it is not open for just drop-ins, other than the

grounds and the cafe area, which are free to enter. There is a parking fee, though.

I must say that I was surprised that there seemed to be far fewer of our old cars on the roads this year. I don't know about other areas, but I had expected to see many more, though of course the potential of rain and our route, which did take in some fairly quiet roads, were perhaps the reasons.

No Lunch Run this month as it would have been right on top of our Sunday drive, but plenty of shows to fill in entry forms for. As so many are online these days, even local shows, which our club likes to support, it is far easier than it used to be. I must admit that although I have my pet gripes on occasions with technology, this trend I think is a definite plus.

Well, nearly at the end of April and I have finally managed to give the Spitfire its first decent run of the season – up around the Horseshoe Pass, a stop at the Ponderosa at the top of the pass for a cuppa, and back home! Lovely day, but still the wind was bitter. That doesn't really bother me – the heater works all too well on my little Spitty.

JUNE EVENTS

Monthly Meeting on June 4th

– Northop Hall Hockey & Cricket Club, CH7 6DE, 7.30pm – we welcome all new members.

Saturday, 1st – Classic Performance Show, Tatton.

Saturday, 1st – Classics at the College Charity Run & Show.

Saturday, 1st – Holywell Classic Car Show, High Street – just turn up 8.30am onwards.

Saturday, 8th – Caerwys Show or Ellesmere Carnival.

Saturday, 15th & Sunday, 16th – CVVS Oswestry.

Plus, of course, the monthly Lunch Run on the last Thursday of the month.

Here's hoping you all have some great motoring days this season. If you would like to get in touch, I would love to hear from you. Email: j.d.edwards1@btinternet.com.

Julia

SOUTH WALES

We decided to celebrate Drive it Day with a Castle Run. For anyone who has ever been to South Wales, visiting castles is quite easy – turn a corner and "Ooh look, there's a castle!" So, the group gathered at Pontypool's Golden Arches in the

morning sunshine and, although threatening clouds began to gather, those that could (and were brave enough) kept their roofs firmly down. With a list of castles to visit, John led in his pristine red Spitfire.

As usual, club traditions were maintained, with AO Meg arriving late due to problems coaxing her Herald into life, and Luke leading half the convoy off the first major roundabout at the wrong exit; presumably he'd overheard the directions from Alan's sat-nav in his TR7 behind. Soon arriving at Raglan, the first stop, now reunited, the cars were lined up for what we later realised would be the only photo opportunity with a castle backdrop.



Then it was off to Monmouth. After a tour of the town and one of its car parks with no castle in sight, we made the reasonable assumption that the council had relocated the castle. Giving up on Monmouth, it was off to Skenfrith through lanes that afforded beautiful views of the Monmouthshire countryside and little other traffic. A brief stop was made at Skenfrith Castle for the benefit of the less continent before making the short trip, again taking in the lovely views, to Grosmont.



With no easy vehicular access to the castle, the strength of our handbrakes was put to the test, and a convoy photo was taken in Grosmont village's main street before setting off for the penultimate stop. On arrival at White Castle, Sandra set up the stove for a well-deserved cup of hot coffee accompanied by a Welsh cake... or in John's case, several, as the hunger of leadership weighed heavily on his shoulders. Resisting the urge to boost club funds by

selling refreshments to the other castle visitors, Sandra packed the stove away, broke into Alan's TR7 that he had managed to lock himself out of, and it was off on for the final leg.

The notional final stop was at Abergavenny Castle, ending a successful day with no breakdowns, no rain and no mechanical problems of note, apart from the bonnet coming loose on Maggie's Alfa and Alan locking himself out of his TR7... twice.

Meg

SOUTH WARWICKSHIRE

A great meeting this month, with plenty of cars. Nice to see Richard Trundle and his Herald-based Marlin again, plus Dave Tunbridge brought his TR4(A?), Dave B came in his 948 Herald Convertible, Neil and Julie Morgan brought their TR6, and my filthy dirty Vitesse also made it – still damp from its trip to the Isle of Wight! In addition, new member Lewis Gent came along in his very tidy MkI Astra – in black, too! He also has a rotoflex MkIII GT6, so that's definitely alright with me. All in all, there were a dozen of us and the weather was lovely for a change, so we hardly went inside except to buy beer!

So then, what have we been up to

which was just as well as the town centre was closed – for a marathon race, I think. We first met up at Harbury Club car park, and then five of us in four cars (Roger in his son's Vitesse, Neil and Julie Morgan in their TR6, me in my Vitesse, and Neil L in his Spitfire) went off in a little convoy towards Warwick Holiday Inn with Roger leading, where we met up with Dave B (who had to leave for something else so didn't join us, but it was nice to see him anyway) in his Herald, Ed in his 13/60 Convertible, and Ed's parents in their Healey Sprite. When we got to the Piston Club, it was quite busy, with a good crowd of bikers there plus some American cars and other nice old stuff. The meal (roast dinner) was really excellent – one of the best I've ever had, and hopefully we'll go back there at

looking forward to seeing it – shouldn't be long as Owen doesn't seem to muck about!

Anyway, then last weekend, as I write, was the Isle of Wight camping weekend at Waverley Holiday Park, East Cowes. We'd booked a caravan in advance, before we left last year, as they tend to get booked up quickly (although apparently there's more availability reserved for us now), and we got the one o'clock ferry from Southampton (booked through the campsite as it's half the price of booking separately) and arrived with no drama on the other side. The trip down had been slightly more interesting because it tipped it down all the way, and the Vitesse's windscreen seals (and every other seal in the car...) leaked like a sieve, so I got a wet leg as the

Museum before having the afternoon to our own devices, and Sunday was a convoy to the IoW Steam Railway (expensive to get in if riding on the train, but a great place to visit), and then Monday a convoy to The Folly restaurant before saying our goodbyes and catching the ferry back to the mainland. The new propshaft on the Vitesse (made by Dave Mac in Coventry) does seem to be an improvement, as motorway speeds are now possible without shaking all my fillings out! There's still a vibration at 70, but it's much reduced. It's a pity it pee'd it down again on the way home and filled the front/rear footwells, boot floor, spare wheel well and rear seat pan – plus my trouser leg – with water! Neil says he's got some 'seek and seal' stuff for caravans which I reckon should help on the Vitesse, so I'm definitely going to give that a go.

So, on to the future. Next weekend, as I write, is the South of England Camping Weekend at Leatherhead – the weather is looking good, and I'm planning on camping with my boy Charlie, probably on the Saturday night. There will be the Gaydon Gathering on the second Tuesday, May 14th, the Inter-Club International at Malvern from June 28th-30th, and on July 12th-14th (dare I say it) Club Triumph camping weekend will be on at Gaydon (usually coincident with the BLMC day, so great value), plus on July 14th there's likely going to be a few of us going to the Hook Norton Brewery. There should also be a few visits to the Southam Cricket Club show and the Banbury Cricket Club show, plus Kineton and Gaydon between those, too. Lots going on around here, and loads of enthusiasm from you, the members – I'm so chuffed with the way that people are enjoying this new area!

Right then, the next meeting is, as



water dripped off the dashboard. I kept having to stuff paper towels into the corners of the windscreen and periodically squeeze them out through the quarterlight! I totally forgot various essentials, such as towels (Douglas Adams would be horrified), but Neil L had arrived the day before and saved the day by lending us one of his! Neil had bagged a lovely AirBnB right next to the campsite, so was literally just across the road from the campsite's clubhouse.

On Saturday morning, we all convoyed to the IoW Military



since last month? First, there was the Gaydon Gathering that a few of us went to. I was going to go, but basically couldn't get the Vitesse out of the barn where it lives; when I got there, the wind was so strong it would have ripped the barn door off and probably killed me in the process, so I dejectedly went home again! Ed went but got 'a bit' rained on, I hear. Shame, but next time should be much warmer.

For Drive It Day, a few of us went to the Piston Club, just outside Stratford. We took the long way round, going around Stratford,

some point. I also got to drive Neil's lovely red Spitfire 1500 – he wanted my opinion on a 'noise'. I can report that it drives very nicely, with no odd noises except what I think is the left-hand rear wheel bearing (apparently the noise improved with a bit of grease, but Neil's going to replace the driveshaft assembly on that side).

In other news, Owen asked us all what colour he should respray his Spitfire, and roughly 10:1 said the original Vermillion (basically orange pretending to be red!). I wholeheartedly agree, so am



always, on the first Tuesday of the month – so that's Tuesday, June 4th. The venue, as usual, is Harbury Village Club & Institute, Crown Street, Harbury, near Leamington Spa CV33 9HE, from around 7pm. The club car park is accessed from Hall Lane (which is a one-way street), so set your sat-nav for the Bull Ring Garage at Harbury (CV33 9HL) and continue 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

The April meet at the Angel, Ferndown, was well attended though the weather was not conducive to taking the classics. We rearranged the furniture so we could all sit together and we weren't asked to leave an hour after arriving, though I'm sure if we had not been there they would have closed early! It was busy when we arrived and virtually empty by 10pm – you can understand why the last orders are being called earlier. As for the following monthly meetings, I am unable to confirm here where they will be as these decisions are decided at the meeting beforehand. Again, keep looking at your emails or contact Trevor for confirmation. One case in point was the cancellation of Christchurch on the Quay for May 6th due to the high volume of rain. Did it dry enough for the 12th? Who knows!

The start of our season got under way with our local run starting from Avon Park. We had 21 cars at the start (Tom arrived

just a bit too late to catch up with us so he made his way to the garden centre to meet up with us there). Of the 21 cars, 15 were from our local group and six were the TR Drivers, the finish point being Courtens Garden Centre at Whiteparish. Thanks to the owner, Brian Ridley-Jones, one of the TR Driver contingent, for specially opening just for us. Fifty-five miles of country roads, vying with the free-roaming animals of the forest, mainly donkeys who seemed to think the road was solely for them, not only to travel by but to play and frolic on. I would say with no exaggeration, it took 20 minutes to negotiate these wonderful animals. Shame that it was not captured on film (doesn't sound the same, captured on digital!). Some of us were on our own, so the risk of getting some snaps while sitting behind the wheel... no way. Finally, after about half a mile, they decided to head off the road towards the ice cream van. The day started wet, was bright and warm by mid-afternoon, only to be overcast and damp again by the evening.

SOME DATES FOR YOUR DIARY:

June 9th, September 8th & 22nd, October 6th – Christchurch Quay. The £2 entrance fee plus the oil drip tray rules stay in place.

June 2nd – Haynes Museum Breakfast Club, 8am-12.30pm, the first Sunday of the month.

June 8th-9th – West Bay Vintage Rally.

June 15th-16th – Bath Festival of Motoring, Walcott Rugby Ground, Bath.

June 28th-30th – Roads to Rail, Swanage Railway.

July 6th-7th – Chickerall Steam & Vintage Rally.

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

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

July 27th-August 3rd – Swanage Carnival.

August 29th-31st – Bournemouth Air Show on the Thursday, Friday, and Saturday.

Sept 14th-15th – Beaulieu Autojumble.

Sept 21st – Ringwood Carnival.

Not all these are specifically car-orientated events, but most have a smattering of classic cars included to widen their appeal. It does seem the way forward as pure car shows seem not to be commercially viable. Trevor has now sent a comprehensive list via our 'Triumph Wessex' email, from which you can choose whatever takes your fancy.

Best check with Trevor or your Wessex Triumph email; apparently this is now the old-fashioned way of doing it, but then we don't want to be too modern!

Martin

NORTH WILTSHIRE

We have had a busy month, which started with our customary get-together at the Foxham on the 9th. It was well attended, and we took over a large part of the lounge in order to accommodate everyone.

There were three events planned for the month, starting with a Saturday morning drive out to the Atwell-Wilson Motor Museum at Calne. Drive It Day followed on the 21st and our chosen venue was the Crofton Beam Engine pumping station on the Kennet & Avon Canal. Several members went all day, while Dave, Paula and I only visited in the afternoon. Colin reported a large presence of Triumphs, especially TRs, though most had dispersed by the afternoon.

Our final get-together was on May 1st at the Castle Combe race circuit, where we were invited by the TR Register which organises this annual event. Chris (Vitesse 6), Nick (Spitfire), Craig (Herald Coupe), Callum (Herald Coupe) and myself (GT6 MkIII) were all there together with many friends from our fellow clubs.

There was plenty of action going on with work on our cars. Iain reported that he had steam cleaned, degreased and repainted the underside of his Spitfire MkIV. Craig still has his Herald in the garage but expected it to be out very soon. (He used it

the following Saturday!) Mark has been having problems with the fuel tank on his MkII 2000 and is looking to either replace or refurbish it; once this work is complete, he plans a bottom-end engine overhaul on his 1974 MkII.

Chris is new to us and came along in his Vitesse 6, which is relatively new to him. We pored over his car and offered several useful tips on how to address some of the issues he has. Meanwhile, Dave P has been busy with his MkII Stag – new bushes on the front suspension and anti-roll bar are in place. His next plan is to remove the seats to fit new foams, and his cam chains are due for replacement. Dave (like me) doesn't have the luxury of a garage to work in, so his schedule is dictated by the weather.

That's all, folks.

Jim Croton &

Craig Gingell

NORTH YORKSHIRE

We had a brilliant run to Flamborough for Drive It Day. Nine cars joined in, with the weather being fine if a little cool.



The cream tea was good, too! The car park at Flamborough was rather busy owing to the overflow being closed presumably as it was too boggy.



So, unfortunately, we didn't get the opportunity for a nice line up of cars at the end.



Keith



Area Directory

For area meetings please check with your AO

SCOTTISH AREAS

SCOTLAND CENTRAL WEST

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

SCOTLAND CENTRAL EAST

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

SCOTLAND NORTH EAST

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

NORTHERN AREAS

CHESHIRE

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

CUMBRIA

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

LANCASHIRE

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

LIVERPOOL

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

MANCHESTER

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

NORTH EAST

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

WIRRAL

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

NORTH YORKS

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

SOUTH YORKS

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

WEST YORKS

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

MIDLANDS

COVENTRY

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

DERWENT VALLEY

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

LEICESTER & RUTLAND

1st Mon, 7.30pm
David Smith: T: 07770 650802
E: davesmith.triumph@hotmail.co.uk
Graham Moody: T: 07544 537048
E: ggmgmt6@gmail.com
FB: Leicester & Rutland TSSC
Soar Bridge Inn, 29 Bridge Street, Barrow
upon Soar, Loughborough LE12 8PN

LINCOLNSHIRE

2nd Tues, 8pm
David Samways: T: 07709 565118
E: davesamways@gmail.com
The Curzon Arms, 44 Maplewell Road,
Woodhouse Eaves, Leicestershire LE12 8QZ

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
Sandy Pate Sports Bar, Mansfield Town FC,
NG18 5DA

OXFORD

3rd Tues, 6.30pm
Thomas Cope: T: 07972 03953
E: imp064@yahoo.co.uk
FB: TSSC Oxford
New venue to be confirmed, contact
Thomas or visit Facebook page

PETERBOROUGH

2nd Mon, 7.30pm
Charlie Noble: T: 01780 666045
E: tssc@noblesoft.co.uk
Steve Abbott: T: 07516 488443
E: abbott4747@talktalk.net
FB: TSSC Peterborough Area
The Gordon Arms, Peterborough
PEW2 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
tsscnorthstaffs.home.blog
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
2nd Weds 7.30pm - See our Facebook
page and your emails for details.
4th Weds 7.30pm - The Craven Arms,
Skinner's Green Lane,
Enborne RG20 0HG

SOUTHERN

1st Tues, 7.30pm
Mike Gooding: 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,
Waysbury TW19 5DE

SOUTH WESTERN AREAS

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

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

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

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

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

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

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

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

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

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



WELSH AREAS

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

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

NORTHERN IRELAND

NORTHERN IRELAND - 1st Wed, 7.30pm
Doug Hogg: **T: 07707 288233**
E: heatheranddouglas@gmail.com
Nortel Social & Athletic Club, Newtownab-
bey 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	vandvh@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
SWITZERLAND	Philip Bellamy	0041 79 347 1221
UNITED STATES	Ben Blaney	benblaney@gmail.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 August with the option for additional nights.

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

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

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

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

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

Jan on 07799 804415
J.muschialli@ntlworld.com

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

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

Please enclose a self-addressed envelope.

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





ALL TRIUMPH DAY @ SHUTTLEWORTH



Sunday 8th September

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

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

Payment will be requested nearer the event.

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

WHO'S WHO

TSSC Council of Management 2024



Chris Gunby
Chairman/
Gen Sec



Tracey Hawes
Financial Lead



Paul Girling
Area Liaison



Nigel Hill
Events & Shows



Tom Hartley
Director



Jane Rowley
Director

Council of Management 2024 Meetings

Sun 9th June, 2024 - HQ / Sun 22nd September, 2024 - AGM at HQ
Any member who has any item of business that they wish to be discussed at a Council of Management meeting should send the item to:
Chris Gunby, Riverside Forge, Water Lane, North Witham, Lincs NG33 5LJ.
Tel: 07843 435190 or **email:** chairman@tssc.org.uk.

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

TSSC Headquarters - 9 to 5pm Monday to Friday



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

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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Model Register Contacts & TSSC Officers

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

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

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

Model Registers

HERALD 948/1200/1250

Finn Adam Egeland-Jensen MBE

15 Tebourba Drive, Alverstoke,
Gosport PO12 2NT

T: 07770 427602

E: herald@tssc.org.uk

HERALD 13/60

Darren Groves

Moorside Cottage, Ashwater, Beaworthy,
Devon EX21 5DD

T: 07806 351499

E: herald1360@tssc.org.uk

SPITFIRE MkI/II/III

Suzie Singleton

31, Cadley, Marlborough, Wiltshire SN8 4NE

T: 01672 514241

E: spitfires@cadley.org

SPITFIRE MkIV/1500

Steve Payne

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

T: 07885 449609 (6 to 7pm)

E: spitfireIV-1500@tssc.org.uk

VITESSE 1600/MkI/II

Dave Tunbridge

2 Windmill Gardens, Staverton, Northants,
NN11 6DD

T: 078155 29453

E: vitesse@tssc.org.uk

GT6 MkI/II/III

Andy Cook

7 Albany Road, Fleet, Hampshire GU51 3NA

T: 07822 801275 (Eves/Weekends)

E: gt6@tssc.org.uk

BOND EQUIPE

Guy Singleton

31, Cadley, Marlborough, Wiltshire SN8 4NE

T: 01672 514241

E: guy@bondequipe.org

SPECIALS

Trevor Collett

25A, Greenacres, Bookham,
Surrey KT23 3NG

T: 0776 7248798

E: specials@tssc.org.uk

BIG SALOONS

Dave Harvey

Melrose, Snelsmoor Lane, Chellaston,
Derby DE73 6TQ

T: 07540 167534

E: bigsaloon@tssc.org.uk

TOLEDO/DOLOMITE 1300/1500

Andrew Burford

13 Highgate Avenue, Birstall,
Leicestershire LE4 3JL

T: 0116 267 1688 (Eves/Weekends)

E: toledo@tssc.org.uk

TR4/4A/5/250/6

Bernard Littlewood

92 Lascelles Drive, Pontprennau,
Cardiff CF23 8NQ.

T: 02920 315260

E: tr4-tr6@tssc.org.uk

TR7/TR8

Paul Lewis

14 Northbourne Drive, Nuneaton,
Warks CV11 4GA

T: 07766 101615

E: tr7-8@tssc.org.uk

ACCLAIM

Julian Rowell

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

E: acclaim@tssc.org.uk

STAG

Ben Carney

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

T: 07875 944541

E: stag@tssc.org.uk

AMPHICAR

David Chapman

T: 01684 592985

E: amphicar@tssc.org.uk

TSSC Officers

TSSC TRIUMPH ARCHIVE

Ben Carney

28 Forshaws Lane, Burtonwood, Warrington
Cheshire WA5 4ES

T: 07875 944541

E: archive@tssc.org.uk

INTERNATIONAL LIAISON SECRETARIES

Jess Smale & John Lay

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

T: 0781 107 3138

E: international-liaison@tssc.org.uk

YOUNG MEMBERS CO-ORDINATOR

Conor Lukeman

14 Quinton Close, Redditch,
Worcester B98 0EL

T: 07758 539750

E: youngmembers@tssc.org.uk

EVENTS & SHOWS

Nigel Hill

32 Hollyhill Road, Selston, Notts NG16 6EF

T: 07976 163006

E: nigel.hill@hotmail.co.uk

AREA LIAISON OFFICERS

Paul & Christina Girling

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

T: 07584 000442

E: tsscareas@gmail.com

PUBLIC RELATIONS OFFICER

Vicky Dredge

Kingcott Farm, Alcester Road,
Flyford Flavell WR7 4DF

T: 07745 299457

E: pro@tssc.org.uk

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Peter Hewson (East Yorkshire).
Tel: 07895 947593



1960 Herald Coupe 948. Twin carbs, solid chassis and body. Used and serviced regularly. History since new. Lifetime of being garaged. Many spares, 35,000 miles. £7500.

Bernard Miller (Sussex).
Tel: 01323 846913

1967 Herald 12/50 plus extras. Engine needs attention. Only two owners since new. £2500.

Gail Ellisdon (East London).
Tel: 07761 629816

VITESSE



1967 Vitesse Mkl 2L. Rngine running but roughly, brakes need checking over, then good to go. 112,000 mils.

Overdrive. Not on road since 2011 but stored in dry barn. Chassis solid. Body looks good, some superficial rust – nothing MoT worthy. Owned since 2002. £3650.

Richard Tillard (Chiddingly, East Sussex). Tel: 07789 984595



Vitesse Mkl Saloon, 1968, in excellent A1+ condition. Excellent runner, electronic ignition. Rebuilt 2020, large history and receipts file. Original workshop manual. 85,000 miles. £10,250, open to sensible offers.

Stephen Hassall (Cornwall).

Tel: 07484 813892



Vitesse MklII. Sunroof, overdrive. Needs restoration to complete car. 1970 model. 100,000 miles approx, spare overdrive. £3000 or near offer. Buyer collects. **George Bettridge (UK).**

Tel: 07710 031784

or email george.bettridge@icloud.com



1969 MklII Vitesse, white, saloon, sunroof, five-speed, CV driveshafts, Wolfrace wheels, 1 3/4 SUs, adjustable dampers, various spare parts included, needs tidying, suit competent enthusiast. £8000.

Steven Milton (Hastings).
Tel: 07791 384579



1967 Vitesse Mkl 2L. An older restoration in great useable condition. Nut and bolt rebuild in late 1980s to prize-winning standard. Factory convertible with overdrive. £9000.

Richard Williams (Sale, Greater Manchester).

Tel: 07770 780597



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

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

SPITFIRE

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

Tel: 01752 846172



1981 Triumph Spitfire 1500. with overdrive, owned for 26 years. 75,500 genuine miles, hardtop, soft-top, tonneau, winter cover. Undersealed from new, original car in Triumph white, always garaged and dry use only. Improvements include s/s sports exhaust, unleaded head, uprated brakes, new battery, oil cooler, electronic, fan, new rear shock absorbers. Leather seats and new carpets. The car has not been used much in the last couple of years due to my mobility issues. A full service and safety check will be done prior to sale. Currently on SORN. £5850 ono.

Mike Ward (Salisbury, Wiltshire).

Tel: 07554 444387

Email: mikejww@aol.com



MklIII Spitfire. 1967 dark blue, mohair hood and cover, garaged. Sound, not rusty but needs clean, rarely used. £7,000. **Carol Ramsey (Cornwall).**

Tel: 07934 417822



Spitfire MklII, 1965. RHD, 1147cc, home market, Conifer Green with tan mohair hood. Only 800 miles since full nut and bolt restoration in 2006, exceptional condition. £17,500. **Steve Nicholls (Pensby).** Tel: 07977 090767

Complete my Spitfire project. Renovated bodysell, galvanised chassis, professionally recon engine, gearbox and differential. More or less all parts to complete. I'm too old and lost interest. Call to discuss. £5000. **Rodsmi_4054 (Hornby, Nr Lancaster).**

Tel: 07818 476403



Very useable early Spitfire 4 (Mkl).

1963, Signal Red with black trim, upgraded to 1300c with O/D and alternator conversion. Engine sounds very sweet and drives well with no mechanical issues. Number plate valued at £2800. £10,000.

Chris Curtis (Hampshire).

Tel: 07745 244543

GT6



1971 Triumph GT6 MkIII in need of a new loving home. Carmine Red. One previous owner. Current owner for last 50 years, having done 150,000 miles in the car. Current mileage 67,000. Several rebuilds including bare metal respray. Stainless exhaust, alternator, electric fan, electronic ignition. Extensive service history. A dry car very little used (1500 miles) over the last 10 years but some rust needing attention around front wheelarches since last rebuild in 2010. I have 120 pictures documenting this process. Any buyer must have a garage to store car. Car is on second differential and third gearbox. Engine original, running oil pressure 80psi cold / 40-50psi hot. New 12 month MoT (no advisories) and have all MoTs for 50 years. Offers around £13,000.

Clive Jones.

Tel: 07801 471840



GT6 MkIII 1973, full file of restoration.

Great condition. £15,000,

Nick Horder (Market Harborough).

Tel: 07958 786235



1973 GT6 MkIII for sale. Full body-off restoration, reasonable, offers considered.

Michael Affleck (Northumberland).

Tel: 07821 974093

WWW.TSSC.ORG.UK

TR6



Beautiful TR6 CP. 150BHP with overdrive. This is a great driving car, meticulously maintained, box file full of history, fully restored in 1990s, many parts replaced since, 97,500 miles, beautiful condition. £15,000.

Graham Kelley (Cardigan).

Tel: 07854 109274

TR7



TR7 V8 Convertible. Fitted with a new Rover V8 and Holley carb etc from Rimmer Bros early in its life. Amazing original body condition. £9950.

David Nind (Bridport, Dorset).

Tel: 07977 009483

PARTS FOR SALE

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

Martin Pinney (Devon)

NOTE new number – tel: 01395 563627

Spitfire spares – 1500 GRP Bonnet, £150. Hardtop, £150. Unused steel OSR wing, £75. Door skins, £60 each. Rolling chassis and body tub with V5, £150.

Neville Wright (Peterborough).

Tel: 01733 319113

New, unused gearbox tunnel cover for Vitesse/GT6. Black. Glassfibre.

No hole yet cut for gear lever. Can take to Malvern. £65.

Joe Grundy (Morpeth, Northumberland).

Tel: 07831 097659

Mike Papworth gearboxes, std and H/D – overdrives A - D - J to order. Halfshafts std and Rotoflex. Vehicle movements, project cars required (trade).

Mike Papworth (Coventry).

Tel: 07768 775170

Various Vitesse/Herald Parts – front valance, secondhand, good condition needs some work but an original panel stored 40 years, £60. Estate rear side window seals, good condition,

secondhand 704786/7, very rare and hard to find. Stanpart door skins, original pair stored 50 years, good condition, rust treated £100. Overdrive gearbox, 1965 overdrive plus the propshaft, rebuilt 1980, hardly used since, not suitable for 2-litre cars as too weak, £300. Matched pair white padded type, good condition, £60. Rear driver's side valance complete with rubber strip mounting, original Stanpart, £35.

Julian Crinall (Twickenham).

Tel: 02088 902499.

2500 TC engine – engine coded MM44733HE. Good condition, low mileage, not needed. £200.

Julian Crinall (Twickenham).

Tel: 02088 902499.

PARTS WANTED

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

Neil Levings (Stratford upon Avon).

Tel: 07436 930510

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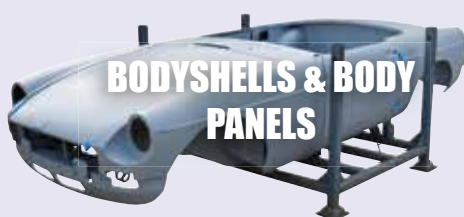
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