

THE COURIER

THE MONTHLY MAGAZINE FROM THE TRIUMPH SPORTS SIX CLUB

ISSUE 543 OCTOBER 2025

PHOTO WINNER

Another Photo of the Month award, plus some great runners up too!



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CLUB



ALL TRIUMPH DAY AT SHUTTLEWORTH



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FROM THE EDITOR

Well what do you know – it turns out that the news isn't always bad after all! On page 8 of this issue, you can read about a Registration Policy Update from the DVLA, ushering in a far more relaxed attitude with regards to retaining a vehicle's original number after restoration and/or modification. If this is implemented consistently and as promised, it should lead to a far more sensible and practical approach for everybody.

This is of relevance not only to those who are into serious modification and so previously ran the risk of ending up with a Q-plate, but anyone who works (or has work done) to maintain their classic. That's because the previous situation was very much a lottery with decisions made apparently on the whim of the inspecting officer and how they chose to interpret the rules. We have seen credible reports of cars being refused registration for things as minor

as a hole drilled in the bulkhead of a monocoque to pass wiring through.

The older I get, the less interested I am in modifying my own cars, but that doesn't mean I can't appreciate what others do. And yes, there does come a point on some cars where, like Trigger's broom, you have to ask what exactly is left of the original, but this new policy does seem to adopt a commonsense approach to such questions. Common sense and officialdom? That's not a combination you see often!

Simon Goldsworthy

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THE GET OUT

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PHOTO OF THE MONTH



For the second month in the row, we have a Herald featuring here. We can assure you that there is no favouritism though, and it is a 13/60 this time rather than last month's 1200! This month's photo was sent in by Chris Gardner, who says: This picture shows my Herald 'Edna'

outside the former RAF Grove, near Wantage in Oxfordshire. Sadly the former Swiss Air Force De Havilland Vampire is no longer on the pole, having been blown down in a storm a couple of years ago. I took this photo in 2019, on my first journey home with Edna.



CHAIRMAN'S COMMENT

PETE LEWIS' DEDICATED SERVICE FOR OVER 20 YEARS IS RECOGNISED BY THE TSSC

I have just returned from the All Triumph Day at Shuttlesworth where, along with a lot of our members, I had a great day with 300 Triumph cars present. Days like this make you realise that the Triumph marque is still very much alive and in favour with classic car enthusiasts. The event was jointly organised by the TSSC Herts and Beds area and the TR Register's Lea Valley area. As you all know, I have spent most of my time as chairman trying to get all the Triumph clubs to work more closely together and events like this definitely show that it works.

The day also marked the end of an era as the Herts and Beds area organiser Pete Lewis attended his last TSSC show as an area organiser and main event organiser – he will step down at their AGM in November after over 20 years in the job, as well as organising the Duxford event for many years and then

the move to Shuttlesworth two years ago, while also being the go-to person on our very own TSSC forum with over 26,000 posts. Yes, you read that right – 26,000 posts helping our members with every sort of technical issue



imaginable.

It gave me great pleasure to be able to make Pete an Honorary Member of the TSSC at Shuttlesworth after the TSSC Council of Management had decided at our last meeting to award the highest honour we can give to a member to say a massive thank you for all Pete's help and hard work over the last 20+ years. Thank you Pete on behalf of everyone at the Triumph Sports Six Club for all that you have done.

Chris Gunby
TSSC Chairman



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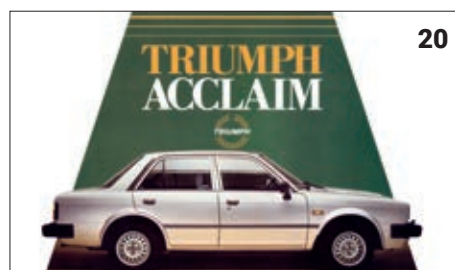
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ALL TRIUMPH DAY AT SHUTTLEWORTH

The second running of this great new event hits the spot once again!

The second All Triumph Day at Shuttleworth took place on Sunday 7th September, and it was another belter. Organised jointly by the TSSC Herts & Beds Area and the TR Register's Lea Valley Group, it all took place at Old Warden Aerodrome in Bedfordshire. Just £15 per car secured entry for the driver and ALL occupants to the show field, a sum

which also included entry to the six hangars of the Shuttleworth Collection housing some of the world's oldest airworthy examples of historic aircraft along with veteran vehicles, bicycles and carriages, plus the nine-acre Regency garden – entry to those attractions alone is normally £17.50 per person!

So yes, it is incredible value for money. But it is also much more than that; it is a relaxed and informal day for all Triumph enthusiasts to mix and mingle, with the addition of a jazz band this year providing additional entertainment on the show field. In fact plenty of visitors never made it into the hangars, but fortunately were entitled to return as often as they liked over the next 30 days at no additional charge. We certainly had to avail ourselves of this concession last year, and it really reinforces what a great deal the All Triumph Day truly is.



The TSSC shop was there too and did brisk trade, while lots of insurance valuations were carried out to make sure members cars have the correct cover in place should anything untoward happen to their treasured Triumphs. Congratulations to everyone involved in organising this great event – we are looking forward to 2026 already!



AUCTION REPORT



ACA: 1969 Herald 1200 – £660.



ACA: 1960 Herald 948 – £2110.



ACA: 1977 Spitfire 1500 – £960.

Anglia Car Auctions held their latest classic sale at the end of August, with no fewer than 15 Triumphs entered, including a total of seven Spitfires. Obviously there is not going to be room here to examine them all, but there were three pairings that promised to provide some interesting comparisons.

Starting with Lot 469, this was a rather forlorn 1969 Herald 1200. Said to have been a barn find in 2022 with not much done to it since, the Herald looked eminently saveable, but offered nothing particularly special and as well as having rust in all the usual places, every panel was peppered with surface corrosion. This contrasted with Lot 339, a 1960 Herald 948 saloon. This one looked extremely tidy from the outside, though nowhere near as tidy inside the boot, under the bonnet and in the cabin. Its last MoT was a failure in 2022, but not for anything serious. Both were being offered with no reserve, and we guess that £660 for Lot 469 and £2110 for Lot 339 would make the more expensive car by far the cheaper option in the long run.

Of the Spitfires, we have picked two 1977 cars, so both 1500 models. Again these offered quite a visual contrast. Lot 478 was an unfinished restoration project which had been off the road since 2018. There was still a lot of work to be done, and buying a part-dismantled and unfinished project offers two gambles – would all the parts be there that you need to finish it, and has the previous work been done to a high enough standard that you won't have to unpick it and start again?

Contrast this with Lot 321, a very tidy Spitfire 1500 which showed what the end result should look like. Buyers might have been given a moment's pause for reflection by the fact that the vendor had only bought it from ACA in April and was selling it already after some recommissioning because the car was a little too small for him, and also by the note that further fettling would be required. However, it did look lovely both inside and

out. Neither Spitfire had a reserve, but Lot 321 sold for just £3564 whereas the project cost its new owner £960, and we seriously doubt it could have been completed for just £2604!

Our final pairing consists of a couple of TR7s. Lot 666 was a gorgeous convertible that had been changed from Persian Blue to Rosso Red and fitted with a Sprint engine. Clearly a car that you could show with pride or simply enjoy for the driving thrills it offered, the estimate was £6000-£8000 and the inclusive sale price was £7236. Lot 452 on the other hand was clearly in need of some TLC, not least the fact that the timing was said to need attention. This was a fixed head coupe rather than a convertible, and once upon a time that would have put it at a distinct disadvantage. However, in recent years the tin-top TR7s have become really quite desirable. In the event, £2160 was the bottom line, suggesting that buyers were in search of the easy option.

Just a few days later, Mathewsons were in action up in Thornton le Dale. By chance they also had 15 Triumphs in their sale, plus a couple of related cars. We'll get to those relations in a moment, but first we picked out three cars which would make an interesting comparison – Lot 352 which was a 1979 Dolomite Sprint, Lot 650 which was a 1977 Dolomite 1850HL, and Lot 676 which was a 1980 Dolomite 1300. Not surprisingly the pre-sale estimates followed the pecking order of the engines, the Sprint being pitched at £7000-£9000, the 1850HL with a narrower band of £7500-£8500, and the lowly 1300 at an equally lowly £2000-£3000.

As for condition, the Sprint had last been MoT'd in June 2023 and it had been sold by Mathewsons in July 2023 for a premium-inclusive £11,200. Looking lovely but not immaculate, it didn't come with much info but appeared ready for some use. If anything, the 1850HL looked to be in even better condition, the vendor saying it 'Drives like the 34,500 miles showing, though I can't



ACA: 1977 Spitfire 1500 – £3564.

guarantee this is correct.' The same was true of the 1300, which looked to be in equally good condition. Of course it lacked the bigger cars' prestige and power, not to mention their overdrive gearboxes. However, there's been a resurgence of interest of late in the smaller, more often neglected models of all types, so it was interesting to see the results of £8750 for the Sprint, the 1850 doing fractionally better at £8800 and the 1300 gamely smashing through its reserve to reach £3900.

Of the two Triumph-related cars, both had Herald connections. Lot 180 was an RMB Gentry, beautifully finished but with a strong pre-sale estimate of £5000-£7000; bidding for it closed at £5300. Even more highly valued was Lot 232, a 1964 Amphicar 770 that carried a £20,000-£25,000 estimate. Said to have been in a private collection since importation into the UK in 2005, it looked pretty as a picture in turquoise paint and was being sold with 'a comprehensive package of new spare parts.' How cool would it be to own one of these? Sadly £36,000 was the hammer price, putting it well out of our league!



Mathewsons: 1964 Amphicar – £36,000.

CLASSIC REGISTRATION – NEW DVLA POLICY

Greater flexibility and a more common-sense approach from the DVLA

Following an extended period of lobbying and consultation by the Federation of British Historic Vehicle Clubs (FBHVC) culminating in the Call for Evidence to which members responded in record numbers, the DVLA have now issued a Registration Policy Update. The Federation is very encouraged by these outcomes, not only with the revised policies but also with a clear change by the DVLA to a more sympathetic and pragmatic approach to the registration difficulties sometimes faced with older vehicles.

The DVLA say they have updated their policies to modernise the process for notifying them when a vehicle has been repaired, restored and modified. Like-for-like repairs and restorations will no longer need to be reported to DVLA, and more modified vehicles – including electric vehicle (EV) conversions – will be able to retain their original identities. These changes took effect from Tuesday 26th August, 2025.

The key changes include:

- Like-for-like repairs and restorations will no longer require notification to DVLA, providing the vehicle's appearance is the same as when it was originally manufactured and there are no changes to the log book (V5C).
- Vehicles that have been subject to significant structural modifications will be able to keep their original Vehicle Identification Number (VIN) and registration number, but the registered keeper must notify DVLA of the changes.
- Vehicles that have been converted to electric will also be able to retain their original identity, but the registered keeper must notify DVLA of the changes.

DVLA Chief Executive, Tim Moss, said: 'We recognise the time, passion and care that keepers of classic vehicles invest in keeping their cars on the road. That's why we've worked closely with the community

to shape these changes. These updated policies support historic vehicle keepers, and the wider industry, with clearer registration processes that reflect modern restoration and modification practices, helping safeguard the UK's rich and wonderful automotive history. These changes will allow enthusiasts to focus on what they love most: preserving and enjoying these remarkable vehicles.'

Full guidance on this policy update can be found online at www.gov.uk/vehicle-registration

NORTHANTS MEET

Northants Area have changed their meeting venue for the first time in ages, so make a note if you plan to go along – they still meet on the second Wednesday of the month, but now at 8pm at The Stags Head, Gt Doddington NN29 7TQ.

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TRIUMPH GT6 ON WEDDING DUTY – FROM THE WIRRAL TO NORTH WALES...

Here's a photo of my Mk2 GT6 taken on 29th August. I am ferrying the groom Scott from the Wirral to Trevor in North Wales for his wedding to my daughter, Rhiannon. Despite a summer of prolonged sunshine, the weather was due to break on that day, but in fact the sun shone and the ceremony took place outside as planned. It was a beautiful day, and my car took pride of place outside the venue and was much admired!

I have owned my car for 42 years and have restored her more than once, thanks to a lack of a garage space for much of that time. The last full chassis-up restoration was completed by my good friend Peter Dunn with my assistance in his single lean-to garage, including a full respray. The engine is back to standard from the souped up version I built in the 1980s (I'm much older now), and myself and another friend rebuilt and replaced 90% of the internal vinyl with similar texture leather. I rebuilt the sunroof (now mohair) which is a major asset, and I am also lucky to have a rear seat that I pulled out of a GT6 at a Triumph breakers back in the 1980s!

Richard Lloyd

EUROPEAN BREAKDOWN COVER

We have our car covered for European breakdown as we have a policy through the TSSC scheme, which we thought would cover us for all eventualities. On a recent nine day trip to Holland, my Spitfire 1500 suffered engine fuelling issues and subsequently intermittent ignition problems. Despite having a boot full of spares, neither I nor two Dutch garages could categorically fix the issues.

After breaking down a good few times, we finally called our European Breakdown Cover emergency number and quickly got through to the AA in the UK. They were very good ascertaining our situation, being relatively safe on the hard shoulder, in daylight, out of the car and behind the crash barriers,

hazards on and also an auxiliary amber high viz rotating emergency lights, so no immediate danger. They contacted the area Dutch breakdown service and within 10 minutes a small SUV patrol car had arrived and assessed the situation. 20 minutes later the Spitfire was loaded onto a recovery wagon and on its way to their huge ANWB breakdown site near Schiphol airport. Despite their best efforts, the mechanics were unable to get the Spitfire running, so it was left with them and they arranged for a taxi to take my wife and I to our hotel, 30km away.

Next day I had to get back to the AA, but this seemed to take for ever getting through the on-hold options as this time it was not

an emergency call request. Eventually we were told the car would be repatriated, which would take something like three to four weeks. As for us, we needed to make our way to Dunkirk in France to catch our ferry





...AND ANOTHER – THIS TIME IN LINCOLNSHIRE!

One of my sons, Scott, recently got married to Sarah at Harlaxton Manor in Lincolnshire and asked if I would take him to the venue in my GT6. Here are some photos taken on the day. Regarding the GT6, I bought it at auction about four years ago. It had been restored, but then not used for 10 years. I got it running and then decided to take it to the Le Mans Classic for a first trip! I managed to get there with the help of my Leicester & Rutland Area mates, who then decided to retune it on the campsite after a few beers!

Since then it's been running perfectly and I've taken it to Laon and Le Mans again, plus on many UK trips, all with no issues. I've worked on the engine bay and interior to bring them up to concours standard, although I use it too much for it to be a show car. Having said that, on the way back from the wedding I stopped at the Leicester & Rutland Sunshine Rally and won the car show.

Adrian Hall



but were told it was unlikely we could have a hire car as it crossed country borders. We were told we could get trains back to Dunkirk and could claim reasonable costs when we got home. We did get home eventually, via five trains but taking us a long time in travel and layovers. Also we had so many bags and bits and pieces from the car that we had to



buy two cheap small suitcases so we could manage our stuff on the trains.

So please be aware that maybe your European Breakdown Cover policy may not cover you for car hire if you go beyond the French border, and be prepared for many international calls sorting out details. A Recover policy is not the same as a Relay service, ie. you don't get to be promptly moved with the car! I'd also like to make the point that whilst the AA did a great job alerting the local rescue company, the follow-up process left a lot to be desired and caused us a lot of grief, expense and wasted time.

Jon Low

Dave Youngs of Peter Best Insurance says:

There are vast differences between the way a breakdown is managed in the UK and how

one is managed whilst travelling in the EU. A breakdown in the UK, whilst inconvenient, represents a relatively simple challenge – if the vehicle can't be fixed at the roadside, it will usually be transported along with the car's occupants back to the home address or the policyholder's local repairer.

Regardless of who provides your breakdown cover, this clearly can't work the same way when being repatriated from abroad, and hire car companies are increasingly not allowing their vehicles to cross borders, particularly when travel is one way. This does mean that if the car cannot be repaired locally, then you may have to make use of public transport and reclaim the costs when you return.

We're grateful to Jon for sharing his experience and we hope he manages to trace the gremlins affecting his Spitfire!

PHOTO OF THE MONTH – SOME MORE RUNNERS UP

With so many great entries for our Photo of the Month slot on p3, it would take us years to get through them all. However, it would be a real shame not to share more of them with you, so here is another selection of wonderful runners-up. Do keep those entries coming in, though. As ever, send them together with a few details about you, your car and the photograph to editor@tssc.co.uk



This is my beloved GT6, Jerome (JKJ 938L) taken during the parade lap at the TR Register track day at Castle Combe back in April. Next year I might try some fast laps. The picture is courtesy of Jim Gaisford.

Chris Langley



This is my Triumph Stag outside the entrance to the Royal Liverpool Golf Club which hosted the Open Championship in 2023. I purchased my Stag in 2016. It does require regular meticulous maintenance, but has proved to be very reliable.

Paul Griffies



This is Gerald, a September '61 registered 1200 saloon. I bought him in September 2023 after a break from Triumph ownership lasting around 30 years. It is a delight to own a Triumph again and to be a member of the TSSC.

Stephen Shelley



This shows what is under the bonnet of my Spitfire 4. It wears an Ashley GT hardtop, and I have owned the car since 1967 when it was four years old.

Graham Tedcastle.



Here is an action shot of me in my 1967 Vitesse, which was taken one evening in central Israel.

Michael Kaye



This is our Herald 13/60 estate going over the Millau Viaduct on a two-week trip through France.

Dave Beechey

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BACK BEHIND THE WHEEL AT LAST

Well, I can start this month by saying something I wasn't sure I could say any more – I can still drive my Spitfire! It's been a couple of years since she's been accessible, and as my mobility has markedly reduced in that time I wasn't sure how easily I'd get into her, far less be able to drive her.

Guy had brought her down from the 'top shelf' a few weeks ago and done a service, a general all-over check, and fixed a few problems she had developed from lack of use. By the time our August Area Lunch came around, he was happy that she was as ready as she could be so we took her that day, Guy driving as usual, but she behaved very well.

My fears allayed somewhat, the following day when I had my regular acupuncture and

massage therapy appointment, the weather was still warm but not too hot, so I decided this was it. Warm enough not to need a coat or other layer of clothing to make it difficult to fit between the wheel and seat back, I thought I should be able to fit behind the wheel and so it proved, although it is still a long way down – and an even longer way up!

Apart from the mechanics of actually getting in and out of her, it was lovely to drive my Spitfire again. I had a clear run along the road until I got near to town. We have major roadworks going on in Marlborough – a frequent occurrence – but the queue was going down the hill into town, so it was a relatively relaxed trundle down as far as the bottom and the lights. Had it been

an uphill queue, I would have thought twice about the accurate clutch control needed for an upwards climb having not used a clutch for so long, my everyday 1989 Honda Civic being an automatic.

I duly arrived for my appointment, was nicely mangled and needed, left there feeling nice and relaxed and mobile – and then folded myself into the Spitfire, probably undoing most of the good work that had been done. I then had a nice run back, the right of way for that journey meaning very few delays, then foot down to climb the hill again and back home through the forest.

OK, so maybe you didn't need a play-by-play account of one journey, but it was a big thing for me and good to be driving her again. And today I repeated the exercise, this time with a brief trip to Tesco's, with the queue into town much shorter on a weekend. Sadly, I don't think the Spitfire is going to become my everyday car as she was 25-30 years ago, but I do want to use her when I can, and while I still can.

EARLY MODEL SPITFIRE TUNING HANDBOOK



One of our local Andover Area members, Kevin Hill, has recently taken the difficult decision to sell his Australian built (and restored by him) 1963 Spitfire 4. It was a wrench but, as with me, age has caught up with him and so he decided it was time for his car (pictured here) to find a new custodian to enjoy her. Despite no longer having his car, Kevin was kind enough to send me the following piece for these pages.

I recently obtained an official guide to Interim and Stage 2 tuning (Handbook part no 512921), which was published in March 1965. It was clearly in response to the interest that owners then had so they could take their exciting new cars racing, and it provides a fascinating snapshot of the FIA rules at this time.

It distinguishes what can be fitted without homologation (brake booster, 4½J wide

wheels, oil cooler etc.) on a standard car. It also showed what effect fitting the two Triumph tuning kits available would have. Obviously the race organisers were looking for an equal match of cars, with scrutineering before getting on the grid to ensure that it was a fair race.

The detail and the list of part numbers to replace standard components is extensive. Even going up from

a 63bhp standard car to the interim stage which gave 70bhp required Solex carburettors, changes to the inlet manifold and a head skim to increase the compression ratio. The 90bhp Stage 2 was extensive and involved Weber carbs, a significantly strengthened bottom end, four port head, new distributor etc. It also revved to 7000rpm.

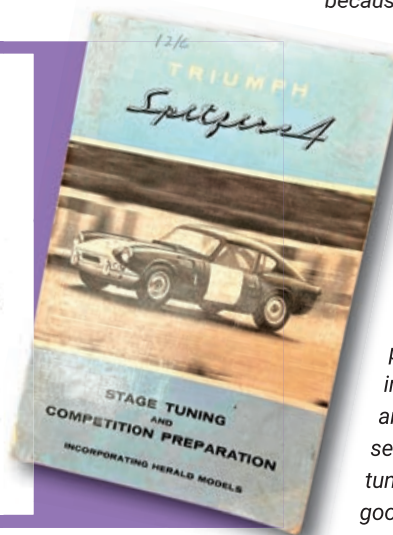
The tuning must have been effective

because in the mid-1960s

there were a number of very successful Mk1s (and some Mk2s) being campaigned in the UK, Europe and the US. A comparison made of the performance was included, and in particular the increase in top speed to 107mph and a 0-60 time of five seconds better for the tuned version. Oh, the good old days!

INTERIM AND STAGE II CONVERSION DATA

	Standard Spec. (Mk1)	Interim Stage Tune	Stage II Tune
Compression ratio	9.0 : 1	9.75 : 1	10.5 : 1
Power	63 b.h.p.	70 b.h.p.	90 b.h.p.
Maximum speed	92 m.p.h.	96 m.p.h.	107 m.p.h.
Accel. 0 to 60 m.p.h.	15.5 secs.	13.5 secs.	10.6 secs.
Accel. Standing 1 mile	19.5 secs.	19.2 secs.	18.3 secs.
Max. permissible r.p.m.	6,000 r.p.m.	6,500 r.p.m.	7,000 r.p.m.
Carburettor type	S.U. 11" bore	Solex 32 PAIA	Weber 40 DCOE
Sparking plugs	Lodge CNY	Lodge CNY	Lodge 2 HN
plug gaps (L.A. 12 coil)	0.025"	0.025"	0.025"
plug gaps (H.A. 12 coil)	0.030"	0.030"	0.030"
Ignition setting (Static)	13° B.T.D.C.	12° B.T.D.C.	2° B.T.D.C.
Crankcase breathing	Closed circuit	Mod. open circuit	Mod. open circuit
Distributor (Delco Remy)	Stanpart 209697	Stanpart 209697	Stanpart 211461
Valve clearances (cold)	0.010"	0.010"	0.010"
Petrol pump pressure	1½-2½ lb/sq.in.	2½-3½ lb/sq.in.	2½-3½ lb/sq.in.



Official 'MK2' ALBUM RELEASE SHOW

Regular correspondent Keith Lister sent to me an email he had received regarding the new album from The Spitfires, saying that amazingly they have called it MKII same as my car. The email had more information about the band, saying:

'Originally formed in 2012, The Spitfires played their final show at a sold out Electric Ballroom in London back in February 2022, a fitting punctuation mark for the quartet who built a cult fan base on their own terms over the past decade with their five albums Response (2015), A Thousand Times (2016), Year Zero (2018), Life Worth Living (2020) and Play For Today (2022).'

So, it looks like the band The Spitfires are having a comeback – a little like my Mk3 Spitfire!



Official 'MKII' Album release show.

The Spitfires perform an intimate show in the second room at 229 on the day of the release of the 'MKII' album on Bellevue Music.



And finally...

Here are two more pictures of Ralf's model Spitfires, replicating the vehicles in some of the 1965 events – the Coupe des Alpes and the Rallye de Geneve.

Suzie

AUGUST NATIONAL *Weekend*



Coupe exhaust repair with the red GT6 Mk1 in the background – my annual attempt at an artistic shot!

The 8th-10th August was another summer weekend blessed with fine warm weather, ideal for the classic Triumph owner. Having spent several Friday afternoons this year at HQ tinkering with the Vitesse coupé with only the sparrows for company, it was so good to see the place buzzing with TSSC members, firstly on Friday evening

catching up with folk over fish and chips and a pleasant beer in the warmth of the courtyard, then for the whole day on Sunday with the car show.

Nigel had kindly arranged a car shuffle at HQ so the Vitesse coupé had been moved into the workshop, its place in the museum temporarily at least taken by the blue Bond

Equipe. This will allow Mark Smith and myself to tackle a few more tasks with the benefit of the workshop facilities.

I arrived early on the Sunday morning and was soon in the pit doing the 'baked bean tin and gun gum' repair at the engine end of the front silencer. I had only just evacuated the pit when through the pearly gates to



Vitesse at Lubenham.



Triumph heaven came a rorty red Herald convertible, sounding more like a hot rod V8 than a 13/60. That turned out to be Tom Hartley, who had unfortunately been over a Market Harborough speed bump which had just caught the low-slung exhaust. So, in the space of a mere half hour, the workshop saw two Triumphs needing exactly the same repair – another good reason to open up HQ more often and allow members to perhaps book 30 or 60 minute workshop slots, enough for an underbody inspection and some simple repairs. How about it, Chris?

Moving on to the car show on the village field, a few Vitessees were already resplendent in the sunshine when I got there, all convertibles, several Mk2s and a 2-litre (Mk1). One that particularly caught my eye was the Midnight Blue



John Muschially's Mk2 convertible.

wing, and with a smaller tank in the nearside wing, overall luggage space is not overly compromised. If you would like further details, please get in touch as John was only too keen to show me round the conversion, which provides usefully extended range for long distance touring or, for example, the RBRR (more on this below).

Mk2 convertible belonging to John Muschially from the Leicester area, a car that was also at Malvern last year. There are some interesting upgrades on this car, including a 2.5-litre engine and triple Weber carburetors, as well as twin Herald interlinked fuel tanks providing 13 gallons capacity. The advantage of using the Herald tank is that it can be fitted in the offside

It was good to see Matt Bliss' white 2-Litre convertible again, complete with Dunlop alloy wheels. Matt has had his Vitesse for over 40 years. In fact he converted it soon after purchase from a saloon and, sensibly for a daily driver which it still is I understand, installed a rollover bar. In that time Matt has covered over 100,000 miles and the odometer reading is now over 151,000, so this car is in pole position as the highest mileage Vitesse following the launch of this quest in the January 2025 issue. I dare say there must be some other cars with even more miles under the bonnet, so I look forward to hearing from you with your totals. While it's on the radar too, I heard from Peter Charlton back in May – he has possibly the lowest mileage 2-Litre Vitesse, a saloon with a fully documented 32,918 miles, rust free and unrestored.

Also of great interest at the National was the Conifer Green duotone Herald 1200 coupé belonging to Callum Gingell – sorry for more coupé news, but this is the current Vitesse theme and having been deprived of them for far too long, any coupé story is up there. It was good to chat with Callum and his dad Craig about their preparations for the Club Triumph Round Britain Reliability Run (RBRR) in early October. The car



Callum Gingell's Herald coupé.



Double Standards at Lubenham.

currently has a 1500 Spitfire engine, but the plan is to swap it for a 1300 Spitfire engine with 3.89 diff for the RBRR, and maybe lift the ride height a bit to cope with the uneven potholed roads which have become all too common in recent times.

Still with the RBRR, our very own South Warwickshire AO, Mark Smith, will also be

representing the club in his Laurel Green Vitesse Mk2 saloon, ably assisted by co-drivers Andy Cook (of GT6 fame) and Glynn Davis – we wish all of them well, a bit of luck too and hope that fair weather will follow them on this demanding two-day adventure.

And finally, when did you last see not only one but two 1924 Standard Kenilworth cars

together? Guy Singleton's blue car (complete with umbrella...) lined up with a friend makes a marvellous period scene. It is difficult to believe that less than 40 years later the Vitesse 6 appeared, yet even this was more than 60 years ago!

Stay safe and keep firing on all six,

Dave T

2021 INDEX

Continuing the index, we are now up to 2021 – thanks again Des.

January	My Vitesse and James May	Owner's story of winning James May's beaten up old Vitesse.
February	Vitesse Improvements	Owners stories of improvements: fitting a servo; converting single to 2 speed wipers; making a rubber boot mat.
March	Two-Speed Wipers	Detailed description of how to convert single speed to 2-speed wipers.
April	Feedback and Variable Speed Wipers	Alternative way of connecting a servo. Fitting a variable speed rheostat.
May	Get You Running Again	Which spares to carry. What preventative maintenance to do.
June	Was The Vitesse a Rally Car?	More a quality sports saloon, compared to contemporary rally cars.
July	Member's Experiences	Owners horror story of having an engine rebuilt. How to fix leaking carbs.
August	A Long Lay Up	Which battery to fit. How to check and improve battery and starter earth connections.
September	Fuel for Thought	No fuel getting to pump – how to solve an air lock. Replace fuel rubber hoses with ethanol proof ones.
October	Triumph and MG Weekend	Description and photos of Vitesse's at the show.
November	Members Feedback	Correct amount of antifreeze. Starter motor body connections can cause resistance and poor starting. One owner car.
December	The same but not quite	Differences between Herald 13/60 and Vitesse.



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PRODUCT INSIGHT

I recently picked up a copy of a very interesting book published by BL Cars Ltd in September 1981 as part of their Product Insight Programme. These books were 'for the use of Rover Triumph salesmen only,' and set out to provide them with all the information they needed to convince potential customers to buy from BL. This particular book was dedicated to the Triumph Acclaim, hence the reason I bought it, and also why I am diving into it here.

As stated in the book's introduction: *'The aim here is to fit every key benefit of the Triumph Acclaim directly into your presentation of the car. For this reason, the information is based on the six stages of the walkaround.'* In case you were wondering, these six stages were:

1. Features
2. Engine and Transmissions
3. Car Body Structure
4. Bootspace (practicality and versatility)
5. Safety and Comfort
6. Equipment and luxury.

Each stage in the book concluded with a short test, and there was a more comprehensive test on the entire contents at the end. The authors rather quaintly concluded their introduction by saying: *'There is obviously no doubt of Acclaim's ability to make a very powerful impact on the market, given the right action from you. You therefore owe it to yourself, as well as to Acclaim's immense potential, to get 100% in the Final Test after reading this book.'* No pressure, then!

I must confess that I have not yet taken the test, but I have read quickly through the book and it makes fascinating reading, not

least because of the way it places the Acclaim in the context of 1981 – because the model is still so light and modern to drive, it can come as something of a shock to realise that even the youngest of the breed is now well over 40 years old! In this regard, while I don't propose to quote the entire book in these pages, I do think that some of the comments are worth revisiting.

We'll get onto things like performance and trim in a later issue, but let's start with some more general thoughts that give a taste of the political headwinds being faced by the Acclaim in 1981. As part of the introduction to the Triumph Acclaim range, under the heading of Built To Succeed on page 4, the authors wrote: *'The launch of Acclaim brings the latest addition to the new range of BL cars being developed to take us through the 1980s. Acclaim competes in the most important area of the market – the medium car sector – where, for two main reasons, it has all the potential to become a very powerful force.'*

'Firstly, the engineering advantages of co-operation between two of the world's major motor manufacturers, BL and Honda, have meant that development costs – particularly on engine and driveline components – have



been kept down. The result is a highly engineered new car which offers very good levels of specification at an extremely competitive price.

'Secondly, BL's careful modification of important areas of the car, including the development of completely new interior trim levels, has produced a car that will compete with a very distinct identity in the medium sector.

'No less than 70% of the ex-works value of Acclaim is British-sourced, and already the second phase of production is actively looking at raising this figure to 80% in the near future. UK manufactured parts include about 150 trim and hardware assemblies – ranging from seat trim to the exhaust system – and 41 body assemblies, including the bonnet, front wings, roof, bodysides and doors.

'For BL, Acclaim represents an investment of £70 million, and the development of new and advanced build facilities at Cowley. The Triumph Acclaim is a BL product being built to succeed in the UK and European markets, and it incorporates all the right product strengths to ensure that it will.'

Phew, that is a heavy weight of expectation to put on one small car. Fortunately the Acclaim rose to the challenge, selling well, providing BL with the lowest ever warranty claim costs in the history of any of its constituent companies and proving partial salvation for its tarnished reputation. Of course, those political headwinds I referred to earlier included accusations from some quarters that it was just a Honda wearing Triumph badges, and indeed some people still feel the need to disparage it in this way – I was told in no uncertain terms only a couple of weeks ago by a Triumph enthusiast (but thankfully not a TSSC member): 'For God's sake leave off with the Acclaim hype. It isn't a Triumph in any sense of the word – other than it has a Triumph badge. (Big deal, so has my watch.)'

To say I was taken aback by this outburst is an understatement as I had thought that kind of prejudice against the Acclaim was largely a thing of the past. In general, the phrase 'That's not a proper XYZ' really annoys me, both because it is essentially nonsensical, but also because it is always used to disparage somebody else's choices. If I may be permitted a short diversion here in the world of MGs, from time immemorial every single new model from Triumph's greatest sports car rival has been greeted by certain groups stomping on their flying

jackets in a rage and spluttering: 'That's not a proper MG!' T-Type Midget? Not a proper MG because it doesn't have an OHC engine. MGA? Not a proper MG because it has full-width bodywork. MGB? Not a proper MG because it doesn't have a separate chassis. MG Metro? Not built at Abingdon and only an Austin wearing MG badges... I could go on, but I'm sure you get the picture.

When it comes to Triumphs, it is really only the Acclaim that gets lustily tarred with the 'not-a-proper-Triumph' brush. The thing such people usually overlook is that using this logic, nothing built after WW2 is 'a proper Triumph' because the company went

bust before the war and its factories were flattened during the conflict. Nothing of the original Triumph company was resurrected after the Standard Motor Company bought the name in 1944 to slap on their more sporting models, so if you wanted to get really snotty, none of the cars we know and love today are proper Triumphs, they are actually Standards. I'm just saying...

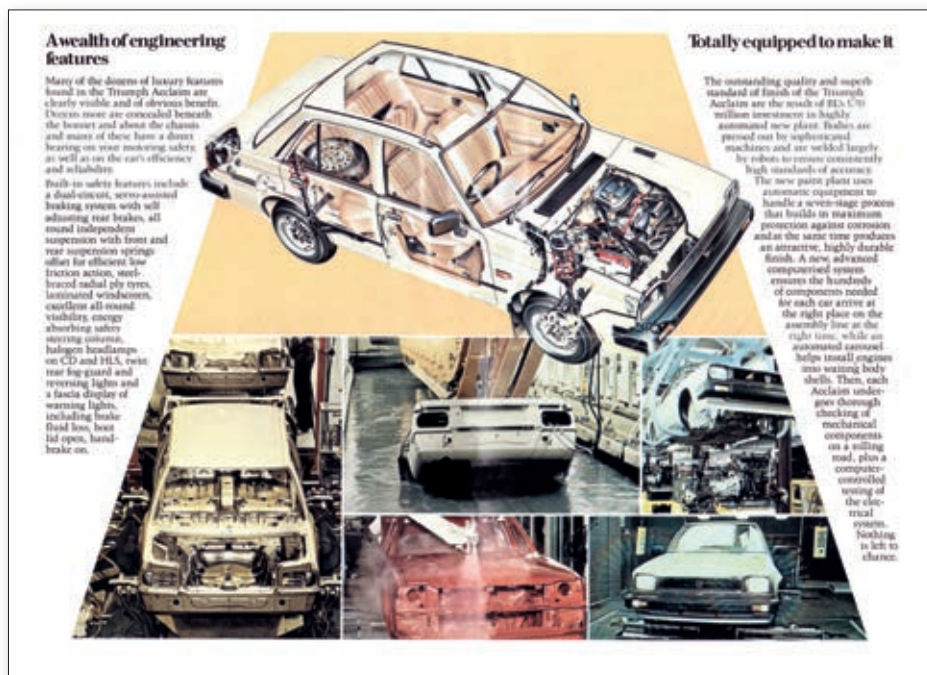
Well, having ensured a full Letters page for the next issue, let's get back to the Product Insight Programme. The marketing men said that the Acclaim would compete largely in the lower medium sector, but also partly in the upper medium sector.



The Acclaim was expected to go up against both the Ford Escort (above) and the lower echelons of the Cortina, by now in Mk3 and Mk4/5 guises respectively.



A 1982 Ford Cortina being used in a billboard marketing campaign for Araldite adhesive. Would you stand underneath...?



in 1973. (The four door business accounts for 67% of the upper medium sector.) Acclaim will therefore be entering a stable sector of the market.'

Of the engine, they explained: 'Cars in the 1201-1400cc category have dominated this sector for some years, and in 1980 held a 65% share. Cars with engine sizes above 1400cc hold around 19% of the sector. Throughout this sector, Acclaim has the capacity of competing very effectively, with its lively performance and extremely good fuel economy.'

And yes, that may sound like wishful thinking and the marketers making virtues out of necessities, but I think most people who have spent any time behind the wheel of an Acclaim will agree that it really does punch well above its weight and is far more versatile than the paper stats might suggest.

We'll return to the salesman's bible in future issues to learn more about what made it so special.

Simon

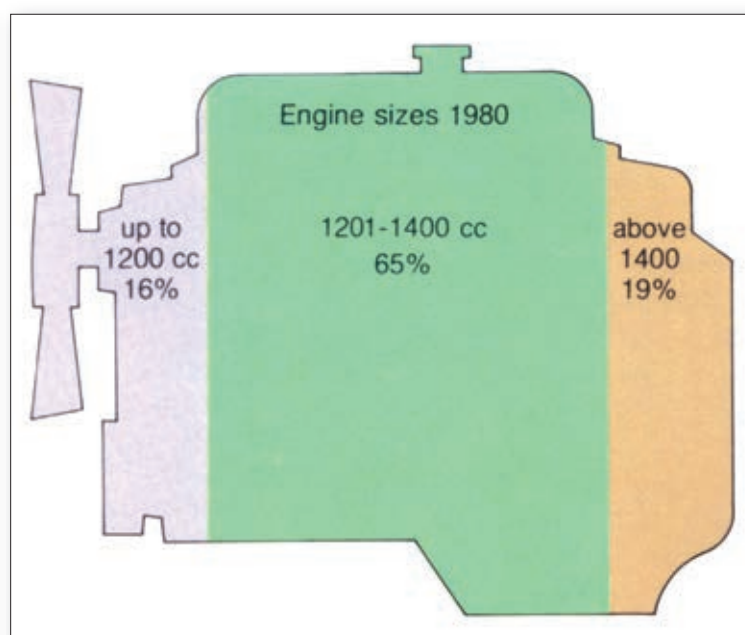
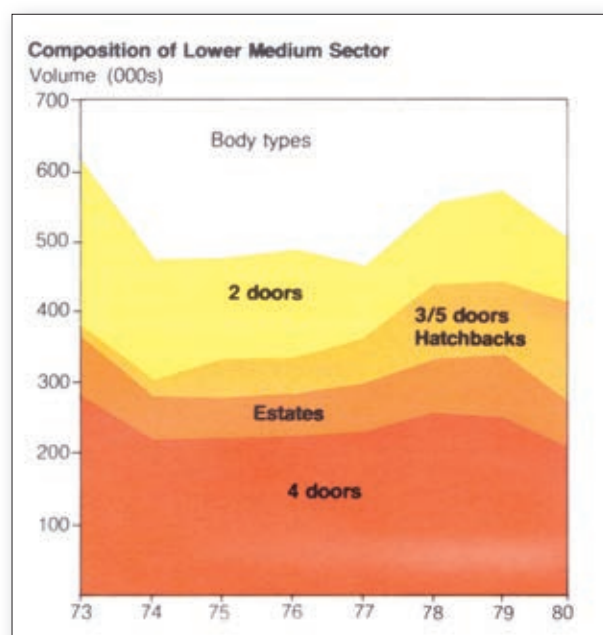


If we were being charitable we would not interpret this as muddled thinking, but conclude that the Acclaim straddled a divide between two classes. This appears to be the authors' contention when you read the list of potential competitors, as both the Ford Escort and the Ford Cortina were cited, and they were clearly pitched in different sectors. (The Acclaim HL was said to be competing against the Escort 1.3L and Cortina 1.3L, the Acclaim HLS against the Escort 1.3 GL, and the Acclaim CD against the Escort 1.3 Ghia and the Cortina 1.6 GL.)

Other rivals listed included cars such as the Chrysler Avenger, Vauxhall Astra, Fiat Strada, Datsun Violet, Renault 14 and 18,

Volvo 343, Colt Lancer, Peugeot 305 and many more.

Unfortunately, the poor old Acclaim had to do all this with only the one body style – a four-door saloon – and a Hobson's engine choice of 1335cc and four cylinders. Naturally enough the sales team put the most positive spin they could on this, saying of the body: 'One of the major developments in the lower medium sector since 1973 has been the increase in the number of hatchback models, from 2% in 1973 to 32% in 1980. However, this has largely been at the expense of two door models, leaving four door saloons with 41% of the sector in 1980 – a drop of only 4% from the four-door share



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Inner front wheel arch 903075/6	£96.00
Rear outer wheel arch 802845/6	£96.00
Front/Rear wing arch repair panel.	£42.00
Rear wing front repair panel	£24.00
All chassis outriggers/side rails/boot extn.	£30.00 each
Herald/Vitesse Body Mounting Kit	£60.00
Rear overriders 703708/9	£75.00
Bonnet corner mouldings 706161/2	£36.00 pair
Wheel arch/bulkhead seal 704033	£4.00
Chrome bonnet catch 607663	£72.00
Boot hinges	£36.00 pair
Door to glass outer weather strip	£12.00
Front suspension shim 122022	£1.80
Caliper repair kit inc pistons type 12	£30.00
Caliper repair kit inc pistons type 14	£30.00
Caliper repair kit inc pistons type 16P/16PB	£36.00
Recon exchange caliper type 12	£60.00
Recon exchange caliper type 14	£48.00
Recon exchange caliper type 16P/PB	£72.00
Brake pads type 12	£19.50 set
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Vitesse (exchange gearbox)	£480.00
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Early type bonnet (single bulge) WKC170	£150.00
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Late type boot lid XKC3854	£180.00
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Radiator grille R/H convertible WKC3674	£60.00
Petrol tank retaining strap TKC131	£12.00
Petrol tank	£420.00
Petrol tank sender TKC3408	£42.00
Rear lamp assembly R/H TKC232	£150.00
Recon TR7 (exchange) distributor	£150.00
TR7 distributor cap	£12.00
Gearbox 4 speed (exchange)	£600.00
Recon steering rack (exchange)	£96.00
Front strut assembly recon	£120.00
Front lower ball joint GSJ154	£12.00
Front suspension strut gaiter UKC4981	£12.00
Rear shock absorbers	£20.00
Upper steering joint UKC2449	£60.00
Lower steering shaft TKC1084	£60.00
Track rod ends GSJ185	£12.00 each
Steering wheel (early) RKC509	£30.00
Brake pads GBP233	£18.00 set
TR7 brake master cylinder recon (exchange)	£85.00
Recon exchange brake caliper	£60.00
Brake shoes 4 speed GSP794 OE Unipart	£17.50 set
Brake shoes 5 speed GBS813	£18.00 set
Wheel cylinders 4-5 speed	£15.00
4 speed differential TKC2619 (exchange)	£420.00
Jackshaft 215207	£240.00
Recon starter motor (exchange)	£120.00
Fan idler pulley bearing	£12.00
Clutch kit TR8 Q/H	£150.00

STAG

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

TR6

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

SPITFIRE MK I & II & III

Nearside/offside front wings	£150.00 each
Front wing 'D' plate 706311/2	£24.00 each
Front outer wheel arch 903137/8	£96.00
Front inner wheel arch 706548/9	£96.00
Bonnet hinge tubes 811679/811680	£96.00 each
Hinge tube pivot bracket	£18.00
Side light mounting panel 907157/8	£96.00
Door skins	£96.00
Battery box 806707	£36.00
Rear valance lamp panel 569900	£180.00
Boot lid 575787	£420.00
Dash top cover 714482	£72.00
Chrome bonnet catch 607663	£60.00
Rear lamp assembly 208532/217025	£66.00
Track rod ends	£9.60
Gearbox 3 Syncro (exchange)	£480.00
Fibreglass Gearbox Tunnel Cover.	£72.00
Recon Exchange Diff	£540.00
Recon exchange brake caliper type 12	£60.00
Recon exchange brake caliper type 14	£48.00
Distributor cap	£6.00
Front valance support bracket 712567/8	£8.40

SPITFIRE MK IV & 1500

Front wings 909663/4 PAT	£96.00
Front wheel arch outer 909351/2	£90.00
Front wheel arch inner 909797/8	£90.00
Headlamp support panel assembly 818871/2	£96.00
Front quarter valance 815391/2	£144.00
Door skins	£96.00
Sills non original. 903097/8	£84.00
Sill reinforcement panel 806634/5	£12.00
Inner sill 806638/9	£36.00
Front sill end plate 706422/3	£12.00
Half floor (deep pressing) 908900	£225.00
'A' post lower filler panel 706288/9	£30.00
Bonnet hinge pivot box RKC362/3	£96.00
Chassis front gusset 218526/7	£30.00
Bonnet hinge tube L/H-R/H 911107/8	£96.00
Rear wing non O.E.	£240.00
Rear wing front repair panel	£42.00
Rear wing rear repair panel	£36.00
Rear lamp panel 716182	£300.00
Rear valance 908970	£150.00
Boot floor	£230.00
Boot lid 911327	£675.00
Rear inner wheel arch 725563/4	£240.00
Rear outer wheel arch 909661/2	£150.00
Windscreen aperture drip channels	£24.00 pair
Hard top rear screen seal 911040	£78.00
H/ top seal roof/ door glass 716183/4	£12.00
Exterior door handle (black) YKC2837 LH only	£120.00
Front outriggers 209398/9	£72.00
S/steel tread plate finishers	£36.00 pair
Radiator support cradle TKC 1761	£30.00
Oil filter GFE119/150	£6.00
Heater valve 724021	£24.00
Front wheel bearing kit GHK1021	£15.00
Front shock absorber GSA364	£24.00
Front suspension vertical link	£165.00
Front suspension top ball joint GSJ155	£9.60
Stub axle UKC697	£30.00
Recon steering rack exchange	£96.00
Track rod end GSJ158	£9.60
Steering joint 142140/FAM1718	£42.00
Fibreglass Gearbox Tunnel Cover	£72.00
Gearbox exchange	£480.00
Recon exchange D Type O/D Mk IV	£600.00
Recon exchange J Type O/D Mk IV	£720.00
Recon exchange J Type O/D 1500	£600.00
Recon Exchange Diff	£540.00
Recon Exchange Diff (NCW&P)	£720.00
Rear wheel bearing kit GHK1029	£15.00
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Recon exchange drive shaft assembly	£312.00
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Rear leaf spring 159640	£120.00
Recon exchange brake caliper type 14	£48.00
Brake disc 208715	£15.00
Brake disc 208715 Drilled/Grooved	£60.00 pair

Caliper repair kit inc pistons type 14	£30.0
Handbrake cable end fork 104749	£3.60
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Brake shoe set GBS749	£15.00
Clutch slave cylinder GSY103	£36.00
New distributor 1500 (exchange)	£72.00
Recon distributor 1500 (exchange)	£60.00
Distributor cap Mk IV	£6.00
HT lead set	£12.00
Recon starter motor (exchange)	£60.00
Wiper motor (new)	£60.00
Universal joint with grease nipple	£9.60
Dash top cover 815281	£72.00
Gearbox tunnel retaining plate 608383	£1.80
Wheel arch to bulkhead seal 613666	£4.00

GT6

Bonnet assembly Mk II 908116 less tubes	£1,500.00
Bonnet assembly Mk III 913766	£1,800.00
Front wings Mk II 908113/4 (Surface Rust)	£210.00
Front wings MK I 907154/5	£150.00
R/H front overrider Mk I 710717	£72.00
Boot floor carpet Mk I/II 810841	£36.00
Main carpet early Mk III new tan 819813	£36.00
Main carpet late Mk III new tan 822633	£36.00
Recon Steering Rack (exchange)	£96.00
Seat belts	£85.00 pair
Manifold banjo bolt 145155	£12.00
Fibreglass Gearbox Tunnel Cover	£72.00
Gearbox (exchange)	£480.00
Recon exchange D Type O/D	£600.00
Clutch kit	£96.00
Front suspension vertical link	£150.00
Front shock absorbers	£24.00
Track rod ends	£9.60
Rotoflex coupling 152273	£48.00
Rotoflex bush kit inc tubes per side	£37.50
Brake shoe Mk I/II/III rotoflex GBS750	£24.00
Brake shoe non rotoflex GBS746	£24.00
Front side/flasher lamp assembly 155416	£24.00
Delco distributor cap	£18.00
HT lead set	£18.00

TRIUMPH 2000/2.5 PI/2500

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

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

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

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AUTUMN BECKONS

There is a lot going on in the background and this has been yet another summer where I was unable to get out to any of the big events. Hopefully next year will be different for me, and I hope many of you managed to attend some of the shows. I have noticed through on-line postings that people are still finding early cars, especially more Coupés, to restore and put into use. This is excellent. Hopefully we are still building a bigger community and can share more information through the TSSC and here in The Courier.

FEEDBACK



Peter Barker's rally Triumph 2000
and his wife Christa's Herald Coupe.

Photo credit: Raphael Broudin Photographie

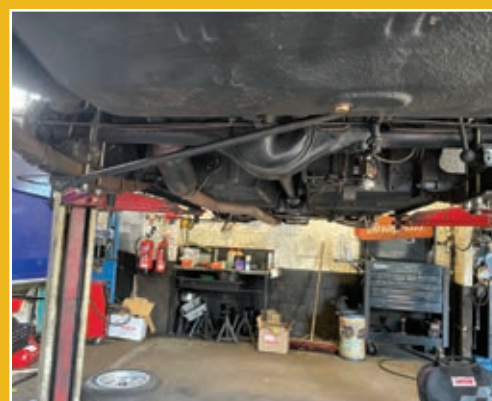
I hope you have enjoyed the past few items on period tuning. There is more to come on that, especially as I move forward with efforts to show what can be done with a 948 engine. Peter Barker (Rally Historique Coupe – above) got in touch to agree with my belief that Downton were the real developmental tuning company, perhaps much overlooked at the time. Peter said:

'Further to your article in the August 2025 edition of The Courier, I thought that I would write in to support your view. In my experience Downton conversions (ie. tuning kit fitments) were superior to those offered by other saloon car engine tuners at the time (the 1960s). I rallied an SAH-tuned Triumph 2000 for a while (pictured top right) and although brutally powerful (220bhp) it was also harsh and somewhat unreliable. In addition it had a maximum fuel economy of 15mpg(!) so it was expensive to drive. My wife's tuned 948cc Herald Coupé on the other hand is smooth and flexible to drive, returning better fuel economy than when in standard condition. Who tuned it? Ex-Downton employee Richard Miles and his son (at your suggestion).'

I actually had a lengthy chat with Richard Miles recently. He is now 88, and the last

surviving member of the original Downton Tuning team. It will take some diplomatic persuasion, but I hope to be get him to sit down and tell his story of Downton Tuning so that I can capture it. There may even be a book in it – watch this space.

As a little taster of his work, one of the Tipton Garage racing A40s was on a two-post lift being fettled for a return to racing driven by Steven Miles. The feature that I noted was Richard's own design from a few decades ago for a Panhard rod placement to stabilise the A40 live axle. This picks up on a specially made sandwich plate behind the righthand lever arm damper and angles across and forward to the lefthand spring shackle area, where the axle is raised on stacking spacers to achieve optimal ride height. We discussed the fact that there would be a small amount of rear end steer from the mounting angle, but apparently a lot of testing achieved optimal handling improvement.



Austin A40 Panhard rod, a Richard Miles design.

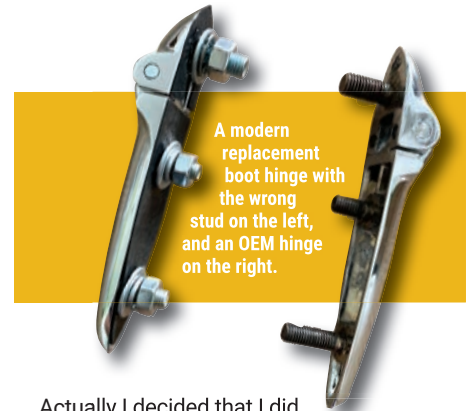
TRIALS AND TRIBULATIONS

Any of you working on a car restoration project, or even trying to do a simple repair but are unable to get the part you need, will know how annoying it is to have done a detailed search, eventually to have found a source of the much needed item, ordered it and finally received it, only to find that it is either not quite right or has a defect. That is a situation that constantly hampers my car rebuild. I knew this was going to be slow, but when each job expands threefold then the months (and even years) go by.

Actually though, we are very well supported by the industry with respect to remanufactured parts, but some details in those parts may not be OEM standard. However, I know it can be expensive to retool to be absolutely correct. By now you are probably wondering what has got my goat; well, boot hinges! It is now nearly impossible to find perfect original ones, the nature of the alloy metal used meaning that eventually the surface of the chrome blisters through and pits develop. So it is very good that they are being re-manufactured, but while they look very good and of course come with no wear in the pivot, if you turn one over the detail is different. The studs are simple threaded rod,

happily of the correct UNF thread rather than metric, but provided with a hex Allen key hole in the end for the manufacturer to fit the studs. I may be being very pedantic, but I do like precision and accuracy, so I do not want to be opening the boot of my rebuilt 948 Coupé to see the modern ends to the studs on the boot hinges!

Every provider seems to be reselling them, but maybe I chose the wrong one as I have a further problem. If you have ever changed the boot hinges on our cars, you will note that the stud which fixes the hinge to the tonneau deck takes a ½in UNF nut, and then the two studs fitted to the bootlid take a 7/16in UNF nut, but the stud furthest from the hinge point has to be longer as the boot stiffening cross frame has to be mounted there, including a 1/8in thick spacing washer. (As an aside, as they had always been inside the car and not affected by ultra violet rays, it was a close look at these very spacer washers on my original hinges that confirmed to me that the original white colour was the bluish tinged Sebring White.) The further problem I had is that the provider I chose sent a pair of hinges, but the left hand hinge did not have the longer stud. Contact with the provider elicited no intent by them to replace the errant product; basically they were just a reseller and did not wish to get involved. Arrrggghhhh!



Actually I decided that I did not want the hex-ended new studs anyway. I then had two options: replace all the studs in the new hinges, or find the best original hinges that I could. I chose the latter option and a very helpful eBay seller had just what I needed – or so we thought. It transpired that there was a crack in one of the hinges he was selling, so a 50% reduction in price was agreed and I now have one additional good OEM hinge. I unearthed another from my store, but it was a case of three steps forward and one step backward as the hinge I had was missing a tonneau deck stud! Accessing my ancient box of abandoned bolts and studs turned up a suitable item to make a replacement stud, so hopefully after the next few busy weekends, I will get around to doing that.

I could lambast the company that was not prepared to correct the faulty item but do not wish to get entangled in any legal matters, so present this little tale just as a warning to others; as it ever was, caveat emptor!

AND FINALLY...



I was also contacted in the past few weeks by a Herald owner who does not have much access to the internet, but after 15 years of happy ownership and renovation now needs to pass on his Herald. It is a red 1964 Herald 1200 Convertible. The hood was renewed 14 years ago, but has two minor abrasion holes on the righthand side and the car was also resprayed. It is in good running condition and needs a new owner to take it forward. Please contact me if interested and I can pass on the contact details of the owner.

That is it for this month. I hope you all have had a good summer and can now plan for autumn into winter maintenance and improvement. I hope to start fitting out my car with renewed boot hinges, and also now have sourced an additional long peak headlamp cowl in superb condition.

Adam

WOW, WHAT A SUMMER!



better than expected.

The third car to catch my interest was a White Toledo which was again in a Facebook group. This car had been in storage for a while recently and, the owner being unwell, the car was put up for sale on behalf of the family. It looked great, and although a non-runner it was a bargain at £2K and sold very quickly.

So where does this lead – are prices of the small Triumph saloons on the fall or rise? The summer is usually a slower time and I've wondered what the near future is for values, but for the minute my fleet of three is still here, although the SE has been a challenge this year. More on that another time.

Safe autumn motoring,

Andrew

Hi, and welcome to the Small Saloon Register again. From that early and miserable start to the year, we went into mini heat waves. That hopefully meant you attended lots of shows and didn't have to worry if it would rain – which is a novelty in the UK.

I thought I'd bring you some news of the cars I have seen for sale recently. The first I spotted was a lovely original Brooklands Green Dolomite 1300 that was first advertised on a Facebook group, then went off to Mathewson's. It was a midweek auction in the daytime. I checked a lot of the cars and many were below estimate, though some of course (mainly Ford Escorts) went above. The Dolomite was guided at £2-£3K which I thought was very low, and it ended at £3300 plus fees which I thought was a steal.

Next was a Russet Sprint at SWVA with a £7-8K guide, so I dug further to see why it was lower than I expected. I couldn't see anything too bad, but equally it didn't look amazing and of course the colour wasn't everyone's favourite so I imagine that dented the value. However it fetched a very commendable £9900 plus fees, so





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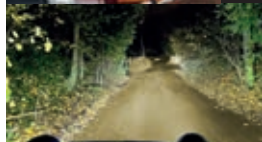


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ARTIFICIAL INTELLIGENCE

I'm pretty sure I'm not the only Register Secretary who gets close to the deadline and has no idea what they're going to write about. So what would any self-respecting Register Secretary do when they're struggling for content? Either re-run something they've done before or, as is the case this month, turn to Google and AI for help, so let's see what they can do to assist me.

I asked what are five interesting facts about a Herald 13/60, this is what the AI Overview response was:

1. Updated Design:

The 13/60 featured a new front end with a single headlight design, a change from earlier models.

2. 1300cc Engine:

It was powered by the 1300cc engine, which was also used in the Triumph 1300 saloon and the Spitfire.

3. Body Styles:

Like other Heralds, the 13/60 was produced in multiple body styles: saloon, estate, and convertible.

4. Revised Interior:

The interior of the 13/60 was significantly updated, with improved seating and a wooden dashboard.

5. Last of the Line:

The 13/60 was the final version of the Triumph Herald series, with production ending in late 1970 for saloons and continuing slightly longer for estates and convertibles.

Nothing we didn't already know there, so let's try again. This time I asked: 'Which famous people owned a Herald 13/60?' AI Overview said:

While specific lists of famous owners for the Triumph Herald 13/60 are scarce, the

car is known for its appearance in TV shows, notably the red Herald convertible driven by Edie in *Last of the Summer Wine*, and a cactus green Herald used by Dr. Kate Rowan in the earlier seasons of the 1960s-based TV drama *Heartbeat*. The Herald was also famously featured in the 2012 London Olympics opening ceremony and a car converted to a sailing boat appeared on *Top Gear*.

FAMOUS APPEARANCES:

1. Last of the Summer Wine : Edie's red Herald convertible is a prominent feature in the series.

2. Heartbeat : Dr. Kate Rowan drove a cactus green Herald from series 1 to 5.

3. London 2012 Olympic Games: A Triumph Herald was used in the opening ceremony of the games.

4. Top Gear : Presenter James May drove a Triumph Herald that was converted into a sailing boat.

So it didn't do too great here, no famous owners, just TV appearances, two of which were definitely 1200s and not 13/60s (*Heartbeat* and *Top Gear*). I didn't recall a Herald being in the Olympic ceremonies, and a little more digging showed it was actually the closing ceremony and not the opening one it was in, however I couldn't find any pictures online. To complete the research I guess I could have watched the whole closing ceremony, but at just over three hours long that'll have to wait for another time. So that just leaves the one that was often driven by Thora Hird's character in *Last of the Summer Wine*.

Darren's Herald 13/60 was once owned by Germaine Greer.



The Herald 13/60 driven by Thora Hird's character in *Last of the Summer Wine*.

More disappointingly it didn't mention my very own 13/60 (ULH 926F) which was owned by Dr Germaine Greer from 1977 to 1981. Maybe she's not famous enough anymore? So my next question was: 'Did Germaine Greer own a Triumph Herald?' AI Overview said:

Yes, Germaine Greer owned a Triumph Herald convertible, a model named EPH 213J, from 1984 to 1989. She was also a member of the Club Triumph's North London branch during that time.

• **Vehicle details:** The specific Triumph Herald she owned was a convertible, chassis number EPH 213J.

• **Ownership dates:** Her ownership of the car lasted from 1984 to 1989.

• **Club affiliation:** She was a member of the North London branch of the Triumph Herald Owners' Club, or Club Triumph.

Still no mention of my Herald, but if you scroll down on the Google search there's a link to the University of Melbourne which lists many of the cars she's owned, and mine is there. Back in 2016 Germaine Greer was interviewed as part of a BBC Radio 4 series *Women Talking About Cars* where she says she owned several Heralds. She mentions that one was bought from her flatmate; that was mine. The interview is still available on BBC Sounds if you wanted to listen: <https://www.bbc.co.uk/sounds/play/b0858nvh>

AI has its uses, but it's certainly no substitute for real stories from real members. So please, don't make me resort to it again; instead, why not tell me about your 13/60 and then it can be featured on these pages?

PROJECT HERALD

Work on my 13/60 is creeping along.



The repair I carried out to the boot floor a few years ago was bugging me and I was never that happy with it, so I decided to cut it all out and started again.



All the seat belt mounts were removed and replaced.



The servo positioning was finalised and captive nuts welded in to ease fitting.



A mounting bracket for the battery tray was fabricated to compensate for the sloping boot floor. For those of you thinking the battery will give off flammable gases in a confined area, this can be overcome by fitting a battery vent tube to the outside.



I'd already bought new rear quarter valances some time ago. The rear valance needed a repair where the bumper retaining strip was fitted, but the front valance was too far gone so there was no option but to stump up £300 for a new one.

WORKSHOP UPDATE



With Miles's Spitfire now gone, it was straight into the next project, this time a Vitesse 2L Mk2 belonging to Shropshire-based member Daniel Cooper. From a distance it didn't look too bad, but given the number of panels that were with the car when it was delivered, I knew the amount of welding needed was going to be significant. What these pictures don't show were two re-skinned doors that also came with the car, plus rear tub body mounts, front bulkhead floor repair sections with body mounts, rear boot brackets and windscreen drip channels that were purchased later.

Stripping the body was interesting as a previous owner to Daniel had gone a bit welder happy. The three rear valances were welded together and onto the rear light housings, both sills were also welded on, and the front and rear tubs were welded together along the tread plates. Once it was stripped, the work could begin. I chose to start with the rear tub as this needed the most work.

See you next month,

Darren



New wings, inner and outer arches and repairs around the B-post were done on both sides.



Then I moved on to the tread plates and body mounts.



Finally the boot floor and side panel sections were fitted.

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LIGHTING IMPROVEMENTS SEE AND BE SEEN

I hadn't long owned the Spitfire before I began to realise how petite it is, especially in modern traffic, and how feeble some of the lights seem in comparison to those on other vehicles. So I started to look at improvements. First up were the stop/tail lamps. This was an easy swap out for 'two-filament' LEDs and made a significant improvement over the standard incandescent lamps.

Next were daytime running lamps (DRLs). My car was already fitted with halogen headlamps equipped with an unused pilot hole in the unit, so it was straightforward to pop a lamp holder and LED lamp into the bowl. Power was supplied from the ignition-controlled AUX supply, moderated through a switch-over relay connected to the sidelight circuit and fastened to the rear of the dash centre panel. Thus DRLs illuminate when the ignition is on and extinguish when the light switch is operated. I'm not really a fan of DRLs, but given that all modern cars have them it seems a sensible precaution to prevent our cars fading into the background.

Thirdly, it seemed sensible to incorporate relays into the headlamp circuits to spare the load on the old wiring. The simplest way to achieve this was to fix the relays to the engine valance board next to the alternator, then disconnect the supply wires at the front

crossmember and route these back to the relays as control wires. A new supply was taken direct to the relay from a supplementary under-bonnet fusebox and the relay output connected back to the headlamps. To be honest the difference in brightness isn't great, but it does spare old wiring and allows effective fuse protection.

Finally, I turned my attention to reversing lamps and additional stop lamps. Inspired by an article describing the conversion of MGB reversing lamps to reversing lamps/additional stop lamps/rear fog lamps, my review of lighting regs suggested that the Spitfire rear lamp clusters do not meet the requirement for separation between stop lamps and rear fog lamps. In addition, I don't really want to drive my Spitfire in the fog or other poor visibility (see first paragraph), so the upgrade was limited to reversing lamps and additional stop lamps. I obtained two dual colour '21w'

LEDs and some good used lamp holders.

Wiring consisted of a simple piggy back harness on each side to link the existing stop lamps to the new LEDs. I then pressed the brake pedal... and it didn't work! A bit of poking about with the multimeter revealed that the earth path is through the lamp holder securing clip. This is held in contact with the earth strap to the lamp by little more than will power; running solder between the two made a reliable connection and everything then worked as expected.

I obtained the LEDs from Classic Car LEDs and have always found Duncan to be extremely helpful with supply, and with advice when there is a problem. Other reputable suppliers exist (I just haven't used them), but I would suggest that readers avoid buying cheap unbranded options for use on the outside of their vehicle.

Robert



The Spitfire with its sidelights illuminated...



...and modified to have DRLs.



There is little doubt about my braking intentions now...



...and a good improvement to reversing lamp brightness.



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TSSC INSURANCE NEWS



**TRIUMPH
SPORTS SIX CLUB
INSURANCE**

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

We never head out in our Triumphs expecting to break down, of course, but that toolkit and spares box in the boot reminds us that we should always be prepared! As such, your TSSC Insurance includes breakdown assistance as part of the policy. We added this in response to the feedback from clubs that were concerned about the rising cost of breakdown cover for older vehicles, especially overseas.

Now, it's easy to assume the insurance company is the breakdown service, but in most cases – ours included – they are separate organisations working together under contract: the insurer underwrites the motor risk and sells the policy; a specialist breakdown provider (for example ARAG/DAS Motor Assistance that we use) delivers the roadside help, recovery and related services. For example, if you look at your insurance documentation, you will see their paperwork included on separate sheets.

So, how does the practical relationship work? Essentially, there are two different businesses here:

- **Insurer (us) (policyholder-facing):** we sell and administer the motor insurance policy, collect premiums, manage renewals and complaints, and – when breakdown cover is offered as a bundled benefit – also appear as the place that you, the Club member, buys their cover.
- **Breakdown provider (operational):** runs 24/7 helplines, dispatches recovery vehicles, arranges local repairs or repatriation and handles on-the-ground logistics. The breakdown provider in our case is completely white-labelled, though in the industry we know them as ARAG/DAS. They supply motor assistance products that insurers can attach to their policies, but operationally, ARAG/DAS remains the party that arranges help. Crucially, they achieve this by subcontracting to trusted partners in specific areas, which is why, if you break down in the UK, you may receive a van from AA, RAC or Green Flag, even though you have your breakdown cover with us.

So, whilst there is one customer journey

for you, the Club member (call for help, tow, repair), there are actually two legal/operational entities behind it. That is why your breakdown phone number is different to the one you use for a claim. When you purchase your policy, we provide ARAG/DAS with the minimal data they need. Generally, this includes your name, policy/cover reference, vehicle registration, cover level and any territorial limits. This allows the breakdown provider to validate cover when you call them.

The operational process is as follows:

- If you break down, you call the breakdown number. There is one for the UK, and a different one for Europe which goes to a call centre in France, operated by ARAG/DAS, the breakdown provider. They share operational details (vehicle location, required service, vehicle size, contact phone) with local recovery contractors or approved garages to arrange attendance.
- When you get to overseas countries, such as France, there is a local service, a call centre, and a group of local service providers that they use for that territory. This, unfortunately, can be hit or miss for all insurers and breakdown providers, and this year the entire industry has experienced occasional challenges, particularly in rural France, which is all dependent on the reliability of local services.

Both parties retain records for complaints, ombudsman referrals and regulatory audits. Data protection (GDPR/UK data rules) and contractual confidentiality govern what can be shared and retained. Now, while we receive reports from ARAG/DAS on how many customers used the service,

it is a lengthy and challenging process to identify who they are. To the extent that it is necessary, we only do this in the case of complaints or issues that are raised with us, hence why we are not able to a) know instantly that you have broken down, and b) call you to see how you are getting along.

So, I hope that gives an insight into how it all works. As always, I like to be open and transparent with you, the Club members, to provide you with a unique insight into how your Club insurance works for you. Our breakdown partner is here to get you moving as quickly and safely as possible – whether you're on the M6 or even in rural France.

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

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

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

A BRIDGE TOO FAR



Guy's 2+2 may be pressed into service for the RBRR.

Well, my prediction in my last article has come true – yesterday as I write this (26th August) we decided that we will not get the Round Britain Reliability Run Triumph 2000 saloon completed in time. The amount of welding and having to take the engine and gearbox out has defeated us, and even if we did get everything done, there would be no time to shake down the car.

You may well ask what this has to do with Equipes, but as it stands today I think we may well use my 2+2 GMT 726B for the run. Our plan was to do the run three-up in the 2000 and there are a couple of cars I am considering as a replacement, but the likelihood of getting them in my price range is unlikely. Hence looking at the other likely options and, having a roof, the 2+2 is favourite at the moment.

I thought it would be useful to look here at what needs doing, and what spares I might take for the run, because some of the ideas might be useful for those thinking of doing a similar long-distance trip. To start off with I will set the scene with the car – in its current

configuration, it has a 1500 Spitfire engine with a three rail overdrive gearbox. The rest of the car is standard, so still running a 4.11 differential. The work I plan to do before the run include the following:

- Replace the differential with a 3.63. As the 4.11 uses the small UJ flanges, this means that the propshaft and both rear driveshafts will need to be removed and the flanges replaced with the larger ones suitable for the replacement diff. I have one in the garage, so hopefully it will be OK when fitted! One problem with going for the 3.63 option is that the speedo will not read correctly, and there is not an easy fix which will match the existing gauges. In time I might get one calibrated, but in the short term I will use the sat nav. (We had this problem when we used my Bond Equipe Estate for the RBRR in 2000, 2022 and 2004, but not having sat navs or fancy mobiles in those days I had worked out the formula to convert the odometer readings to actual ground coverage, and that worked reasonably well.)
- Find and hopefully cure the annoying



Guy's estate used on previous RBRRs.

exhaust rattle.

- Swap the seats for 2 litre ones. Whilst I like the early seats, if I am going to be sitting on them for 48 hours I would prefer the later ones.
- Make an access in the tunnel to top up the gearbox – it leaks, and it's not the rear seal so it may need topping up en route. Therefore, access without grovelling around under the car would be a great improvement.
- Use the car as much as possible and try to sort out the little things I usually live with.

As for spares, I plan to take the following:

- Alternator
- Fan belt
- Points, condenser and rotor arm



- Front wheel bearing kit
- Water pump
- Assorted nuts and bolts
- Oil – engine and gearbox/diff
- Cable ties – they always come in useful!

The RBRR this year is on 3rd-5th October, so if you are anywhere along the route please come along and support the event. We are also looking for sponsorship – this year's charity is Parkinsons UK, a charity close to my heart as my grandmother suffered from Parkinsons. If you would like to sponsor us, the link is <https://wonderful.org/fundraisers/7Ary8> All money raised goes directly to the charity.

Now moving on, and a tangential link to Bond Cars, this year we took our 1924 Standard Kenilworth to the Club National at Lubenham. We had been at a Standard

Register Rally on the Friday and Saturday based in Daventry, so we came over for Sunday's TSSC car show on the green. We were joined later by a friend in his Kenilworth, so there were two 101 year old cars on the field. The car was fine, but unfortunately a trailer wheel bearing failure meant that the car and trailer came home on a big yellow lorry. It was nice to see lots of friends at HQ. Shame there was only one Equipe, but it was at least the famous one – No1, the first production car (below).

Now, I think I have mentioned the link between Doris the Standard Kenilworth and

Bond before, but in the 1960s Doris was displayed and used by Loxhams Garages in Preston. Loxhams were part of the Loxhams and Bradshaw Group, as was Bond Cars Ltd. It was ironically this link that led to Bond Cars Ltd being sold to Reliant, as the Loxhams and Bradshaw Group was sold to Dutton-Forshaw Group in 1968 and Bond Cars Ltd did not fit into the new structure, hence the sale to Reliant – and I suppose that links into the Equipe Mk3 prototype built by Reliant, which currently resides in my garage!

Guy



The Equipe Mk3 prototype built by Reliant.



The very first Equipe is on display at the TSSC HQ.



1925 Loxhams Garage Advert for a Standard Kenilworth – from <http://vitessesteve.blogspot>

GT6s AT THE TSSC NATIONAL



Set up for camping at the village school with my GT6.

Back in August I attended the TSSC National event based around the HQ in Lubenham. I camped for the weekend in the campsite set up by the club on the local village school playing fields. On the Friday I had a guided tour of the TSSC HQ and museum by Club Chairman Chris Gunby. I hadn't been to HQ for about 30 years and it's expanded considerably since then and the museum is a great asset to the club. The cars on display are a great reference for anyone restoring a car to original. One car on display is a

late Mk3 GT6 restored by Andy and Angela McGowan. It won the prestigious Autoglym UK concours back in 1995. In the evening there was a fish and chip delivery to the HQ and the club bar was open serving some pretty nice ales.

On Saturday there was a scenic run out to the Coventry Transport Museum with special parking for TSSC classics arranged right outside the museum entrance. It's a great museum to visit and recommended if you haven't been before. There is an area

with several Triumphs, including a Mk3 GT6. Speaking to one of the museum staff, he told us that none of the cars on display are actually owned by the museum but are donated or on loan from the owners (including the GT6).

On Saturday night there was a barbeque at HQ and the bar was open again. On the Sunday there was a Triumph show arranged on the village green with public voting slips for best car. A superb metallic green GT6 Mk2 owned by Jim Kenny won car of show.



The concours winning late GT6 MK3 on display in the club museum.



Here are some of the other GT6s that attended the weekend.



Parked up outside the Coventry Transport Museum.



GT6 Mk3 on display in the museum.



Carl Henshall's Mk3.



This GT6 Mk2 owned by Jim Kenny won Car of the Show.



Dick Twitchen's Mk1.



Dave Beardsley's Mk3.



A recently restored Mk1 owned by Ian Ingliss.



This Red Mk2 GT6 parked outside the club HQ and Museum is owned by Chris Gunby's son Kit and was previously owned by former Club President Bill Sunderland.



Jase Lee's Mk1.

TSSC FOUNDER MEMBER'S GT6 MK2 DISCOVERED AND BEING RESTORED

While I was at the TSSC National meet, I had a few beers with an old mate who used to be the Leicester Area AO back in the 1990s – Calvin Packwood. Calvin mentioned that he was restoring a Mk2 GT6 which he had recently acquired after he was doing some work locally and was told by his customer that there was a GT6 that had been parked up for many years rusting away just around the corner. Calvin checked it out and agreed to buy it from the owner, who had owned the car since 1987 but had become too elderly to use it some time ago.

Anyway, when Calvin got the paperwork for the car it turned out it have belonged to one of the TSSC founder members. Straight away I said: 'Is it Matt Maudsley's old car?'

I remember the car well (OSF 512G) from TSSC Essex area meets back in the 1980s which Matt used to attend. I had a picture of the car with Matt from a collection of TSSC Essex photos on my phone, which I showed to Calvin and which confirmed that it was the same car!

I also remember that I wanted to buy the car when Matt put it up for sale in 1987, but couldn't raise the funds without selling my



Matt Maudsley's GT6 Mk2 back in 1983 at a TSSC meeting in Fooks Cray, Kent. Photo is courtesy of Leon Guyot. Matt is next to the car with the red shirt on, drinking a pint.



A couple of the concours trophies from back in the day that Calvin received with the car.

Spitfire which needed a bit of work doing to it to make

it sellable. Which was a shame, as Matt was selling the GT6 for just £1700 which was very cheap for such a superb car at the time. So instead, Matt sold it to a lady in Leicestershire who was a friend of the TSSC president Bill Sunderland. When Matt



The car when it was received by Calvin.

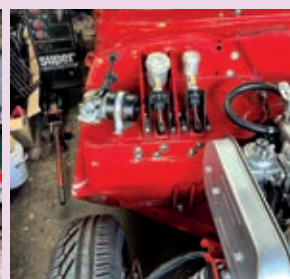
owned the car it was in superb condition and had won many concours trophies.

I had a chat with Bill Sunderland at the show, and he obviously remembered the car. Sadly he advised me that Matt passed away about 20 years ago, but it's great

that Calvin is restoring his old GT6 and that an old TSSC car of club significance will be back on the road shortly.



The car being restored.



GT6s OUT AND ABOUT

In August I went along to the British Motor Show at Farnborough International Airport with my GT6 on display on Fleet Classic Car Club's stand (my local car club).

Andy



My GT6 on display at the British Motor Show with Fleet Classic Car Club.



There was also an Emerald Green Mk3 on display.



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Back in August I travelled up to HQ at Lubenham for the national weekend. I used my 1971 Herald 13/60 Convertible. Yes, I know, as Specials Register Secretary I should have taken my Moss Malvern kit. I admit it, I wimped out. The prospect of a 3½ hour drive loaded up with camping gear in a car with no option of putting the roof up (I removed the soft top completely many years ago as it was falling to bits) didn't appeal.

For those of you not there, it was a very good weekend. I was very pleased that two members did attend with their kit cars, both Vincent Hurricanes. The champagne car, 491 AED, is one I know quite well. It belongs to Ann Dyson, a real stalwart of the TSSC. Ann and her great looking Hurricane have been participating in club events up and down the country for many years. I've featured Ann's car in my register reports more than once, most recently in May 2017.

The other Hurricane, steely grey GLL 856J,

is a car I don't remember seeing before, so I decided I needed to find out more and get it in the mag. I door-stepped the owner, or whatever the equivalent of door-stepping is when the person you want to talk to is living in a tent. The owner is Toby Cowper, and I didn't have to twist his arm much – actually not at all – to get him to agree to being interviewed.

Before I get to some detail about Toby's car, here's a brief re-visit of the history of the Hurricane marque. (I say re-visit, as I've written about Hurricane cars several times over the years.) The Hurricane is almost unique amongst 'our' kit cars in that it is designed to fit onto an unmodified Spitfire or GT6 chassis. The idea to entirely replace the Spitfire or GT6 body with a fully fibreglass alternative was a joint one by two brothers, Martin and Robert Vincent. They turned their idea into reality, working out of some barns on a farm near Henley on Thames.

Introduced to the marketplace 1982 as

the Vincent Hurricane, this quality kit found a fair number of eager buyers. I have seen many examples over the years, and all have looked excellent. The finished car retains such luxuries as wind up windows and a proper hood from the donor Spitfire, and even has a boot. Due mainly to the accomplished fibreglass moulding the Hurricane has never been cheap to buy, but the finished car has a truly production look and feel to it.

In 1995 production of the Hurricane body was taken up by a company called Caburn Engineering. One of the proprietors is Dave Hitchings; I have communicated with Dave several times, and we met in person in May 2019 at our South of England Meet. Soon after that meeting Dave sent me this email:

'Hi Trevor, it was good to meet you at the SEM recently, and to have a chat about Hurricanes. As I said, we have not produced any Hurricane kits for about three years, but continue to provide advice and sometimes





parts for owners. The demand for the Hurricane kit has fallen due to the fact that there are less donor cars around now and most owners tend to restore them rather than convert them. The value of restored Spitfires and GT6s is quite high, and many people are keen to follow this trend. We are still able to produce a Hurricane kit for anyone who is still interested in constructing a rust-free car.'

Back to GLL 856J now, Toby Cowper is an active TSSC member and an enthusiastic member of the Cambridge local area. Toby's profession is a senior manager in the NHS. He built the Hurricane in 2007, which I'm pretty sure makes it the youngest Hurricane I've ever come across. He bought the body from Caburn Engineering, telling me he had to phone Dave Hitchings and persuade him to mould a Hurricane body.

The donor car was a Spitfire 1500, a car that had been owned by Toby for some time. He was emotionally attached to the car and restored it once. When the dreaded tin worm reappeared, Toby couldn't bear to part with the car and made the decision to convert it to the Hurricane, on which a rusty body would no longer be a prospect.

Toby requested that the body be gel-coated in black. This meant that any stone chip wouldn't show as much because Toby was always intending to paint it black. It was

resprayed into its current dark grey following an accident about 10 years ago on the Nurburgring circuit. The car was being driven by a friend when it came into contact with the Armco – ouch!

The Hurricane body is a pretty heavy fibreglass lay-up, but the car still ends up a bit lighter than a Spitfire. Toby recalls that the complete Hurricane body can be lifted fairly easily by two people. This change of weight means some alterations are needed to the donor Spitfire's suspension. At the rear the Spitfire spring is used, but with a spacer under the spring to give the required attitude. The front shocks are adjustable, so can be wound down to the ride height you want.

The Hurricane uses a Spitfire windscreen, attached to the bulkhead which is all fibreglass. The door shells are also fibreglass, and the Spitfire window mechanism and door glass

are retained. Toby's choice of wheels are Revolutions, a choice I approve of – in my opinion they strike a good balance between classic and modern looks, Revolution wheels having been first made in 1967.

For the first five or six years as a Hurricane, Toby ran with the Spitfire 1500 engine, but when this died he decided to look for a slightly more powerful option. He considered the Triumph straight-six, but thought it would be too heavy for the Vincent. A friend of his had converted a Spitfire to use the Ford Zetec SE 1600cc engine, and Toby used this knowledge to do the same. He is pleased with the performance improvement achieved; the engine can rev to 8000rpm and puts out close to 160 horsepower. Toby had previously changed the gearbox in the original Spitfire to a Ford Type 9, which remains in the Hurricane. The new Ford engine did destroy the Spitfire diff, so the car now has a limited slip diff, 'just so it survives' as Toby explains.

To sort out the paperwork in 2007, Toby had to take the car on a trailer to the DVLA office in Peterborough. An inspector checked all the numbers and agreed to change the V5C to Vincent Hurricane, though DVLA would apparently have been happy to leave it as Spitfire.

Toby clearly loves driving his Hurricane. He has done several endurance events, including the Ten Counties Run organised by Club Triumph. He reckons he averages about 2500 miles per year. He told me he has broken down in some interesting places, including once in Italy where he got a little over enthusiastic and blew his Ford engine up. This led to a memorable trip home, involving a trip on a train with many migrants, to get from Italy into Germany to catch a flight. The car arrived home a few weeks later.

Nice one, Toby.

Trevor



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DAN'S NEW CAR...

Area member Elin bought herself a lovely Spitfire Mk3 last year. Although the car had been 'professionally' maintained, the car had many issues, the most predominant being very poor starting, extremely poor running and breaking down. I had been privileged to help with these issues and Elin now has a car that starts, runs and drives extremely well (as I write this, that is!).

Elin has supported as many South Wales runs as a young family will allow, and husband Dan had either been accompanying her when a child minder was available or arriving in a modern with the unlucky child whose turn it wasn't to travel in the Spitfire. Anyway, on these runs the classic bug had bitten Dan, and he had been looking for a TR3. He soon found that a good TR3 doesn't stay on the market very long, and in the end he made a very last minute, very low bid on a TR3A that looked very nice in the images on a reputable classic car auction site. I estimated that he could afford to spend £10k on the car and still have an excellent buy. Sometimes the risk pays off, and when I saw the car in the flesh, Dan's risk had certainly paid off.

Dan is a professional mechanic with his own business, so he took his car transporter the 150 miles to pick up his TR3. I then had

a phone call from Elin to say: 'The TR has leaked oil over Dan's transporter; can he drop it in to you to have a look please?'

After answering in the affirmative, I waited for Dan to arrive. When he did and started to unload the TR, I could see the problem – the TR was facing forward and the steep angle that it was secured in could have caused engine oil to leak from the crank shaft scroll seal. (Dan had worked this out for himself as he drove to my unit.) With the car on my lift, we checked this out and it proved to be the case. A relieved Dan asked if I would address a few issues on the car had he had noticed when he test drove the car prior to loading it on his transporter, as he had a heavy workload and knew that he would not have the time to get the TR road-ready and get any use out of it this summer. These issues were:

1. 'notchy' steering
2. fuel gauge not working
3. speedo not working
4. clutch not engaging/disengaging fully
5. broken dynamo pulley

Also, he asked me to check out the brakes, the carburettors (erratic tick over), change the engine oil and convert it to a spin-on oil filter. A few other issues we found were a hole in the gearbox bell housing (quite handy as we could see that as claimed in the listing there appeared to have been a recent new clutch fitted), the rear wheel cylinders looked very crusty and the dust seals had badly degraded. Some of the brake lines were badly corroded and the various unions looked like they would not come apart without breaking the brake line (which proved to be correct). I also suggested that as the brake lines were to be changed, he should upgrade to Goodridge hoses, a suggestion he agreed with. We also found that there was a chunk missing on the inside of the dynamo pulley which was likely to damage the V belt if not attended to.

I ordered the wheel cylinders, Goodridge hoses, spark plugs, oil filter conversion etc and set to work on the areas that I could address immediately, the first being the dynamo pulley and the steering. The story is to be continued...

DAN'S NEW TR HASN'T GONE FAR!

A PENNY FOR THEM?

For those who have Waxstat jets fitted to the SUs on their cars and would like to change them to non Waxstat items, read on.

Waxstat jets work by lowering and raising the jet as the engine temperature increases and cools. They are meant to increase fuel efficiency and provide a more efficient and responsive fuel delivery system compared to the fixed jets, but with a multi-carb set-up the wax thermostats can operate at different rates, with the front carb usually running cooler than the rear one. Add to this that the wax can degrade at different rates and you may find that a pair of carbs are running out of sync and affecting the performance of your car.

A common solution for this is to fit non-Waxstat jets, and if the existing Waxstat jets are worn, then this is an obvious route to take. One of the issues that you may find is that a lot (but not all) of the non-Waxstat jets require the link arm to be changed from the ball end type commonly used with Waxstat jets (which is very efficient if lubricated occasionally) to the cranked or multi bent type which can sometimes take a lot of tweaking with pliers to get them to allow the jets to return to the run position after using the choke. Even when you have tweaked the linkage and have the jets operating smoothly, they will probably stick now and again (usually at the most inconvenient time) and you will have to get out of the car, raise the bonnet and push them back up. This will usually become less frequent after a while as the hole in the plastic jet that the linkage goes through will wear.

Another solution that my cash-strapped friends and I in the 1970s would use to get our cars running well, and one which I use now when the Waxstat jets are not too worn, is as follows.

1. Unclip the linkage from the jet body, undo the jet fuel line from the float bowl and slide the jet out of the carb.

2. Very carefully bend back the tabs on the jet housing end cap and slowly remove it, remembering that it is under spring pressure.

3. Discard the thermostat after taking out the button that connects the thermostat to the jet.

4. Reassemble, but replace the thermostat with one or two (depending on how many you can physically fit in) one pence pieces, which are the perfect diameter with the

button inserted back into the jet and held in under spring pressure by the penny piece(s).

5. Carefully refit the end cap and bend the tabs back over the jet housing.

You have now converted your Waxstat jet to a non-Waxstat jet. Repeat this for the other carb(s), and once the jet assemblies

are reinstalled on the carbs you can be sure that there will be no fluctuation of the jets due to different temperatures or degrading of the thermostats, which means that the carbs will stay in synch.

Bernard



1. The waxstat jet removed from the carburettor.



2. Stripped down to the component parts.



3. The waxstat thermostat and the button.



4. A penny is used to replace the wax module.



5. The jet assembly complete.

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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

October brings the end of the classic car season. We hope you all managed to take advantage of the summer to get your Triumphs along to a local meeting. Of course this doesn't mean that you can't still use your Triumph, and attending a monthly meeting is a good excuse to get it out regularly.

If you're attending for the first time, please make sure you introduce yourself to your

Area Organiser. It's very easy for an AO to get tied up with things, especially at a busy meeting, to get distracted and with the best of intentions miss the opportunity of introducing themselves. As an AO I know how easily it is done, and the last thing any AO wants is somebody to go away after their first meeting never to return

Paul & Christina



ANDOVER

We had another good summer meeting at the Clatford Arms in August. It was a warm day, but quite overcast and a bit muggy. Guy had finished fettling my Mk3 Spitfire, so we were able to enjoy the journey in her. We arrived to a good line-up of cars, seven in all, but no sign of their occupants.



We found them all inside, but were able to persuade them to come and sit outside as the weather was ideal – warm but not roasting – and we were able to put three tables together to fit us all. It's a shame that the cars weren't really visible from where we were sitting with several moderns blocking the view, but it is nice to get a good turnout of cars like that, which happens most months.

Cars weren't the only transport though, as Norman walked from his home in Andover, bringing his dog with him. Maureen also walked from Chilbolton to meet Ed, but was happy to get a lift home.

We are getting into the quieter months now with fewer events,

but we'll continue with our monthly Wednesday lunches and evening meetings every other month. We understand not everyone will want to bring their cars out in poorer weather, and particularly when there's salt on the roads we won't either, but it's good to see these cars being used and enjoyed whenever possible.

Next meeting

8th October: Regular lunch meeting at the Clatford Arms, Goodworth Clatford, SP11 7RN.

Guy & Suzie

AVON

As I write this, we have entered autumn and I am enjoying Cornwall. The summer has been great for many, but not so good for our poor farmers!

Local member have enjoyed many shows near and far, Powderham probably being the furthest unless you count the trip made by a few to Classic Le Mans. I haven't heard much about their trip, but it seems they

all got there and home again! Of course the shows aren't over and some September shows are being visited. Here are some pictures of this year's visit to South Cerney, the big Steam and Classic gathering near Cirencester (six couples stayed the weekend and a great time was had,) plus a few other events too.



I have made a list of the jobs planned for the winter period. Have you?

Stay safe,

Dave

CHESHIRE

The weather was rather nice for the show at Tatton Park in August, most unlike the multiple rain showers in June. I couldn't attend because Mortons didn't have enough space for Heap the Vitesse. Such is life.

The weather was also rather nice for the Sunday at Capesthorpe, and I elected to go there in Hark the Herald. I must have upset Hark, as there were only three cylinders available for the day. The problem turned out to be a fouled plug, easily sorted with a new plug, but the question remains of how did the plug get fouled in the first place? The engine is only about 3500 miles old, but was assembled by one of two people, only one of those getting my stamp of approval. Further investigation is required, possibly before next spring. In the meantime, 10 new Champion N9YC's are on order.

I had two long conversations at Capesthorpe, one with Mr Lomas (of the immaculate Acclaim) and the other with Monty (Bond ragtop). Many cars, including a rather nice 1939 Dolomite convertible.

Last month I mentioned Richard had lost a wheel trim on the journey to Bollington, but I forgot to relay that the Herald Estate has needed yet another replacement

speedometer. There must be something about this car that causes speedometers to fail, but I cannot work out what this could be. I should also mention a phone call with John about the gear lever on his Spitfire. Apparently the gear lever had become disconnected with the rest of the mechanism of the gearbox, giving a hint of the problem by depositing a bolt on the drive. One assumes the 'nut, nyloc' had decided to jump off the end of the aforementioned bolt (coupling to operating shaft), but this seems unlikely if it was in fact a nut, nyloc.

We had some rainfall for our meeting, but there were at least two Triumphs in the car park. The C&P has acquired new owners who go by the name of 'Happy Valley Hospitality'. The beer choice seemed to be better, and there seemed to be more people in the pub than before, but our large table seemed to have shrunk somewhat.

Alan recounted some of his adventures in his GT6 (when it was functional) and the difficulties of having passengers in the 'back seat', which meant the driver had to move forward to give enough space, not to mention the oversize steering wheel that was needed because the wide wheels resulted in heavy steering. Also the brakes were not in particularly good order. That brought us on to inserting the engine and gearbox into a GT6, for which our Paul has a procedure which involves carefully offering engine and box together, with the bonnet well forward (due to the gas struts robbed from a Saab) and precision lifting due to the mechanical adjustment of the hoist. I may have got some of that wrong.

The discussion went on to GT6 exhausts, for which there are several options. The wisdom is that a noisy exhaust (aka loud) is all very fine until you go on a motorway (or similar road) and the noise rapidly morphs from wonderful to something that causes a headache. The original 'silencer' on Heap the Vitesse looked OK from the outside, but all the innards had long since disappeared, resulting in a very loud noise. In those days, I drove to work via the tunnel under the runway at Manchester airport, and the exhaust demanded dropping two gears and flooring the throttle in the tunnel. Magic.

GT6 brake calipers also got a mention. A quick look at some documentation indicates that early cars had 16P calipers, late

Mk2 and early Mk3 had 16PB imperial, and late Mk3 had 16PB metric. Assuming, of course, that any particular car has the original calipers. And that the factory always used the right ones (and so on).

Tatton was mentioned. One notes that acceptance arrives in an email nearly two months before the show, while rejection arrives somewhat later. The reason for rejection is 'always' lack of space, but there always seem to be large empty spaces.

I've just been made aware of Hydes 'The Herald' Blonde Ale. Don't get too excited, the next one in the series is 'Allegrò'.



The Events list showed the Restoration Show at Stoneleigh on the 12th, and TSSC Open Day on the 18th. The latter is now replaced by the shop attending the Restoration Show at Stoneleigh on 12th October. Our next meeting is on Thursday 2nd October at the Cock and Pheasant.

Henry

CORNWALL

We are just putting a few words together as our dear club leader Carol's dad recently passed away suddenly. Carol's dad was the one who first ignited her early passion for classic cars, and his passing is a huge loss to her and all the family. We hope they will find comfort in many happy memories. Understandably, Carol has had to miss some events recently, though she usually supports so many.

Malc and I attended St Buryan Vintage Rally along with some of the family. This is a cracking little two-day show in West Cornwall with a lovely atmosphere, and we had a great day. The weather was dry and breezy – a good start! We took along our Triumph 2000 Mk1 and our son brought his Dolomite

Sprint (Rally Spec), but sadly no amount of coaxing – from marshals or me – could persuade him to take it into the ring and really show it off. Maybe next year!

There was a fantastic variety of cars on display this year, alongside tractors, buses, lorries, and motorbikes. Our son Tom was especially impressed with the combines and threshing machines that were running throughout. As he works in agriculture, he has a real appreciation for these old machines, and it was great to see him so engaged.

The show ring was full of life with all the different classes parading through, and the steam engines looked especially stunning. We went on the Sunday, and it felt like one of the biggest attendances and entries we've seen there for years. A big 'well done' to all the organisers of such a brilliant event.

Claire & Malc



News from Trudy, who made it to the Camborne Show for the first time. The location was ideal and there was plenty to see and do –

cars, tractors, lorries and buses, plus the usual stationary engines. Families were well catered for too with bouncy castles, fairground rides and a whole menagerie of animals – pigs, cows, horses, a gymkhana and even a dog show. By all accounts, it had a great turnout and was well worth the trip.

Meanwhile, Trudy reported that Ruan Minor also put on a good display with stalls and vintage cars. It was a bit of a trek to get there for her, and not without incident – brakes decided to seize up on route, leading to a rather smoky arrival! And of course, when the perfect photo was needed, the camera hadn't actually been clicked. Typical!

Sally-Ann and Anthony got in touch to say: 'Having been to Carnhell Green on the Saturday, we decided to go to a show at Enys Gardens on the Sunday. Two shows in one weekend? Well, why not! The event was organised by Dale and, although there weren't a lot of cars there, we had a great day. The house and gardens were open with a craft fair inside and outside the house. It was a beautiful summer's day and there was a good selection of Triumph models on display.'

'Having browsed the stalls in the morning, we sat all together in the shade and had a picnic lunch. We usually only go to Enys in the spring to see the bluebells (well worth seeing), so we explored the gardens after lunch. We went down as far as the ponds and were amazed at the size and number of dragonflies and damselflies darting around. We had a great time and would like to thank Dale for organising such a lovely day out.'

Finally, a note from me. I just want to say how touched I was to see my car club friends at my dad's funeral and all the cards and messages that I have received. Your support, kind words and presence meant the world to me and my family – thank you. It really showed what a special community we have, both on the road and off it.

Looking forward to catching up with you all at the next event – and hopefully with fewer smoky brake dramas this time!

EVENTS

October

Thursday 9th: Club Night.

Sunday 19th: Car Run and Lunch Out (organised by Malc and Claire).

Sunday 26th: West Cornwall

Vintage Vehicle Road Run leaves from Smokey Joe's or Wheels at Wheal Martyn, Carthew, St Austell – 10am to 1pm static show.

November

Saturday 8th: Fireworks at your A/O's.

Thursday 13th: Club Night.

Sunday 23rd: Car Meet (organised by John and Jane).

Sunday 30th: Wheels at Wheal Martyn, Carthew, St Austell, 10am to 1pm, static show.

December

Thursday 11th: Club Night cancelled.

Saturday 13th: Christmas Dinner and Dance at The Harbour Hotel, Fowey (booking via Carol, your A/O).

Saturday 27th: Perranporth Drift, Drag, Show and Shine.

Sunday 28th: Wheels at Wheal Martyn, Carthew, St Austell, 10am to 1pm, static show.

Happy and safe motoring,

Carol x

CUMBRIA

The autumn for TSSC Cumbria brought the expectation of our September tour. This year we planned a driving tour from coast to coast across the north of England, from St. Bees in Cumbria to Robin Hoods Bay in North Yorkshire, but taking a circuitous route.

Meanwhile time to reflect on the shows we have attended towards the end of the summer. The Maryport Rotary car show at Netherhall rugby club formed part of the sell-out Maryport Sea Festival. Disappointingly the expected tall ship La Malouine didn't make it due to a steering problem across the Solway, but fortunately no Triumphs experienced any mechanical issues that day.



A line up of Triumphs on the touch line.

The Cumbria Classic Motorsport Show at Dalemain, Ullswater on 17th August was memorably well attended on a blistering hot day. It's the biggest motoring event in the region and had a capacity entry of cars, clubs and traders.

Black Combe Country Fair at Bootle, Cumbria on August



Roy Ross' immaculate Spitfire and a stunning view of Dalemain House.

Holiday Monday was a small local event that we are welcomed at every year. We were pleased to welcome again new member Andy with his immaculate TR6, and the event also saw the return of my Dolomite 1850 which had been languishing in the garage for a year whilst awaiting engine repairs.



The line-up at Black Combe Country Show - ready for the fell races!

Moving onwards, we start our normal Sunday lunch meeting on the third Sunday each month as advertised on the TSSC Cumbria Facebook page. We're trying a new venue on Sunday 16th November at the Hare and Hounds, Borland Bridge (LA11 6NN) at 12:00 – all members welcome! Our Christmas meal will be on Sunday 14th December at 12:00 in the Pennington Hotel, Ravenglass (CA181SQ). Check out the Facebook page for more details.

Hope to see you and your Triumph soon!

Nigel

DERWENT VALLEY

For our September meeting we had a change of day and went to The Railway Inn at Shottle for their classic car meet. Due to the unfavourable weather it was a bit quiet. Our next meeting will be at The Sitwell Arms at Horsley Woodhouse, DE7 6BN. We will be back to our usual Tuesday – this will start at 7:30pm on Tuesday 7th.

Bryan

DEVON

We joined six other TSSC Devon cars at the North Devon Festival of Transport at Bideford at the beginning of August, a lovely show in a great location in stunning weather. We also discovered that

the Stag had used 1.5 litres of water on the 70 mile trip up, and investigation showed a leaky rad. We were not impressed as this had been recored only a few years ago by a radiator firm locally.

A few Club cars were at the Rover P4 Group show – a very well organised show again. Always nice to be at South Devon Railway, and John took our Herald to Aveton Gifford, another great little show. Then to The Star for our monthly meeting and, despite several regulars being on holiday and the evenings now drawing in, we had ten cars in the car park.



With the Stag radiator still holding out thanks to RadWeld, we then had a lovely Dartmoor Drive – from the House of Marbles for the South Devon contingent, with the North Devon folks starting at Darren's. Trusting that the weather would be better at Bridestowe, we set off in torrential rain and met up with four other Triumphs for the run.



Very unusually, we had two 1960 Herald Coupes out – Dan's, plus Peter and Christa's, along with our Stag and John R's, together with Rob's Vitesse. Jon C had once again found a great route for us and we met up for a photoshoot on the moor.



We met up with a large number of North Devon cars at Sourton, before following Miles and Angela to their home. Along with the promised sun, they had laid on a wonderful tea for us all, which was much appreciated along with our picnics. The rain returned to scupper most of the outside

games, but most of us had a dry run home. A smashing day out.



What's Next?

Sunday 5th October: An invitation to our many members in North and South to join us for a late lunch at the Countryman Inn. A great carvery on offer and a huge car park. Still just time to get booking for this event. Book via Darren darren.groves@googlemail.com as John and I will have been away for a lot of September.

Wednesday 15th October: Our regular Club Night at the Star Inn,

Liverton TQ12 6EZ. Join us even without your Triumph!

Wednesday 19th November: Come along to our Devon Area AGM and Club Night at the Star Inn.

Sunday 23rd November: Inter Club Skittles once again at the Waie Inn, Zeal Monachorum. Last year we beat the Stag Club and Dolomite – we need your help to do it again! Play starts at 11am followed by a good value lunch. Let us know ASAP if you can come along.

Saturday 6th December: Christmas of course is on the way! Stifle the groans and join us for an evening meal at our new venue, the lovely Lavender House Hotel at Ashburton. Book your meals with us please, with a £10 per person deposit to the TSSC Devon account 20 87 94 acc no 83764737. Really good value at this new venue – £23 for two courses and £29 for three courses. There is still time to book for a splendid evening! Some accommodation may still be

available by contacting the hotel direct: info@lavenderhousehotel.com.

We have recently added a number of addresses to our email database. If you are not getting our pearls of wisdom, please let us know! After a superb summer weatherwise, can we hope for it to continue as we go into autumn?

Thanks to John Franklin and Rob Lingard for this month's photos.

Sue & John

NORTH DEVON

October already, but there are still some events going on, such as our forthcoming carvery event on Sunday 5th October at the Countryman Inn. We had a great turnout last year, so hopefully it will be equally good this time.

It's also that time when some members hibernate their cars for winter. Have you replaced your anti-freeze recently?

Darren and I both unfortunately missed the September meeting so I am unable to write about it. However, that gives me more space to write about our lovely late summer picnic at Leawood House, Devon which took place on 31st August.

We were given the warmest of welcomes by our hosts, the Coward family. Miles Coward has been coming to our local events for some time in his lovely GT6, but with the recent restoration by Darren of Miles' mother Angela's Spitfire, she too has joined us for a few events in recent months.

We had been invited to the Coward family home by Miles, Angela and her husband Brian for a summer picnic, and what a lovely day it was. Two groups (North and South) set off from separate starting points and we all met at the agreed rendezvous point at Sourton just after midday. The holiday-makers who also stopped there were greeted to a mini car show that they were not expecting!

We had 10 Triumphs, a Morgan and an MG, plus a couple of modern cars in our convoy including the brace of Coward vehicles. We then took a lovely scenic drive to Leawood House, which has been in the hands of Angela's family for 500 years. The whole Coward family had put an immense amount of effort into preparing a lovely afternoon tea including home-made biscuits and scones, and were the perfect hosts. A number of us were given

guided tours and learnt a little history about the house and its grounds, which was fascinating, and we all felt extremely welcome.

Leawood House is a historic Grade 2 listed building. Like many historic houses, the building is fascinating, revealing history from several different centuries as you walk around it. The current building dates from the 17th century, although the estate has existed for much longer. Many alterations were made during the 18th century. The front façade is from the Victorian era, but as you walk towards the rear of the building the earlier sections are revealed, including a beautiful courtyard area encircled by outbuildings including what was a gun room, a billiard room and a boiler house. Beyond this a beautiful (and separately listed) stabling block dating from 1711 looks very impressive in its own right.

According to one article citing the Western Morning News in 1953, one of Angela's ancestors used to take soup to old women who had been falsely accused of witchcraft because the local residents would not allow them in the village and they lived in great hardship. In World War 2, parts of the Leawood Estate were used to house Italian prisoners of war.

The outing was a great way to end the summer season and we are very grateful to the Cowards for their hospitality.



We hope to see you at our monthly meetings at the Crealock Arms, Littleham EX39 5HN on the first Thursday of each month, and we look forward to many more events in the coming months.

Andy and Darren

ESSEX

We had another good month in August, with plenty of events and most of our club cars have behaved themselves.

For Hedingham Castle, four of us arranged to meet up at Toby Carvery at Braintree and set off from there. We were joined on the way by Steve in his Spitfire. We drove into the Castle gates and were shown where to park. More of the Essex Triumphs arrived, and in total there were 12 cars parked in the lake area. We found a large tree to sit under in the shade. Yet again we had some new members who want to join in with us. Plenty of cars to look at, stalls to buy things and the usual ice cream in the afternoon. As usual this show was well supported.



For the Mersea Island Fun Day there was a good turnout of cars with lovey music, side stalls, dog show, beer tent and in the arena lots to watch. Plus of course the added excitement of making sure we did not get caught out by the sea covering the causeway road on the way home. In all it was a great day out, thank you to Ian for bringing and putting his gazebo up.

A big thank you to Robin and Rachael for arranging a wine tasting at Dedham Vale Vineyard. We had five classic cars and 14 members for a really good tour explaining how the grapes are grown and then turned into the different still and sparkling wines. A very nice afternoon with the group, finishing off with a picnic sitting by the vines.



For Countess of Warwick we had 11 Triumphs – five TRs, two Spitfires, two GT6s, one Herald and one Stag, so a very good turnout. We parked in block form in Little Easton Manor, a prime spot. This was one of the hottest days of the year, so on went the sunscreen. A fantastic show made up of all car clubs, as it was

a country show there was also ploughing, fruit, flowers, cake and vegetable competitions, a dog show, archery, lots of stalls with crafts and food and music. A good day was had by all.



Three Triumphs were tucked up for the night at the Mercure Hotel, waiting for the morning to drive together into Brands Britannia with the sun shining. Eight more club members' cars arrived, and we parked up at Dunlop end of the track, such a good view again. Some of us had a ride around

Brands Hatch circuit on a bus with a member of staff telling us some history. We went and had breakfast in the Kentagon cafe, and myself and Sue had an interesting chat with Malcolm (blue beard), a member of the TSSC from Kent. We all got back to our cars and sat to watch the racing. A few cars span off, plus a bit of rain sent us to our cars – but not for long. A good day was had by all and we look forward to 100 years of Brands Hatch in 2026.



September's classic car show news will be in November's Courier.

Essex Diary

Sunday 12th October: Monthly club meet and AGM at The Astronomer, Braintree 12 noon.

Friday 7th-Monday 10th November: Essex Weekend Away at Warners Corton.

Mike

GATWICK

Well what a busy month we've had! Due to the limit on pictures, I've put most of them up on the club website under the Gatwick area info. So if you want a better idea of what we got up to, have a look.

A group of us headed up for the HQ National. Cliff chickened out of driving one of his Triumphs and opted for a chance to ride with me in the Ashley GT! We joined Trevor and Adrian at the Hogs Back Cafe, both of them in matching red Heralds. We proceeded to convoy our way up B and A roads to the club, Adrian leading the way. On arrival we headed straight for the campsite, which was in the village primary school playing fields. Very nice. There were toilets and showers, but sadly no sinks for hands and face washing. You had to use the school's outside tap, which was fine for the couple of nights we were staying.



The next day there was a planned scenic route to the Coventry Motor Museum for us to take, but it went a very long way round and we felt we'd done enough long distances, so we opted for Adrian to lead us again. It wasn't until the last few hundred yards that we struggled to find the parking area for the museum – it was right out front on the pedestrian area. On our return after a very nice time at the museum we had a BBQ laid on by the staff of HQ, a perfect end to a great day.

The following day we were given a guided tour of the museum by Chris. This proved to be very interesting and informative, one of the true treasures of the club. As members we really should make more use of this golden nugget. We then rejoined the display day for all the triumphs and a couple of very nice Standards on the village green. The plan is to hold a similar event in 2027 to celebrate the 50th anniversary of the TSSC, again at HQ.

The meeting at the Crown proved to be a great meeting. New member Steve came along in his Mk1 that use to belong to the brewery, Spitfire Ale. (Welcome Steve.) It's nice to have a fellow Mk1 owner with us. Come on Edward, bring us up to date and

some photos of your Mk1 with you to the next meeting?



Alan and Dudley's Spitfires, Maria's 12/50 and John's Mk4 (welcome back John).



New members Jo and Tom brought along their newly purchased Mk1 Vitesse (welcome Jo and Tom).



Good to see you Glen, I understand you have been helping Jo and Tom with one or two issues with the Vitesse.

Joseph and Kevin were also there, but sadly no room for photos (check out the TSSC website).

I've been a bit busy this month, with purchasing Mk1 and a Mk2 Spitfires. I've clearly gone mad!

Blethingly had the usual good turnout, despite some of the regulars being away on holiday.

One of the last shows of the season was the Edenbridge Motor Show. This is a great little show and the weather was perfect. I went along in my dad's Morris 10/4, which hasn't had a lot of use this season, so it was good to give her a run. I met up with Jack and his dad who had come along in Jack's Herald. Colin was there too in his Mk4 on one of the stands. I think next year we should have our stand there. What are your thoughts?

Keep enjoying your Triumphs while the weather lasts.

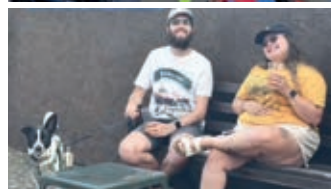
Tony

ISLE OF WIGHT

It's been a sunny August on the Island, and with people on their holidays we haven't caught up much. However, we started our month off with a banger (literally!). We travelled up to Leicestershire to go to HQ's National Weekend, and all was going well until our diff decided to have a catastrophic

failure. Thanks to the support from the club and especially Chris Gunby, we managed to get our Spit back on the road in time for the weekend. Thank you so much Chris, it would have been a very long ride in a flatbed without your help!

The weekend itself was absolutely fantastic, it was our first TSSC venture off the Island and it didn't disappoint. The run out to Coventry Motor Museum was a highlight, seeing all the cars parked outside was really special, but our favourite part was spending time at HQ and talking to lots of new and familiar faces. Thank you all so much for such a wonderful weekend, we really appreciate all of the hard work and we can't wait until next year!



Zip zooming,

Jo and Roxy

LANCASHIRE

Hello Lancashire members. Following our poor July meeting (just four of us) I was heartened with the attendance on our August meeting with 12 people. Amongst them was Owen (who we haven't seen for a long time) in a recently acquired Vitesse convertible in white. I must have a closer look at it next time we see him. Owen also told us of a Spitfire that he'd bought having seen an email I'd sent out, and he also told us of Lancashire member Iain Mclean who has unexpectedly passed away. Iain had a highly modified GT6 convertible (Gitfire) which is now owned by... you've guessed it... Owen.

The meeting itself had tales from the Classic Le Mans event

and general chit chat. Back in July/August, me and Dennis attended shows at Towneley (Burnley) and Newby Hall (Ripon), but we bailed out of going to Hebden Bridge due to the weather. Instead we opted to swap out one of the driveshafts on his Vitesse. That should have been a straightforward job, but... Anyway, we got it done eventually.

I attended the Sunday morning meetings at St Catherines (The Mill) and met up with several Lancashire members who also attend this free and easy event – although it's not totally free anymore as they do ask for donations for the hospice.

So that's about it for now, hope to see some of you out and about.

Kevin

LEICESTER AND RUTLAND

Starting with the monthly meeting, it was a full house again with some new faces at The Curzon. All in all, it's been a busy month for car shows kicking off with The TSSC National at HQ. It was a good turnout and we had the obligatory BBQ and was good to catch-up with some members we hadn't seen in a while. We had Little Markfield Farm Show and a lovely Shardlow Marina breakfast meet, both attended by a few of us.

Greetham Gathering and Silverstone Festival were also attended, and I'm told both events were excellent. Belvoir Castle (Beaver to the locals) had a massive Steam and Country show Bank Holiday weekend. We met up with the M25 East Area, who were great company. It was a smashing event with loads of sunshine, what more could you ask for? Definitely one for next year.



AREA NEWS

Bank Holiday Monday we had a BH sandwich, (A47 Autojumble, on to pub lunch and then Stonehurst Show). It was a smashing day, red hot with members dropping in and out through the day which seemed to work really well.



We had the Huggy's Autojumble / Car and Bike Show at Mallory Park where I met a new member Jake with his Herald/Vitesse Coupe. It's been off the road for many years. Hope to see you at The Curzon.



On to Shuttleworth, we convoyed down for an excellent drive. On arrival there were Triumphs as far as the eye could see (almost). The TSSC Club shop was there in full swing, Fred Millturn Parts was there with his demos, nice to put a face to the business.

By the time you read this we will have done Mile of Triumphs, Devon weekend, Little Markfield, Shardlow big breakfast meet and Stonehurst Farm again, more photos to follow. Next month is close to end of season, but looking forward to the Restoration Show at Stoneleigh in October. Monthly meeting will be on October 6th at The Curzon in Woodhouse Eaves, hope to see you there.

Jason

NEWBURY

Hello folks. This month has been superb, with excellent weather and plenty of events to go to. At the end of this News Report there is information concerning our area, so please do be sure to read it.

The big local event of the month was the Newbury Classic Car show at the beginning of August. We had a good turnout of Robert and Alice in Vitesse 6, Roy and Helena in TR3A, Steve and Grandson in

Dolomite Sprint, Phil in GT6, Ian N and Richard in TR6, Andy and Thomas in 2 Litre Vitesse, Dave and Mary in 13/60 Herald. There was a good show of all makes of car, and lots of stalls to buy bits and pieces. The weather was dry apart from a five-minute cloudburst which caught most people out and covered the cars in sand dust. Thank goodness it was only sand and not frogs! It was good to see Robin, and also Malcolm who visited the stand.



Our first meeting of the month was at the Fox and Hounds on 13th August. Those there were Chris in Toledo, Helen and Nigel in TR7, Ian in TR6, Robert in Vitesse 6, Mary and Dave in 13/60 Herald, plus non-Triumph Sue and Steve in Peugeot 208E. We all had a pleasant meeting putting the world to rights. As this was our last roaming meeting of the season, we are now back at the Two Water Mills for the rest of the autumn and winter months for our first meetings of the month. It seems a bit pessimistic to write about the winter months, but time moves on. Looking back we can't complain about the summer this year as it's been so dry we have been able to get those Triumphs out to events and our area meetings.

On 24th August the weather for the Shalbourne Classic Car Show was superb, almost the last of the hot summer days. Chris in Toledo, Tim and Helen in Spitfire, Dave and Mary in TR7 met up in Hungerford and drove together to the show. Chris has now got the reliability back into his concours-winning Toledo. Tim and Helen had many admirers of their Spitfire. Dave and Mary came in their ultra-low mileage TR7 to show it still exists. By the end of the morning the field was packed with some 600 cars and there was a huge crowd of visitors. The organisers said it was the most they have ever had. I guess the reliable good weather helped. There were some excellent examples and all kinds of classic, as well as local craft and community stalls.



The news of the month is that Dave will be standing down as Area Organiser and Mary as Treasurer at the end of December. We have carried out a number of roles for the club over some 30 years in both Hants & Berks and Newbury Areas. We started Newbury Area in 1999 and kept the area going for 16 years, and then resigned, with Lloyd taking over. Three years later Lloyd and Debbie moved away, and as no-one else offered to run the

area, Dave agreed to take back the role of AO on a caretaker basis until someone else could be found. Mary continued as Treasurer and Ian N took on the role of Social Secretary. Malcolm wrote the area news initially, and then Robin took over for a while. Due to work Robin had to stand down as scribe and Dave took on that role as well as AO. However, the time has come for us to hand over the reins to someone else now as we are getting on in years. We will continue until the AGM in December of this year. So if you would like to be AO from the beginning of next year, please let us know. Remember: if there is no registered Area Organiser then the group cannot run as a TSSC Area.

October Meetings:

Weds 8th: The Two Water Mills, Newtown Rd, Newbury, RG14 7HB.

Weds 22nd: The Craven Arms, Skinner's Green Ln, Enborne, Newbury. RG20 0HG.

Well, that's it for this month. Keep them flying,

Dave

NORFOLK

Now in its 5th year, our Tea and Cake afternoon was well attended again. We had a great afternoon with a run starting at Attleborough and ending at Saham Toney where we had 26 Triumphs, including a full set of Vitesse's – 1600, 2 Litre and Mk2, plus a very nice-looking E Type and Standard. There was also an increase in the number of locals who popped along for a look at the cars. We raised £470, which will go into the East Anglia's Children's Hospices (EACH) pot at our next event, the Mile of Triumphs.

This was followed by our monthly meet in September where



we returned to the Worlds End for our first pub meet since May. Thanks to all those who came along, especially those that gave in to my pestering to help out with the Mile of Triumphs on the Sunday. I don't think I'd seen the Herald 13/60 before, apologies for not getting around to chatting with you. Hopefully catch up at the next meeting.



Future events

Thursday 2nd October: Monthly meet at Worlds End, Mulbarton. 7.30pm for 8pm. We'll be in the area to the right as you go in. Food is available for those that want to eat beforehand.

Thursday 6th November: Monthly meet and AGM. Venue to be confirmed

Thursday 4th December: Christmas Meal. Venue to be confirmed.

Paul and Christina

NORTHANTS

This month sees a big change for Northants Area as, after many years at Overstone Manor, we are

now moving venue for our monthly meetings to The Stags Head, Great Doddington. We hope the new venue will suit our members with a nice room, good food for those that eat before the meeting, a good sized car park and a decent bar. We have also moved the start time forward to 8pm to make things a bit easier.

As for other news, we have been very busy this year supporting both local and more distant events. As usual, some of us have been doing the club camping weekends, even going as far as Dent, then a few days in Cheshire before continuing on to Ashbourne for the Peak Run.

A few weeks later a bunch of us went to the Sunshine Rally, then a few days at the lovely Valley View campsite near Market Harborough before travelling 11 miles down the road to Lubenham for the National at Club HQ. All these events were very well run, so thank you to all that helped organise them.



On the subject of organising, we have just had the last Silverstone Festival, where we actually had great weather all weekend with no wind, which can always be a potential problem on the circuit. The quality and number of cars was excellent this year, with all the lovely people that come with them.

You may have heard that Silverstone Festival is no more since Car Fest will now be taking over the August bank holiday weekend. The good news is that there will be a return to Silverstone Classic, with an emphasis more on classic car racing and classic car displays. As yet there is no date

set, but it is thought that it may be two weeks after the British GP as it used to be.



Local events have also been well supported, such as Kimbolton country Fayre, Long Buckby, Daventry and Rushden where Jake Barnes deservedly won Car of the Show with his lovely TR6.

We continue to have our monthly meetings with quiz, raffle and my well-organised (not) notices where I attempt to keep everyone informed about what is going on. As mentioned above we will now be meeting at The Stags Head, Great Doddington NN29 7TQ at 8pm on the second Wednesday of each month.

Nigel

NORTH EAST

There were not a lot of events going on at the start of August, but there was a busy end of the month for a few of us.

August bank holiday Monday saw three of our club cars on display in Durham city centre. Kevan, Brian and Martin had their cars on display in a prime location at the bottom of the marketplace, and so not far a walk to Wetherspoon's for our breakfasts. Brian and Kevan drove back from Silverstone to attend this event – perhaps next year we could make a group booking and then we might be able to oust the MGs from one of the bridges.

On the 30th we attended the second show of the season at Ushaw House. We made a snap decision to attend and managed to get eight cars to display. This was the busiest show of the year – the display area was packed I don't think they could have squeezed another car on the field.

September's meeting was a busy one with new members Graham and Cath coming along in their recently purchased TR6. After a good look over it, the

general opinion is that it is a very tidy looking car. This car is a LHD and we think it started its life in Canada. It must have undergone a bit of restoration at some point. They have a few issues to sort out with the electrical system and a new hood, but it is still a very smart example of this car.

We have been discussing the possibility of next year joining NECPWA with an annual membership fee of £15, which allows free entry into some of the stately homes around the north east. We will look into that further.

Anyone thinking about attending the Classic Car Show at the NEC in November? A few of us have shown interest and we will be going down and stopping over for one night.

By the time of reading this Brian should have his new gearbox in the Stag. He is a dab hand at this now as it's the third time; let's hope it's the last.

Next meeting is on 5th October, then before we know it, it will be Christmas. The AGM will be in November – anybody wishing to stand or take on a post, let me know.

That's all for now,

Geoff

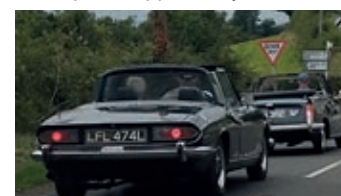
NORTHERN IRELAND

I must apologise for all the changes lately in relation to our meetings and area runs, but problems do arise now and again at the last moment. Saturday 23rd August was one of those rearranged runs; it was in the hands of Simon (H), and it was his first ever at short notice.



Meeting at Dunsilly Park and Ride, Antrim saw us with a reasonably good turn-out of seven Triumphs, along with Valerie and Ernie in the Figaro to give him added support. Sorry that Daphne wasn't able to come and I trust that by the time this report is published she will have recovered from her fall. On our way just after one saw us drive towards Ballymena but turning

left just before Tanaghmore filling station to use the Drumkeeran and Oldwood roads. We kept away from the busier roads before using the Craigstown Road to do a U turn in Randalstown to get to the Barnish Road. This enabled us to use the Maghereagh Road under the M22, passing on our way Lynns Lodge and Hume International Transport, as we wished to join the A6 Castle Road to our stop at Tiny House Coffee and a photo opportunity.



Stop over and on to the A6 again as we made our way to and through Randalstown to eventually use the Tannaghmore and Groggan Roads, crossing over the Roguery, to get to The Grange. Dropping down from there brought us to Moneyglass to use the Loup Road to the Millquarter and Crosskeys areas, past the Inn, to use the Grange Road again to our turning point, Lough Beg Road. We used it to make our way down to Toome, noting Lough Beg on our right and in the distance Church Island.

Once through Toome we quickly made our way past The Elk on the Hillhead Road (B18) to take the Deepark Road to and through Bellaghy to eventually reach and use the Mayogall Road to Clady and then to stop at the filling station at Portglenone.

Stop over and we retraced

our steps to Clady to use the Innishrush Road to take us through Tamlaght O'Crilly and Killygullib to reach Boveedy and eventually to Grove Road. The reason eventually became clear as we came to Craigavole and the home of BP McKeefry and Crossland Tankers. Our leader for the day, Simon (H) works for them and so it gave us all an opportunity to have a quick view

as we drove by. This conveniently brought us to the Lismoyle and Drumagarnier areas to eventually reach the Moneysallin Road. It was along this particular route I noted the many different old bridges still in use, even today.



Using the Moneysallin Road for just over three miles brought us to the Moneygran Road that we used for a further three miles as we mirrored the path of the River Bann to Portglenone crossing over the county bridge to our destination, The Wild Duck for our evening meal. We had a very good meal in the Twilight Room that was enjoyed by all. A big thank you to Simon(H) for organising your first run and we trust that it will be one of many in the years ahead.

Last month I made mention of the very generous donation of a Triumph Vitesse and parts from Rob (M) to the area. The vehicle has now been collected and, as I understand it, the vehicle and most of the parts are with Alan (F). In view of this please contact Alan (F) in case he may have a suitable part that you have been looking for.

Finally, I'm not sure if my son has an interest in the Standard, as with five Triumphs already in the family he would be pushing his luck. This is what happened when we all visited Logwood Garden Centre recently for a coffee break and had a wee wander about.



Events Diary

Wednesday 1st October: Area Meeting. (Nortel, 7.30pm.)

Saturday 25th October: Area Run, County Down Area (Alan F).

Wednesday 5th November: Area Meeting (Nortel, 7.30pm.)

Wednesday 3rd December: Area Meeting, AGM and Planning Meeting. (Nortel, 7.30pm.)

That's it for another month and nearly the year. Please come along and support your event organisers.

Douglas

PETERBOROUGH

Our September meeting was fairly quiet with only six members in attendance – there must have been something really good on the TV!

It has been a busy month with several local shows attended. Colin, Doug and Dave attended International at HQ. All said it was very good, although the wait for fish and chips on the Friday night made some stomachs rumble. Several members attended the Maxey show and the Classic Car Show at Stamford. The weather was superb for both and we made good use of the event shelter as a focal point for a good chinwag. A few made the journey down the A1 for the All Triumph Day at Shuttleworth. This is the second year at a wonderful venue and a great success again.

Doug has filled us in on problems with his GT6 windscreen washer switch. Apparently, hanging upside down to investigate the under dash wiring is not very comfortable. Hopefully Doug will find a local auto electrician to get the problem sorted.



At the Maxey Show.



At the Stamford Show.



At the All Triumph Day.

Our next meeting is on Monday October 13th at the Gordon Arms.

Steve

SCOTLAND WEST

This report on Tatton Park was compiled by John:

'Despite the organisers cancelling our seven car booking at short notice, Ian, Bob and John went down to the Tatton Park

show in Cheshire. No camping this time as they slumped it in an AirBnB. The weather was good all weekend, which meant there weren't many empty spaces at the show. There was a very varied selection of cars and clubs – lots of TVRs for some reason, and a genuine TR7 Sprint on the Manor Park Classic stand which got Bob very interested. Definitely work a visit if you are in the area, but remember to take English money with you... (ahem Ian).'

Thursday 4th of September was our Glasgow club night and it was great to see Colin Sutherland back at a TSSC Scotland club meeting. Colin has a very nice Spitfire 1500 which has some very interesting modifications to the engine and suspension. Colin has been involved in a number of motorsport activities in the past with his Spitfire. We also welcomed Iain Ayre from Helensburgh who came along to our meeting. Iain has been living in Canada for the last 20 year, but has relocated to Scotland. Iain has a 1971 LHD American Triumph TR6 and is editor of the Wire Wheels magazine; he has also published a number of books on a range of classic cars.

Discussion took place on the Classic for Cancer and Inverary Castle events that are happening later in the month. The arrangements are well underway for those travelling down to the NEC Classic Car Show in Birmingham in November. We also had a discussion about our Drive It weekend to Portpatrick on the south west tip of Scotland in April 2026. Saturday run ideas included visits to lighthouses, a whiskey distillery and Dumfries and Galloway Aviation Museum.

Safe motoring,

Dave

SOMERSET

Hi everyone, hope you are all well. I have just got back from the Haynes Classic Show, a very wet drive to the venue with flooded roads and torrential rain. Scott and his son followed me in shortly afterwards. It did brighten, but there were some heavy showers. Nice selection of cars turned out.

You may recall earlier in the year we closed our bank account – which had a small balance – as we were going to be charged for having it. I have started buying some loan tools, the first of which is a set of spring compressors.

We also have a hub puller, so if you are about to embark on some maintenance over the summer and need a tool, drop me a line and we can arrange a loan period.

Sunday 14th December is booked for our Xmas lunch at the Red Lion, Babcar. Please email me on somersetssc@gmail.com if you would like to come along.

Next club night is Thursday October 9th at the Lime Kiln, Knowle – hope to see you there.

Steve

SOUTHERN

Sunday 25th May saw Vanessa and myself journey to Lion Green, Haslemere for the car show and run out of about 60 miles. After collecting our pack which included the Tulip route for the run, with Vanessa driving and me navigating, we let about three cars go in front, then we joined them. After a while two cars took a wrong turn which left us on our own. When we stopped at our halfway stop, the Dog and Dragon, the only car to arrive ahead of us was the guy in the MGB. Our journey back to Lion Green was through some lovely countryside and good driving roads, especially enjoyed by Vanessa.

Saturday 31st May saw David H and myself try a new show for us at Pangbourn College. On arrival, the cars were separated into group by make, which put us in the Triumph group composed of one Toledo (David), several Stags, TR5s, TR6 and GT6s so we were in good company.

The first Sunday in June saw us once again attend the Farnham Festival of Transport, David and Wendy in the Toledo, yours truly in the Stag. A nice sunny day with lots of interest from the public. After the show ended at 1pm, we went on to the Departure Lounge near Alton for their Sunday meet. Drove straight in with no queuing this time. As usual this show was well attended, but the only other club member we met up with was David B in his GT6.

Saturday 14th June saw David H and myself journey to Blackbushe Airday. On arrival, we were given our goody bag filled with various bits and pieces, some edible, some not. The early afternoon brought us a treat in the form of the Battle Of Britain Memorial Flight's Lancaster, which made three passes. The first time was just a straight pass down the runway as usual. The second

time round it did about a 30° bank towards the crowd line, the third time in a steep bank. I have seen the Lancaster at many air shows over the years, but this showing beat them all.

Sunday 15th June saw the same duo make their way to High Weald Steam Fair. The show has been running for four years, this being its third venue. Much larger than the previous two. On one side it is bordered by the Bluebell Railway, so we had a good view of the trains during the day.

June 21st I attended the Dene Rally – once again a good show.

On 13th July, myself and Vanessa attended the Rona Rally, just the other side of Chippenham. This was a new show for us – quite a good show, but not many cars attended. Friday 25th July saw David H and myself attend the Netley Marsh Steam Fair. As usual plenty going on. There were more cars there than other years.

Saturday 26th saw David H and Wendy, myself and Jan make our annual trip to the Worthing Lions Show at Steyne Gardens, just off the seafront. Met up with David B in his GT6. After lunch the four of us ventured onto the Big Wheel, which gave us a bird's eye view of Worthing and the surrounding countryside.

Sunday 27th, David H and myself attended the Bromley Pageant, this was being held at Ardingly for the first time. A really busy show, there were cars everywhere and dozens of trade stalls. A good day in all.

Well folks, that takes me to the end of July. I think by this time you will have had enough of my ramblings, so I will save August and September for the next issue.

Mike

We went up to Lubenham for what was a most enjoyable National Weekend, even if 455 miles in that ambient temperature was definitely a strain on sweat production! Run up on Friday was the expected tortuous drive with traffic and road works, but made up for my an organised scenic run to the Coventry Transport Museum on the Saturday which saw the car park around the entrance drawing a good crowd of passers by. Back to HQ for a good BBQ and a pint. Sunday was a well attended gathering on the Village Green at Lubenham, the Show and Shine brigade busy polishing their pride and joy seemingly endlessly. TSSC

staff had put lots of effort in and worked tirelessly to make the event a success.

Dick T



Our regular meet at The Stars left us a bit light as regards members attendance, but still we had a nice evening with the usual faithful. It was nice to meet Dan, who brought along his 1500 Spitfire. He has plans for a refurb at some point.



Most of August I have missed various shows due to my convertible Vitesse being laid up due to an over pressurizing problem, but we did manage to get to the Wisborough Green fete in the green Vitesse, although that was a bit hit and miss as the nylon ball in the gear linkage decided it didn't want to be part of the car and completely disappeared. The usual suspects turned up, Mike, Dave, Wendy and myself, but were later joined by Derek and Jackie in his Stag and Tim and Paula in theirs. Mr H and Karen had arrived before us in his big Healy. As per the norm at this fete it was a chill-out day albeit very hot.



We had a very pleasant evening at the Flower Pots Inn, Cheriton. The pub was very busy as they were gearing up for Popsfest that coming weekend. The punters were entertained later in the evening by some Morris dancers. It was good to see Clive R and son Elliot arrive in his MK2 Vitesse after it had been laid up due to various problems.

My oldest daughter Aimee had

given me two tickets for Carfest at Laverstock Park, so I took my old friend Steve, an ex GT6 owner with me. We had a good day out but the queue waiting to get parked and then to get access to the venue

were horrendous.

Dave Moore and myself went up to the Classic Car Sunday event at Alton on the 7th September, but the field was only 2/3 full. I think a lot had gone to the Hinton Arms show at Cheriton as did Wendy, Dave H and Roland. In the meantime Mike G, Dick, and Dave B had gone to the Shuttleworth Collection. Hope to have a report from the guys for next month's blurb.

Up and coming events

7th October: Regular meeting, The Seven stars, GU32 3PG.

19th October: Sunday Lunch Meet The Hinton Arms, Cheriton, SQ24 0NH.

4th November: Regular meeting, The Seven stars, GU32 3PG.

16th November: Sunday Lunch Meet The Angel, Alton GU34 3NN

2nd December: Christmas Dinner That's all for now folks.

Take care,

Mark

SUFFOLK

There was another good turnout for our September meeting, and a few members bringing their cars out for the evening despite it being dark and drizzly early on. There was lots of chatter about what feels like the last events of the season. A few of us are off to the All Triumph Day at Shuttleworth on the 7th September, and there's a show at Glemham Hall on the same day. The following weekend Paul is off to the Mile of Triumphs, and Colin is spending the whole weekend at Goodwood Revival.

Mike has been giving his four-cylinder GT6 a bit of attention. A plug change revealed it was running a bit rich on two cylinders, which meant a slight tweak to one carb was needed. The run in from Colchester proved that it's running much better, sounding crisper and revving more freely. He's also picked up a new front wing

from TD Fitchett, as one of his is starting to get a bit frilly round the edges and this replacement looks to be a superb fit.

The other Mike has been working on the Vitesse and it sounds like it's progressing well, with just a few teething issues to get around. After much work, he's now happy with the door alignment. There was a problem once the door seal was fitted – although the door would close, it wouldn't open again – but that is now remedied. His current problem is the front valance is fitted, but he can't get the overriders to fit around it, which is annoying as it's all nicely painted. However, he has bought five new tyres which sounds like the car is getting ever closer to being on the road.

Colin has Rusty Custard the 2000 saloon up at Andy Dann's for some welding, which has turned into quite a lot of welding. It was already going to have a windscreen frame replacement, but there are more repairs required to the rear of the car with the rear panel, boot floor and rear wings all getting attention. One nice touch is that Andy is adding a little extra flare to the rear arches, allowing Colin to put back the wider Mk2 suspension and still use the TR6 steel wheels.

Lindsay is gaining confidence in his TR4, which has now made its first trip to a car show, a private event at Felixstowe school, and he's also done some miles in it before the meeting.

Chris has been checking over the GT6 engine that will go in his next project. Turning it over by the starter motor on a trolley revealed that compression was down, and non-existent on one cylinder. This is not too surprising as it's been in storage for a number of years; it's looking like sticky rings and valves. Some oil down the bores and adjustment of the rockers improved things, and he hopes some repeated treatment like that will save having to pull the head off.

I guess as we head into the colder months there will be more tales from within the workshops. See you in October.

Russell

SURREY

Bonjour from Arcachon near Bordeaux, where there are zero English cars and certainly no classics. I did however spot a lovely French TR5 which was attracting attention. I've not written since the very successful

Lubenham weekend and thanks to Chris and the team for organising it. There was so much to see, I could move in! Also thanks to Tony for driving the ancient and lovely Spitfire with the Ferrari Ashley back. We all had a good camp and enjoyed Trevor's singing. It's a long drive, but going via the coast was worth the effort. Missed Bletchingly, but will be back on track now holidays are nearly over. Right, back to the croissant and coffee. I won't miss 32 degrees! All the best,

Cliff

EAST SUSSEX

After the excitement of the trip to the Le Mans Classic in July, it was back to attending local car shows during the month of August, and what a choice of shows there were for people to attend.

The Hooe car show was held on Sunday 3rd and eight cars met up at the local pub in order to go in convoy. A bit of confusion ensued as our cars had been assigned different class categories, so we were directed to the Class S area whereupon an official spotted some Class F tickets and said they should go to the correct area. It was settled by us all going to the Class F area as there was more room. Problem sorted, the gazebo was erected and kettles put on to boil. An overcast day with quite a strong wind, but we stuck it out to the end like true classic owners.

The Blackboys Inn was the meeting place to gather before going to the Waldron Show. With most people arriving on time, we began to wonder where Andy and Lyn were as they are usually the first to arrive. Just as phones came out to check on their whereabouts, they rocked up and Lyn explained that Andy had gone to the Roebuck Inn in Laughton by mistake and then wondered where the rest of us were. After a lightbulb moment, he got back on track. The car show was good, lots of craft stalls and the weather was brilliant.

The big show in August was the Penshurst Classics show where there were over 500 classic cars of all marques on display. Six cars met at Lidl and set off, but it wasn't long before we had a casualty and Tom was left at the roadside with his Vitesse unable to select any gears. He managed to get recovered to his home and then journeyed to the show using his everyday transport. Upon later inspection he found that a bolt

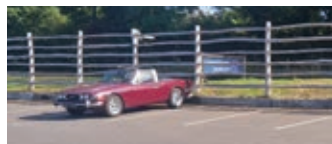
had come loose at the base of the gearstick and normal service was resumed; luckily it had not fallen down into the gearbox otherwise something would have been 'toast.'

The last show in August was the Bexhill 100 at Polegrove, which I had to miss because I had not registered early enough and it was all booked up. Having missed out in previous years, Andy won Best in Show with his Vitesse (he found out that to be included in the car judging you needed to be a Bexhill 100 club member). Well deserved, Andy and Lyn. (PS. Lyn makes the best cakes.)



Andy's best in show at Bexhill 100.

Finally, on Thursday 28th the Blokes went for breakfast at the Upcountry Garden Centre, who were still doing their '2 for price of 1' breakfast. A week beforehand, Richard was wondering where we all were, but it turned out he got the dates mixed up and was in fact a week early.



A week early for breakfast.



Breakfast at Upcountry.

It was a good meeting on Wednesday 3rd September with 26 people in the pub. A mention must go to Linda and John from Staplehurst (Kent) and Malcolm (or Bluebeard as Wendy called him) from Hawkhurst. We had previously met Bluebeard at the Penshurst Classics show and Linda and John at a meeting of the 2000/2.5 Register in North Kent. Nice to know that Triumph classic car owners are happy to drive out to new meeting venues and meet fellow enthusiasts.

October Events

Wednesday 1st October: Monthly meeting.

Sunday 12th: Breakfast Meet at Shoreham Airport.

Sunday 19th: South East Classic Vehicles (SECV) show at Plumpton racecourse. Sign up at the SECV website beforehand.

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

Geoff

NORTH WALES

After so many driving holidays organised by our friends in the West Cheshire MG Club (with input from some of our members), we decided as a Club to have a go ourselves! Just a short break, four days, and not too far away.

Members seemed interested, and so it was that we got together and planned lodgings and routes, places of interest to visit and suitable lunchtime breaks. We decided on a single base from which to branch out each day as packing and unpacking all your goods and chattels every day can detract a little from the enjoyment. We chose Lancashire: The Forest of Bowland and Pendle, a beautiful area (I know as I grew up in that region). We came across a hotel with a very good offer – bed, breakfast, evening meal and drinks free between the hours of 6 and 11 for around £150 per night in Simonstone. The hotel is The Higher Trapp, part of the Lavender Group – join the group and the offer is open to you.

With the help of a Philip's Navigator map, four routes were planned. Day one, beautiful weather, hoods down – up the M6, M55 and off to Scorton for lunch, before going via some beautiful roads via Garstang and The Forest of Bowland through Marshaw, Whitewell, Whalley and finally our hotel. What great scenery, the best Lancashire can offer: high moorlands, lush valleys and tiny villages, though of course I am biased!

Day 2 began with rain and wind. In the hope of it brightening, we left it until 10am before setting off, first through Clitheroe, along Longridge Fell and back to Clitheroe to pick up another member of our group who'd had commitments on the first day. Then off to High Bentham. The weather cheered up and hoods went down. Unfortunately, my Stag's temperature gauge

suddenly went into the red! Needless to say we stopped and lifted the bonnet, but the radiator and engine weren't at all hot and everything was working fine, but the gauge's wire had however fallen from its connector. It was difficult to replace it and the gauge continued to show red throughout the rest of the holiday, but at no time did the engine become hot. Other than that it was another great day, and the weather brightened up as the day progressed.

Day 3. It had rained all night and in the morning we found a fair bit of water had leaked into the passenger side of Steve and Liz's MG – we had to bail out the well and dry it as best we could. The rest of the holiday was more or less trouble-free, just a flickering brake light for Steve and Liz, Tony's brakes had a good squeal going down some of the steep hills and a lost and luckily found side mirror, plus one of Glen and Barry's mud flaps tried to escape. Other than that it was smooth running. You have to expect some little niggles in cars that are 50 years old, don't you?

Bancroft Mill was an excellent visit. Lancashire is famous for its cotton mills, and this mill is the largest steam-driven left in Lancashire. Dare I say, the guide even got me interested, he was excellent! And I came away with a dishcloth cloth that had been manufactured in front of my eyes on one of the old looms. The Pendle Witches Museum was also very good, and it was fascinating to drive through the villages connected to their history.

The last full day was warmish and dry. We drove via the Ingleton caves to the impressive Ribbleshead Viaduct, then Settle, Wigglesworth and back through Gisburn and Sabden. A terrific drive through awe-inspiring moorland – quite some scenery.

We had all enjoyed it, and the verdict was that we will do another run next year. If the idea of joining us appeals, please contact me and we will arrange a meeting to discuss the plans. It will be somewhere not too far away, probably not in Wales, and possibly in April (not school holidays).

Info on contacting us is, as usual, in the directory pages at the back of the magazine

Drive safely,

Julia

SOUTH WALES

It's been a very busy month for South Wales area with a total of 11 'official' runs/shows. The month started off with the Gloucester show, then Brecon, Three Cocks, Monmouth, Kington, Romilly Park, Clevedon (Gwyn Evans memorial run), Kenfig Hill, Dinas Powys or Hanley Farm and then Classics by the Coast at Porthcawl. A total of 83 South Wales classic cars and 103 members participated, and all of these events took place in absolutely glorious weather with all soft and Surrey tops down.

Tim The Gatekeeper's new TR4 failed to make it to the Three Cocks when the car's coil stopped working on his way to the rendezvous.



New member Paul Bassenger introduced himself to us at the Monmouth Show where there was ferret racing (one NEARLY beat Mr Herbert to the ice cream stall) and live music, all in absolutely beautiful sunshine. The Heydon twins won Car of the Show at Brecon (or rather their car did) and Rob and Pete left their table behind after cleverly stowing it under their Vitesse for safe keeping, (so that's what I drove over!) We were also joined by Alan 'The Animal' Price as he had recently got his car back on the road and ready for club runs.



Mr Herbert had a two foot long hot dog at Three Cocks which only cost a fiver, and I estimate that my TR hit 100mph on 18 occasions (on the private road near my house), while my Standard Vanguard Vignale hit ¾+ of a Ton four times on the same private road. At each of these events our club was marshalled into prime position (twice at Monmouth), but the most panoramic view has to go to Three Cocks, when we were parked up looking over the river Wye and Hay-on-Wye (or that was what I was informed the view was) with the nearby Baskerville Hotel where Conan Doyle wrote one of

his famous books about a dog.

The Romilly Park Show was well attended with 13 cars and 16 members attending, making it the third best attended South Wales event so far this year. Led by my Vignale with daughter Emma using a walkie talkie to keep in touch with the rearmost car (Dan in his TR3 with son Gwilym on the other walkie talkie), our group of cars managed to arrive together after negotiating many roundabouts, junctions and traffic lights, no mean feat for Emma and Gwilym. A great day out was had by all, again in glorious sunshine, and our gazebo providing shade with a selection of screwdrivers being used as tent pegs as our bent tent pegs were at the tent peg straightening workshop.



There were plenty of stalls and a good variety of fast food available, but with the café that makes one of the best breakfasts in South Wales situated only about 100 yards from the showground entrance/exit, the majority of us started the day with a full Welsh breakfast or the vegetarian equivalent – fantastic!

Bern

SOUTH WARWICKSHIRE

The nights are noticeably starting to draw in a little bit, aren't they? Still, we meet all year round regardless, even after November when most of the Triumphs are tucked up away from the road salt, so don't worry we'll be there. This time, it was nice to see David, Owen, Neil and Julie, Roger, Brian, Pete, Matt and Rich. Oh, and by the way, we've hit a mini-milestone with the group, cos we've filled the old 'register' book that I take to every meeting to gather names, and I've started a new one. April 2023 we started, and what a great band of members we've gathered in two and a half years or so.

Firstly, there are a few events to report on. The TSSC HQ camping weekend at HQ in Lubenham turned out to be a great event. First time it's been held there, at least in my memory, and I'm pleased to report that it went really well and was well organised, so I hope it happens again. I met a few Triumph friends up there, drank some beer, and had a nice

trip out to Coventry Transport Museum in Andy Cook's GT6, which was the organised road run on the Saturday. We had a great display of cars out the front of the museum, on the paved area which they opened specially for us. The campsite (in the school grounds) was also very good and worked out well. Oh, and Dave T had the Vitesse Coupe running on the Sunday. (Me and him will make another trip up to start work on the clutch and gearshift linkage next.)



Then on 6th September there was the Wellesbourne show. Rich Greenaway, Rob Fernie and his wife, Roger and his sister were there, and Mike P must have been there too because I saw his blue Stag (for sale btw, good car). Roger should have been in his Stag, but just beforehand he'd been driving and a stone had kicked up and shattered the windscreen. Still waiting for a new one to be delivered, so he was in the modern car. I took the Vitesse, and Rob and his wife were in their rather lovely Spitfire. I saw some lovely Minis and a very nice metallic purple VW Corrado VR6 that I wished I could buy... There was supposed to be a fly-past by a Spitfire aeroplane too, but it didn't happen as far as I know, so after waiting until 3pm me, Roger and his sister left the show and met up with Philip at The Wharf in Fenny Compton for some food. Very nice it was too. Then a drive home through Burton Dassett.



7th September was the Triumph meet at Shuttleworth airfield, which I intended to go to but sadly had to miss due to family commitments. However, reports from Andy Cook and others on facebook showed it

was another roaring success like last year. I'll definitely be booking again next year.

As I write, next Thursday (11th-13th September) will be our own Peak District Tour, organised by Neil L, Neil and Julie M. I'm very much looking forward to that, staying two nights in a hotel and lurking around Buxton. Then on 28th September there's the Distinguished Gentlemen's Drive in aid of prostate cancer charities, also organised by Neil L. Both of those events will have been and gone by the time this is published, but I'll report on how they went next time. I think there may still be another Gaydon Gathering (2nd Tuesday of each month) this year, while I think the Banbury Cricket Club and Southam Cricket Club shows have now finished until the spring. Which means it must nearly be Xmas! Venue anyone? The Crown again (new management, good chef), or maybe the Piston Club (great food)? Or the Great Western pub has just re-opened just outside Harbury, and as well as a brand new kitchen, has a large carpark...

Finally, back to the present, I'm still gearing up for the Round Britain Reliability Run on 3rd-5th October, which is in aid of Parkinson's research. 2000 miles in 48 hours. Starts Knebworth at 6pm Friday 3rd to John O'Groats for breakfast Saturday 4th to Land's End for breakfast Sunday 5th to Knebworth for 6pm Sunday 5th. Three of us, sharing the driving/sleeping on the go, all costs borne by us, raising money for Parkinson's. The link is: <https://wonderful.org/fundraisers/RvWKX> or <https://www.justgiving.com/page/rbrn-team-flying-bogey> and there will still be time to sponsor us (if you want to) by the time this comes out.

Next meeting is Tuesday 7th October (the first Tuesday of the month as ever) from the slightly earlier time of 6.30pm as the evenings are getting darker, at Harbury Village Club, Crown Street, Harbury, near Leamington Spa. Set your satnav for the BullRing Garage CV33 9HL and follow the short one-way section to the carpark on your right. See you then!

Mark

WESSEX

The Classic & Steam Railway Festival at Swanage had six locomotives from the 1890s to the 1940s. The classic cars

(organised by BPPC) had moved from Harmans Cross to Norden, so as not to be affected by the much needed rain which unfortunately fell on the previous days (cannot please everyone!), but the Friday was dry and sunny and the ground was firm. Plenty of cars arrived, quickly filling the designated area, so a rethink was needed as Saturday and Sunday are the busier days. Though Norden is a superior venue for accommodating everything, I was disappointed that you cannot see the railway and the engines going by, it makes it feel a bit detached from the whole event. That said, it would have been cancelled if held at Harmans Cross.

Beaulieu Autojumble on the same weekend had its usual array of stands, alongside the Motor Museum and classic car auction. The Ancestral House, Abbey ruins and S.O.E. exhibition are a must. Again the weather was kind and it certainly bought in the public, making it very busy.

Other shows that were attended were Fordingebridge and Verwood, all along similar lines with stalls, marquees, steam engines, stationery engines and of course classic cars, motorbikes, commercials, military, etc.

On the subject of other shows, if you have time, send me an email with a brief outline of your day out for me to include. Likewise, if you can recommend a show that you have recently attended, please let us know for future consideration. Trevor is hoping to arrange an end of season run – yes, that time already! More information about this on the revised group email address list: Triumph Wessex.

Martin

NORTH WILTSHIRE

Yet another monthly meeting under blazing sunshine at the Foxham saw a decent variety of cars present. Our numbers continue to grow, which is



Calum's latest engine swap.

fantastic for the branch. Calum was first there in his Herald Coupe, which he is now preparing for the Round Britain Rally with yet another engine change! The roll call was two Heralds, one Vitesse, one GT6 Mk3, one Stag, six assorted Spitfires and one Spitfire special.

Paul's Spitfire Special is a car which he built to compete in race series where the outline of the car is the principle criteria. Consequently, while it outwardly resembles a Spit, it has a spaceframe, Rover V8 engine and far too many other oddments than I can remember. It is certainly a hot topic for discussion around the car park. While most of us hopped from car to car discussing this and that, a hardy few took to the outside tables and enjoyed a few 'refreshments' away from the cars.

Most of us are simply enjoying the fine weather and using our classics rather than carrying out any major works. Tony tells us that his TR6 has now completed 400 miles of running in, while my GT6 is destined to get a new bonnet. It was suggested that I should wait until Easter to get it by some sparkling wit!

We are hoping for another Sunday morning run out either in late September or early October, and in keeping with the north/south divide, this one should be starting in the northern area and then heading towards the south, giving a circular route suitable for anyone.

Several of us are going to be attending the Restoration show at Stoneleigh in October and we hope to meet some fellow Triumph enthusiasts while there.

Jim and Craig

WIRRAL

Early September's weather was still good, but the hope of an even bigger turnout at our monthly get together was thwarted by the late temporary closure of our usual meeting place, The Cottage Loaf in Thurston between Heswall and West Kirby. Dave attempted to contact everyone via email and Steve, who recently started to gather contact numbers for a Triumph and friends 'WhatsApp' group, to inform them of change of venue to the Farmers Arms in Frankby just for the September meeting. Parking wasn't an issue due to the emptiness of the pub!

Five souls arrived for the 7pm meeting, and special mention

goes to Peter and Paul who drove over 20 miles in the trusted 1500 Spitfire (with the roof down I hasten to add) to get warm and enjoy good banter with the other three more local TSSC members. Apparently Paul's hat blew off in transit because of the speed of Peter's driving. He was hoping to find his hat on the return journey! Paul informed us that he has been motivated to get his Spitfire back on the road (it's been in garage for many years) and we hope to encourage the rebuild. Who knows, it might be ready for next summer!



Tim arrived in his 2L Vitesse convertible and informed us that he is gradually eradicating the unusual sounds, rumbles and shakes, the latter being his lower door hinge problems. Many suggestions were bandied around the group and Tim is now armed with a plethora of ideas and suggestions.

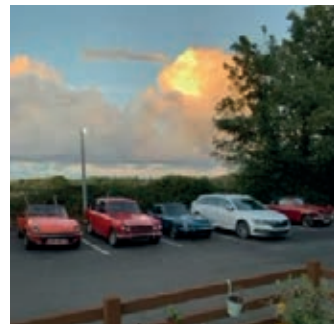
Richard took his future son-in-law on a lovely pre-wedding drive over the Horseshoe Pass to the venue near Llangollen, the gorgeous GT6 performing faultlessly and they both arrived in time for the ceremony. Rich is hoping he can get to the bottom of his overdrive issue soon – the consensus of opinion is electrical not mechanical.



Steve arrived in his Mk2 saloon since he has sent his distributor in his Mk2 convertible off to the Distributor Doctor for a refurb – it was making some really unusual noises, but still carried on working.

Hopefully it will be back in the convertible sooner rather than later.

Back in mid-September a mid-week local run was organised by Steve and six cars turned up at Hoylake promenade. There was a 1959 Herald (daily runner owned by Phil and son), who saw the post on Facebook and showed up, hoping to join the group. Unfortunately they couldn't join in on the afternoon run. Ian and Alex were in the superb white Volvo 2L, Sue in her blue Midget (unable to come on the drive, but popped round to say hi again), Norman in his lovely MGB, Tim in his 2L Vitesse convertible and myself in my Mk2 Convertible (before dizzy issues). We drove around the local villages of West Kirby, Caldy, Irby, Heswall and Parkgate, eventually settling at the Harp Inn in Neston on the banks of the Dee estuary for a mid-afternoon natter, drink and crisps. What a stunning location.



Ian came up with the idea of sharing photos of our garages, knowing that no-one could beat his for neatness. Now everyone is trying to clean their garages to take his title! We are hoping to run another mid-week session mid-September, date to be announced.

For information, the Cottage Loaf is now open again under new management so the meeting in October on the first Thursday of the month will go ahead as normal. Hoping to see everyone, and more classic friends.

That's all for now, happy driving.

Steve

(filling in for Dave because he's on his holibobs)

NORTH YORKSHIRE

By the time you read this newsletter the season for using our cars will be drawing to a close, but depending on the weather and salt on the roads we do still get opportunities to get the cars out. Also it's the time of year we start to think about the servicing and

any repairs or modifications we would like to do over the winter months, so if you have any plans, please let me know.

Our main event during August was VE Day at Brighton Airfield run by the Real Aeroplane Club. This was a 1940s themed day with the army putting on a good display of their military equipment from that period. During the day a



Douglas Dakota flew in and later out and a Hawker Hurricane, so a great sound rang through the air. Added to many other classic bi-planes flying on the day and a great show of cars, trucks and buses on display, this made for a great day out.

As I write, this Sunday is Triumph Day at the Great British Car Journey at Ambergate in Derbyshire. I have been to this transport museum a couple of times and it is a really good day out, so I will let you know how it went. I will also feedback on the York Knivesmire Classic Car Show on 14th September – at the time of writing this newsletter I have 14 cars booked in on the joint stand we have with the TR Register, so I hope to have good photos for next month.

Hope to see you soon,

Keith

STOP PRESS: SCOTLAND EAST

As I write this, I have just got home from Classics Against Cancer at Bathgate. The show has only been going for a few years but is well worth adding to the calendar with more than 300 cars in attendance. Notably there were a lot of cars that we don't often see on the usual car show circuit. Modern, vintage and classic cars as well as a good number of American machines dwarfing our little triumphs. My favourite car of the show was a mint condition 1988 Rover 213 with just 7000 miles. Another highlight was a stunning

Triumph TR3a on the Lanarkshire Classics stand. We had 6 cars in the TSSC stand including a Spitfire, 2 Heralds, a Vitesse and a Dolomite. It was great to see Simon joining us with his newly completed Triumph herald, out in the sunshine for the very first time since and extensive rebuild.

I attended in my MGF but I was once again inundated with advice about getting my GT6 finished and back on the road. I will make some good progress over winter, I promise. The support and experience from club members is possibly the most valuable

thing about this club and especially this area. We are lucky to have members with vast experience and equipment to draw on. If you are reading this with a car in the garage that just won't start or you have a big job planned and don't know where to begin, please reach out and ask for help. Just be prepared to provide quality biscuits in return.

On October 5th Andrew Pierce has once again offered to hold an autumn BBQ so look out on Facebook for details or give me a call.

Alan

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Area Directory

For area meetings please check with your AO

SCOTTISH AREAS

SCOTLAND CENTRAL WEST

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

SCOTLAND CENTRAL EAST

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

SCOTLAND NORTH EAST

New AOs wanted –
Contact Paul Girling
E: tsscareas@gmail.com

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

Area Organiser: Nigel Entwistle:
T: 01229 717544 or 07999 693988
E: n.entwistle@cwgsy.net
Roy & Ann Ross: T: 01229 316501
E: roy.anne@tiscali.co.uk
FB: TSSC Cumbria
Meetings: Advertised on Facebook page

LANCASHIRE - Last Tues, 8pm

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

LIVERPOOL - 1st Tues, 8pm

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

MANCHESTER

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

NORTH EAST - 1st Sun, 10.30am

Geoff Dent: T: 07773 440201 -
E: geoff.dent14@gmail.com
Deryck Beadling: T: 07939 068976 -
E: deryck.beadling@yahoo.co.uk
FB: Triumph Sport Six Club (TSSC)
North East

W: tsscene.wixsite.com/tsscenearea
MES Training, Blackmoor Court,
Durham DH1 5ES

WIRRAL - 1st Thurs, 7.30pm

Dave Evennett: T: 07796 631336
E: dave_evo238@yahoo.co.uk
Cottage Loaf, 338 Telegraph Rd,
Thurstaston, Wirral CH61 0HJ

NORTH YORKS

Keith Warren: T: 07534 820155
E: warrenktr6@yahoo.com
FB: North Yorkshire
The Greyhound - 4th Tues 8pm
82 Main Street, RICCALL YO19 6TE
The Motorist - 2nd 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
Pastures Lodge, Pastures Rd,
Mexborough, South Yorks S64 0JJ

WEST YORKS

New AOs Wanted - contact Paul Girling
E: tsscareas@gmail.com
Please feel free to attend the North Yorks
meeting at the Motorist, LS25 6JE on the
2nd Weds 6.30pm

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

Jason Lee: T: 07349 729887
E: sixpotpower@gmail.com
FB: Leicester & Rutland TSSC
The Curzon Arms, 44 Maplewell Road,
Woodhouse Eaves, Leicestershire, LE12 8QZ

LINCOLNSHIRE

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

NORTHANTS - 2nd Wed, 8.00pm

Nigel Hawes: T: 07879 491778
E: nigeljohnhawes@gmail.com
FB: TSSC Northants Area
Stags Head, Gt Doddington NN29 7TQ

NOTTINGHAM - 3rd Wed, 7.30pm

Nigel Hill: T: 07976 163006
E: nigel.hill@hotmail.co.uk
Roaming meeting around Nottingham
and Nottinghamshire

OXFORD - 3rd Tues, 6.30pm

Thomas Cope: T: 07972 039532
E: imp064@yahoo.co.uk
E: julianhall13@gmail.com
FB: TSSC Oxford
Great Western Arms, Aynho Wharf,
Banbury OX17 3BP
Contact Thomas or visit Facebook page

PETERBOROUGH - 2nd Mon, 7.30pm

Charlie Noble: T: 01780 666045
E: tssc@noblesoft.co.uk
Steve Abbott: T: 01778 347695
E: 4747abbottsmk@gmail.com
FB: TSSC Peterborough Area
The Gordon Arms, 527 Oundle Rd, Orton
Longueville, Peterborough, Cambs, PE2 7DH

SHROPSHIRE - 3rd Sun, 10am

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

NORTH STAFFS

New AOs Wanted – Contact Paul Girling
E: tsscareas@gmail.com

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
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, Green End, Fen Ditton, Cambs,
CB5 8SX - 1st Mon, 8pm

ESSEX - 2nd Sun, 12 noon

Mike & Sue Titchen: T: 07860 708356
E: miketitchen@aol.com
FB: Triumph Sports Six Club Essex Area
Various venues, contact AO for details

M25 EAST - 3rd Sun, 12 noon

John Hill: T: 07938 526324
E: herald1360@btinternet.com
FB: TSSC M25 East Area
Various venues, contact AO for details

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 9

BODIAM - Last Wed, 7.30pm

Colin Robertson: T: 07810 102525
E: colin@tssc.uk
W: www.tssc.uk, FB: TSSCBodiam
Last Wed, 7.30pm - The Castle Inn, Main
Road, Bodiam TN32 5UB

SOUTH BUCKS - 3rd Wed, 8pm

Daniel James: T: 07818 052276
E: varas10@yahoo.co.uk
The Harte & Magpies, Coleshill,
Amersham HP7 0LU

CANTERBURY

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

GATWICK - 2nd Tues, 8pm

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

HANTS & BERKS - 1st Tues, 8pm

Alan Fulbrook: T: 07795 096394
E: alan.fulbrook@ntlworld.com
The Twesledown, Church Crookham,
Fleet, Hants GU52 8DY

HERTS & BEDS - 4th Mon, 8pm

Peter Lewis: T: 01582 750943
E: peter.h.lewis@green-home.co.uk
The Raven PH, Hexton,
Nr Hitchin SG5 3JB

ISLE OF WIGHT

Jo Hawkins: T: 07594 884725
E: jo@hawkins.engineer
Roxie Hawkins: T: 07342 678869
E: roxy.walters98@gmail.com

W: iow.triumphsportsix.club

FB: Isle Of Wight Area Triumph Sports Six Club
Once a month announced via email and
socials. Anywhere on the Island, contact
Jo and Roxy for details

WEST KENT

Colin Robertson: T: 07810 102525
E: colin@tssc.uk W: www.tssc.uk
FB: TSSCWestKent
Last Tues, 7.30pm - The Pheasant,
Goathurst Common, Ide Hill TN14 6BU

SOUTH LONDON - 1st Tues, 7.30pm

Richard Robinson: T: 07968 702564
E: 15grassmount@gmail.com
The Greyhound, Commonsidge, Bromley,
Keston BR2 6BP

NEWBURY

Dave Rumens: T: 01635 868640
E: dave.rumens@btinternet.com
FB: TSSC Newbury
2nd Weds - The Two Water Mills,
Newtown Rd, Newbury, RG14 7HB
4th Weds 7.30pm - The Craven Arms,
Skinner's Green Ln,
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 Scarborough: T: 07833 944847
E: gwscarborow@gmail.com
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
FB: TSSC West Sussex
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 - Toby Carvery,
14 Straight Road, Windsor,
Berkshire, SL4 2RR

SOUTH WESTERN AREAS

ANDOVER - 2nd Wed, 12noon

Guy & Suzie Singleton: T: 01672 514241
E: guy@bondequie.org
FB: TSSC Andover Area
The Clatford Arms, Goodworth Clatford,
Andover, Hampshire SP11 7RN

AVON - 1st Tues, 7.30pm

David Dyer: T: 07860 878058
E: daverover@hotmail.com
FB: Triumph Sports Six Club Avon Area
The Huntsman, Downend,
Bristol BS16 6UB

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 for details

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

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

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

SOMERSET - 2nd Thurs, 8pm
Steven Polden: T: 07504 516623
E: steven.polden@gmail.com
FB: TSSC Somerset Area
Lime Kiln, Knole, Langport,
Somerset, TA10 9JH

WESSEX - Last Thursday of the month,
7.30pm at The Fish Inn,
Ringwood, BH24 2AA
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, 7.30pm
Bern Littlewood: T: 02920 315260
E: bernard.littlewood1@ntlworld.com
FB: Triumph T.S.S.C. South Wales
Y Maerun, 140 Marshfield Rd, Marshfield,
Cardiff, Wales CF3 2TU

NORTHERN IRELAND

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



International Contacts

Country	Contact Name	Contact Details
AUSTRALIA (Queensland)	Richard Graveur	randagraveur@gmail.com
AUSTRALIA (Victoria)	Richard Stewart	rlslaw@bigpond.net.au
BELGIUM	Stefan Vandendijk	stefan.vandendijk@telenet.be
DENMARK	Morten & Lillian Hildebrand	hildebrandrandi@gmail.com
FRANCE (Poitou Charentes)	Victor Thompson	vcandvh@gmail.com
FRANCE (Central)	Ray Lomax	lomaxcreuse@gmail.com
GERMANY	Hans-Georg Stumpf	hgs-systems@onlinehome.de
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MALTA	John Pullicino	jpullicino58@gmail.com
SOUTH AFRICA	Karl Illenberger.	karl@kre.co.za
SPAIN	Dulcie Crabbe	dulcie@tonycrabbe.com
SWEDEN	Odd Hedberg	odd@triumphclub.se
SWITZERLAND	Robin La Barre	robin.Labarre@Bluewin.ch
UNITED STATES	Ben Blaney	benblaney@gmail.com

WHO'S WHO

Council of Management 2025



Chris Gunby
Chairman/
Gen Sec



Tracey Hawes
Financial Lead



Paul Girling
Area Liaison



Nigel Hill
Events & Shows



Jane Rowley
Director



Council of Management 2025 Meetings

CoM MEETING – 26th October

Any member who has an 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 prior to the date of the meeting.

TSSC Headquarters



Lisa Marley
Membership
info@tssc.org.uk
01858 434424
Option 2

Account enquiries:
accounts@tssc.org.uk
01858 434424 Op 3

Club Shop

Please check out the catalogue on the website. Email orders to clubshop@tssc.org.uk or call 01858 434424 option 1. The club shop will be at the Restoration Show at Stoneleigh on Sunday 12th October, and open at TSSC HQ on Sunday, 7th December.

Note that the shop is currently being run on a voluntary basis.

Telephone enquiries:

Monday, Wednesday and Friday:
12 noon-5pm.
Tuesday and Thursday:
9am-2pm.

TSSC HQ and Museum

Sunderland Court, Main Street,
Lubenham, Leics LE16 9TF.
Open by appointment only.

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, Bernard Robinson, Graham Robson (Deceased), Roy Ross, Bill & Jo Sunderland, Frank Spencer, Paul Swanson (Deceased), Victor & Vivien Thompson, Peter Williams.

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 | 12/50
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 4 | Mk2 | Mk3
Suzie Singleton
 31 Cadley, Marlborough, Wiltshire SN8 4NE
 T: 01672 514241
 E: spitfires@cadley.org

SPITFIRE MkIV | 1500
Robert Lund
 T: 07941 154109
 E: spitfireIV-1500@tssc.org.uk

VITESSE
Dave Tunbridge
 2 Windmill Gardens, Staverton, Northants,
 NN11 6DD
 T: 078155 29453
 E: vitesse@tssc.org.uk

GT6
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

TR2-6
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
Simon Goldsworthy
 3 Woodland Avenue, Bourne,
 Lincolnshire PE10 9RU
 T: 07771 675719
 E: acclaim@tssc.org.uk

STAG
Situation Vacant
 Do you have a passion for the Stag and might be able to fill this role? If so, please contact the editor via editor@tssc.org.uk. Help and support will be given!

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 SECRETARY
John Pullicino
 No 53, Triq il-Muskatell, Attard,
 Malta ATD 2731
 T: +356 994 98268
 E: international-liaison@tssc.org.uk

YOUNG MEMBERS CO-ORDINATOR
Situation Vacant
 Do you think you could fill the role?
 Please contact the Chairman **Chris Gunby**
 T: 07843 435190
 E: chairman@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
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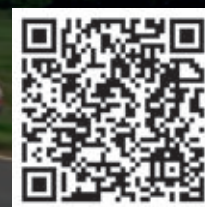
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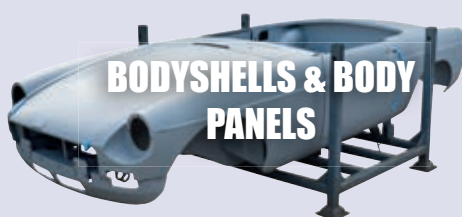


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