

# THE COURIER

THE MONTHLY MAGAZINE FROM THE TRIUMPH SPORTS SIX CLUB

ISSUE 537 APRIL 2025

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# FROM THE EDITOR

Hello, and welcome to the April issue. Yes, spring is here, the days are getting longer and we've already had a few warm and sunny shirt-sleeves-only days. Doesn't Steve Calver's picture below encapsulate the brighter weather and just make you itch to get out there and enjoy your Triumph? If so, then you'll find no end of suggestions throughout the magazine, from the TSSC AGM on 13th April through Drive It Day on the 27th to countless more local events and shows up and down the country.

One heads-up as we move towards Easter – this falls late this year and the Bank Holidays of Good Friday and Easter Monday could impact slightly on the May issue. We did consider moving the deadline for copy forwards to accommodate this,

but that could have left some of our hard-working Registrars and Area Organisers struggling to meet such early deadlines. As a result, we will work twice as hard in the final few days, but if your magazine is a couple of days late next month, please be patient. Hopefully it will be worth the wait!



*Simon Goldsworthy*

**Editor**  
[editor@tssc.org.uk](mailto:editor@tssc.org.uk)

## PHOTO OF THE MONTH



This issue our photo comes from Steve Calver, who says: 'This is my Spitfire, called Val. I purchased her some 27 years ago as a complete basket case. Over the next 22 years and when money would allow (kids!), I steadily rebuilt her. Later in the rebuild I had help to finish

her due to health problems. I now have a smile on my face every time I'm out in her, using her all year round too when weather allows.'

Thanks for that Steve, and thanks also to everyone else who has sent in pictures – which we will get to!



THE  
**TRIUMPH  
 SPORTS SIX  
 CLUB**

**TRIUMPH SPORTS SIX CLUB SHOP & MUSEUM**  
 Sunderland Court, Main Street, Lubenham, Leics LE16 9TF  
**CLUB SHOP** - Open on selected days only, see page 63 for details

**TSSC MUSEUM** - Open by appointment only

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**Twitter/X:** @tssc

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**T:** 01858 434424

### TSSC MEMBERSHIP & RENEWALS

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

Direct Debit (from UK bank) £48.00

Young Members (17-25) £24.00

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

### TSSC MEMBERSHIP ENQUIRIES

Lisa **E:** [info@tssc.org.uk](mailto:info@tssc.org.uk) **T:** 01858 434424

Monday, Wednesday and Friday 12noon - 5pm

Tuesday and Thursday 9am - 2pm

### TSSC INSURANCE VALUATIONS

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

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

### PRINTING

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

### THE GET OUT

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

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

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## CHAIRMAN'S COMMENT

### MORE MEMBERSHIP OPTIONS THAT SHOULD HELP CREATE THE RIGHT ONE FOR YOU

April already – how did that happen? Hopefully your Triumph has now made it out on a few drives this year. If it hasn't, why not make the effort to bring it to the TSSC AGM on 13th April? It's all happening at TSSC HQ in Lubenham, Leicestershire and you will be made very welcome.

This year's event will see the Area Organisers' seminar in the morning starting at 10.30am (you must be a current Area Organiser or club official to attend), with the club HQ and shop open all day and lunch being provided for all. Then at 1pm the TSSC AGM will start at HQ and on Zoom, with the access link available in your AGM flyer in this magazine. This is your chance to have a say in the running of your club, so do come and speak to the Council of Management (COM) about what you want out of your club. We are always very happy to listen.

Over the last 12 months the Council of Management have worked very hard to

make sure that the TSSC is run as efficiently as possible, with our end of year accounts showing a very small profit which is a great result in very tough times.

From the 1st May 2025, COM have had to make the decision that our membership fees need to change. A standard membership will become £61, but this will be reduced to £51 if it is paid by direct debit.

Postage is becoming a very expensive and unreliable problem, and we have listened to our members who have asked for a digital membership, so for the first time ever we are introducing a digital-only membership at £41. If this option is taken, please be aware that you will not receive anything through the post, but your Courier magazine will be available online. This will also work well for our overseas members as you will receive your magazine more quickly. Should our overseas members still want to receive a physical Courier magazine, the postage costs will have

to be met by the member depending on where they are in the world. This will give our members the best choice of what membership works for them, and we can all look

forward to being able to enjoy the benefits of being a TSSC member into the future.

Finally, please do remember that the COM are a small team of volunteers who give their time for free to help guide the TSSC in the right direction with the help of the TSSC staff. I would like to thank both the COM and the TSSC staff for all the effort they have put into our club in the last year – you have all made a huge difference to the club.

*Chris Gunby*

**TSSC Chairman**



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- Optional Steam Train journey from Douglas to Port Erin with Afternoon Tea on Monday



**For Full Details or to Book ☎ 01732 879153 or book on-line**  
**[www.iommotoringevents.com/2026-hotels-prices-packages-tssc](http://www.iommotoringevents.com/2026-hotels-prices-packages-tssc)**  
*20% Deposit confirms your place - balance payable in July 2026*

## BILL PRICE BMC/LEYLAND MOTORSPORT

We were saddened to hear the news in February that another great name from the British motor industry's heyday had passed away – Bill Price, who started work as assistant to Marcus Chambers in the BMC Competitions Department at Abingdon in 1960 having completed his National Service in the REME.

Of course, at that time BMC were bitter rivals of the Triumph Works team, but after Leyland Motors and British Motor Holdings had merged in 1968, Bill was made Assistant Competitions Manager and his responsibilities embraced the Triumph marque too, initially with the 4WD Triumph 1300 rallycross project. That did not last long of course, but rather more enduring were the big 2.5PIs which were rallied extensively, perhaps most notably on the 16,000 mile World Cup Rally of 1970 from London to Mexico City, during which Bill recorded that he took no fewer than 44 separate flights in 11 different aircraft.

Sadly, second place on the WCR was not enough for Lord Stokes, and the department was closed in October. Bill was offered a place in Special Tuning (the department that offered competition parts to the public), but opted for voluntary redundancy instead. However, when a reorganisation saw Special Tuning allowed to use its profits to support motorsport events, Bill returned in 1974 as Workshop Supervisor.

Within that first week, he had gone to Wales to watch a Dolomite Sprint that had been prepared for the Welsh Rally. That was the start of a long association for Bill with



the competition Sprints, soon joined on the rally stages by TR7s and TR7V8s. By the time the TR7 had made its rally debut in May 1976 though, Bill had already been made Manager of Leyland ST that January. The following year he was made Competitions Manager for Leyland Motorsport under John Davenport. He presided over an exciting end to the decade, including the return of Tony Pond as a team driver for 1980 in the TR7V8s. This

was, of course, the year when the Abingdon factory was closed. Motorsport was to be the last department working there, before being moved to Cowley when the Abingdon gates were locked. Bill did not stay at Cowley for long though, being made redundant in 1981 for the second time as part of sweeping cuts to the motorsport department. After this, Bill moved into technical writing and editing.

## BODYWORK BOOK

Panel Repair and Fabrication for Vehicle Restorers By Bruce Macleod

This new and accessible book shows how to make, repair and fit sheet metal body panels for classic cars. After all, not every panel is available, even for Triumphs!

- ▶ ISBN: 9780719844737
- ▶ Price: £24
- ▶ Paperback
- ▶ 192 pages
- ▶ www.crowood.com



## NEW TSSC VALUATION FIGURES

The TSSC has just updated their valuation guide (printed on the reverse of the address carrier sheet). A number of models have seen an increase in concours values, including Herald saloons, while the van and estate values have also risen. The Spitfire Mk3 is catching up with the earlier Spitfires, while the 1500 breaks further away from the MkIV. The TR8 (factory or Grinnall) has risen £3000 on concours values, while all of the concours small Triumphs have risen too, some by as much as £5000 (Dolly Sprint). The drop-head Bond 2 litre has increased by £2000 and finally, the Acclaim has also seen a rise of £2000. Note that these

prices are insurance values, and that sales values will differ. And remember that if you are insured through the TSSC Insurance Scheme with Peter James Insurance (see their advert on page 36 and some additional thoughts from Dave Youngs on p37 concerning agreed values), the TSSC will stand behind any claim. Finally, don't forget that some TSSC Area Organisers can do valuations at your local meetings, making it easy to have your Triumph valued. Alternatively, log on to [tssc.org.uk](http://tssc.org.uk) and request a valuation under the Valuations tab – it's a snip at only £20 for two years' peace of mind if anything should happen to your treasured Triumph.

## AUCTION REPORT



**Brightwells: Triumph Roadster – £16,912.**

At Brightwells auction which ended on 19th February, Lot 26 was a lovely looking 1948 Triumph Roadster 1800. Said to have enjoyed a total nut-and-bolt restoration about 10 years ago at a cost of £20,000 and only lightly used since, the condition looked to be every bit as good as you could hope for and the sale price of £16,912 (inclusive of buyer's premium) looked extremely good value for this quirky and unusual post-war Triumph.

In Manor Park's sale on 16th February, there were a couple of nice Triumph lots. Lot 206 was an original UK market 1972 TR6, finished in white with a black interior. It was said to need a little cosmetic tidying, but with its original fuel-injected engine this one looked like it would have made a very enjoyable car to simply use and enjoy if you were not a fan of polishing. Starting on the button and with a comprehensive history file, it looked good value at £9430.

The other Triumph was Lot 219, a 1971 Stag. It looked lovely and was said to drive very well, but in a market that favours originality it did very well to sell for £13,570 given that it had been previously converted from automatic to manual/overdrive, had a non-standard veneer on the dash and the colour changed from red to Sapphire Blue. It seems the new owner was able to look beyond concours trophies and polishing to bag themselves a car to enjoy, but of which they could also be proud.



**Manor Park: 1972 TR6 – £9430.**

At WB and Sons on 8th March, the GT6 project that had not sold in February was back for another try, still with the same optimistic estimate of £3500-£4500 (presumably set by the vendor rather than the auction house). It fizzled out at £2750, significantly higher than the £1900 it reached last time, but still well short of the vendor's valuation. This time around a deal was done, however.

Lot 12 was a very nice looking Stag with the manual/OD gearbox and useful extras such as a glass wind stop. Its original colour of Maple (ie brown!) would not be to all tastes, but we do know of people who love it. Some of those must have been wagging fingers on the day because with a reasonable looking estimate of £8000-£10,000, it settled slightly above the mid point at £9250.

Mathewson's were surprisingly light on Triumphs in their huge three-day sale on 12th-14th March, but there were a few tasty lots. Lot 444 was a rather tired TR6 that needed a fair bit of work in most departments. The £4000-£5000 estimate reflected that, though you would have to enjoy the restoration process because in the long run it would probably be cheaper to pay more for a better car in the first place. On the other hand, not everybody is worried about shows and polishing, and the £4450 it sold for seemed excellent value for the buyer.

Lot 482 was back for another go, the early single dial 1962 Triumph Vitesse 1600 saloon



**Manor Park: 1971 Stag – £13,570.**



**WB and Sons: Stag Man/OD – £9250.**

that was entered in the February sale but failed to reach its reserve. Still estimated at £3000-£4000, bidding ended this time at £2400, which was £100 down on the February bidding and suggests that this really is where the market values this particular car.

Lot 492 was a 1962 TR4, reimported from the USA and converted to RHD some 25 years ago. It looked tidy and ready to use, though a lack of overdrive was a shame. An estimate of £11,000-£12,000 seemed reasonable, making its £9500 sale price look very canny indeed.

Finally, there was Lot 786, a 1969 Herald 13/60 convertible with the important CV VIN number to show it is a factory original. It looked nicely correct with just a little patina here and there. Said to have been restored by Chic Doig some years ago and with an engine rebuild six years ago, it looked cheaply pitched at an estimate of £4000-£5000, and indeed it sailed through that to reach £7950.



**Mathewson's: 1973 TR6 – £4450.**



**Mathewson's: 1962 TR4 – £9500.**



**Mathewson's: 13/60 convertible – £7950.**

## TSSC ANNUAL GENERAL MEETING – 13TH APRIL 2025

Notice is hereby given that the Annual General Meeting of the Triumph Sports Six Club is to be held on Sunday, 13th April 2025, at the TSSC HQ in Lubenham LE16 9TF and on Zoom. You must bring your current TSSC membership card with you in order to be admitted to the AGM. Only members attending in person or on Zoom can cast a vote at the AGM.

### RESOLUTIONS FOR THE AGENDA

Any member wishing to put forward a resolution to be considered for inclusion in the AGM agenda must do so in writing, and it must be signed by at least two current TSSC members. These should be forwarded to myself (TSSC Chairman) to be received by 6th April, 2025. Any item received after this date will be regarded as null and void.

### QUESTIONS FOR THE AGENDA

Any questions also need to be with myself (TSSC Chairman) by 6th April 2025 to be guaranteed an answer at the meeting. Any questions received after this date or raised

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

### COUNCIL OF MANAGEMENT ELECTIONS

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

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

Club Management such as HR, Business Management, Finance, Tech Support etc. If you have the time, enthusiasm and skills that would benefit the Club and would like to know more, then please contact me by email for a nomination form.

The deadline for nominations is 6th April 2025, by which time a signed nomination form and paragraph describing what you can bring to the Club needs to be submitted. (The nomination form requires a proposer and seconder who are current Club members.) Contact Chris Gunby for a form.

Enquiries regarding any of the above should be addressed directly to me via email at [chairman@tssc.org.uk](mailto:chairman@tssc.org.uk) or by post to Riverside Forge, Water Lane, North Witham, Lincolnshire, NG33 5LJ.

Chris Gunby,  
TSSC Chairman

## EVENTS

### MAY 2025

**2-5: Isle of Wight Triumph Weekend**  
See advert on p10.

**3: Donington Historic, Donington Park Circuit, Castle Donington, DE74 2BN.**  
To display your vehicle at the event with Leicester & Rutland Area and access 50% discount, email Jason: [sixpotpower@gmail.com](mailto:sixpotpower@gmail.com). Booking closes 18th April. See p14

**11: South of England Meet, Leatherhead.**  
Camping available from Friday 9th. Club Shop in attendance. See advert on p10.

**17-18: Beaulieu Spring Autojumble, Beaulieu, Hampshire.** Includes club displays, Automart and on Sunday the Trunk Traders. Tickets include entry to the event and all the Beaulieu attractions. [www.beaulieu.co.uk](http://www.beaulieu.co.uk)

### JUNE 2025

**13-15: The Dales Run.** In Memory of Alan Heaton. See advert on p10.

**19-22: The 35th Peak Run.** See page 10 for more on this one.

**22: Standard Triumph Picnic, Woodland Grange, Old Milverton, Leamington Spa, Warwickshire, CV32 6RN.**  
Free entry. Club Shop in attendance.

**27-29: Cornwall Weekend Event.**  
See p10 for details of this event.

### JULY 2025

**3-6: Le Mans Classic.** TSSC-organised trip to Le Mans, booking form available from [www.tssc.org.uk](http://www.tssc.org.uk) under Events > Le Mans. See page 14 for details.

**13: BL and Leyland Show.** At the British Motor Museum in Gaydon, 10am-4pm. Entry to the museum is included in show ticket. [www.britishmotormuseum.co.uk/whats-on](http://www.britishmotormuseum.co.uk/whats-on)

### AUGUST 2025

**1-3: Sunshine Rally, Greetham Community Centre, Great Lane, Greetham LE15 7NG.** Please email [J.muschialli@ntlworld.com](mailto:J.muschialli@ntlworld.com) for a booking form. See p10 for more.

**8-10: TSSC National Weekend, TSSC HQ Lubenham.** See page 11 and p13 for details.

**22-24: Silverstone Festival.** Don't miss out on your two-for-one ticket offer using the club code 25CCD024. See ad on p13.

### SEPTEMBER 2025

**7: All Triumph Day @ Shuttleworth.**  
See the advert on p11 for more details.

**12-14: Norfolk Camping Weekend and Mile of Triumphs.** See advert on p11.

**21: Fifth Tour of Devon.** Registration is now open. Please email your Name, Triumph Model, Club and Phone contact to [tourofdevon@tssc-devon.org.uk](mailto:tourofdevon@tssc-devon.org.uk). See advert on page11.

### HQ OPEN DAYS

Sunday 13th April  
Sunday 8th June  
Saturday 19th July  
8th-10th August  
Saturday 18th October  
Sunday 7th December.

Please email details of any future events to [editor@tssc.org.uk](mailto:editor@tssc.org.uk)

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TEL - +44(0)1522 568000

Rimmer Bros., Triumph House, Steaford Road, Bracebridge Heath, Lincoln, LN4 2NA.



# 2025 TSSC Isle Of Wight Triumph Weekend

[www.triumphsportsix.club](http://www.triumphsportsix.club)

Friday 2nd May to Monday 5th May 2025

**Waverley Park Holiday Centre**

51 Old Road, East Cowes, Isle of Wight, PO32 6AW

[www.waverleypark.co.uk](http://www.waverleypark.co.uk)

Email: [TSSCIOW@hotmail.com](mailto:TSSCIOW@hotmail.com)

# SEM 2025!

# TSSC South of England Meet

50  
TR7  
YEARS

Sunday, 11th May 2025

Camping available Friday afternoon to Sunday,  
Leatherhead Leisure Centre, KT22 9BL

For more information contact Mickey Hazell  
07773 623807 or [chippymickey@yahoo.co.uk](mailto:chippymickey@yahoo.co.uk)

CLUB

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SHOP

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TSSC Club Shop will  
be in attendance

TSSC North Yorkshire



This Dales Run is to celebrate our friend and organiser Alan Heaton who sadly passed away in 2024. Our aim is to have fun, catch up with old friends and raise money for the RNLI in Alan's memory.

**Friday** – Arrival at campsite from noon

**Saturday Daytime** – The Dales Run, through some of the most beautiful and scenic areas of the Dales. Convoy from the campsite to start point in Sedburgh. Entry £10 per vehicle

**Saturday Evening** – Entertainment and fundraising in the Dent Village Hall recreating some of Alan's games, whilst remembering Alan's chaos and mayhem!

**Sunday** – Wind down with treasure hunt in Dent village

Please book your camping directly with the campsite, mentioning "Triumph Club" when booking. High Laning Caravan and Camping site, Dent, Near Sedburgh, Cumbria, LA10 5QJ

Any run related queries, please contact Richard on 0776 635 4449  
For all booking enquiries, please contact Candi on 0781 046 1252

TSSC Derwent Valley



**Friday night** a warm welcome at the campsite and social evening.

**Saturday daytime** a chance to explore the local area.

**Saturday night** get together in the Marquee.

**Sunday is the day of the 35th Peak Run** – a scenic drive through the breath-taking Derbyshire Peak District and finish at a Derbyshire attraction.

Camping available from 3pm Thursday 19th until noon Monday 23rd June at the Peak Gateway Campsite near Ashbourne.

This year's event will be a more relaxed weekend than last year's, with all the evenings get-togethers in the marquee. Booking forms will be available on our website: [www.peakrun.weebly.com](http://www.peakrun.weebly.com) or by emailing Bryan: [derwentvalleytssc@outlook.com](mailto:derwentvalleytssc@outlook.com)

FRIDAY 27TH TO  
SUNDAY 29TH  
JUNE



HIGHER HARLYN  
PARK

# TSSC CORNWALL WEEKEND EVENT

Come and join us for a great weekend on the North Cornish Coast!

**Friday** night meet and mingle at the site. **Saturday** car run around the Cornish lanes for a lunch venue and then return to the site for a grand BBQ in the evening, bring your own food, table, chairs etc for a Triumphant gathering! **Sunday** drive out for a great roast dinner.

Standard electric pitch tent/caravan £28 a night, non electric £23 a night. Booking on line only at - [www.higherharlynpark.co.uk](http://www.higherharlynpark.co.uk). On the booking form quote "Cornwall Triumphs"

Both options include up to six people in one caravan or tent and an awning.

Dogs are £5 a night each with up to two dogs per pitch.

A deposit of £10 a night is payable when booking, with the rest payable 30 days before the event. You may book longer than the weekend.

There are static caravans to rent but these are privately owned. Look at Higher Harlyn on Facebook or use this link [www.static-caravan.co.uk/holiday-park-higher-harlyn](http://www.static-caravan.co.uk/holiday-park-higher-harlyn). Any other queries their phone number is 01841 520022 and ask for Michelle.



TSSC  
LEICESTER  
AND  
RUTLAND  
AREA

# Sunshine Rally 39

1st – 3rd August 2025

**Friday Night** – A warm welcome, with quiz to start the weekend off.

**Saturday** – Organised route round beautiful Rutland, BBQ and evening entertainment.

**Sunday** – Walking trail, show and shine and a raffle.

Greetham Community Centre, Great Lane, Greetham, LE15 7NG. Includes bar and shower facilities. Large field perfect for camping, caravan, motorhome (no electric hook-up available), dog friendly.

One night £24 per pitch

Two nights £40 per pitch

Extra nights Thursday or Sunday £13 per pitch

Visit just for the day £5 per car per day

For a booking form please contact Jan

on 07799 804415

[J.muschialti@ntlworld.com](mailto:J.muschialti@ntlworld.com) Pre booking advised!

THE TSSC

# National Weekend

8th-10th August 2025

TSSC HQ  
Lubham

**Come and join us for the TSSC National Weekend!**

See advert on page 13 for more information

**SAVE THE DATE!**

8th-10th August 2025

## Fifth Tour of Devon

### Sunday September 21st 2025




Organised by  
Devon Area TSSC

A non competitive social event for ALL Triumph clubs  
Two start locations each with two routes to choose from  
all finishing in central Devon about 4pm  
Each route will cover approximately 100 miles

Meet at 8:30am for a 9am Start

West start point 1 Strawberry Fields, Lifton, PL16 0DH  
East start point 2 Tesco Extra, Exeter, EX2 7EZ

To register please email  
Your name, Triumph Model, Club, Phone contact  
[tourofdevon@tssc-devon.org.uk](mailto:tourofdevon@tssc-devon.org.uk)



## ALL TRIUMPH DAY @ SHUTTLEWORTH



Free Prize Draw Jazz Band

### SUNDAY 7TH SEPTEMBER

Bring your **TRIUMPH CAR** to the Old Warden Aerodrome and get the preferential admission price of just **£15 PER CAR – DRIVER & ALL OCCUPANTS** and get entry to this wonderful museum in Bedfordshire, including return visits for 30 days.

**Pre-booking essential** – Email to register your interest: [trr.lvg@gmail.com](mailto:trr.lvg@gmail.com) and we will call for payment nearer the event. Entry via the new entrance in Alder Drive, SG18 9DT - 10am to 5pm

**CLUB SHOP**  
QUALITY PARTS & MERCHANDISE

TSSC Club Shop will be in attendance

## TSSC NORFOLK CAMPING WEEKEND

Incorporating the all new



### 12th-14th September 2025

Forest Park Caravan Site near Cromer **with specially reduced rates for TSSC members** on a variety of accommodation, including glamping cabins and cottages as well as touring pitches. On-site bar and restaurant.

**Friday** – arrival from 2pm with meet and greet  
**Saturday** – a chance to do your own thing. Meal, quiz and live music in the evening  
**Sunday** – tulip route to do the "mile" at Holkham Hall

For more details see the Events section of the TSSC website.  
For those that have attended previous MoTs please note we are starting small!

## CLUB SHOP

QUALITY PARTS & MERCHANDISE

The TSSC Club Shop will be attending the following events:

Mar	21st-23rd	Restoration Show, NEC
April	Sunday 13th	TSSC HQ AGM
May	Sunday 11th	South of England Meet
June	Sunday 8th	TSSC HQ Open Day
July	Saturday 19th	TSSC HQ Open Day
Aug	8th-10th	TSSC National Weekend
Sept	Sunday 7th	All Triumph Day @Shuttleworth
Oct	Saturday 18th	TSSC HQ Open Day
Nov	7th-9th	Classic Motor Show, NEC
Dec	Sunday 7th	TSSC HQ Christmas Open Day

## OPEN DAYS

SHOP, MUSEUM AND A WARM WELCOME!

**Next Open Day**  
Sunday, 13th April

### AGM

1pm, Lubham HQ

**HQ Open Days** –  
Sunday, 8th June;  
Saturday, 19th July;  
8th-10th August  
TSSC National Weekend  
Saturday 18th Oct;  
Sunday, 7th Dec



Come and visit the TSSC HQ at Lubham for a fascinating collection of Triumph memorabilia, catch up with friends and pick up some spares from the club shop. Lunch available.

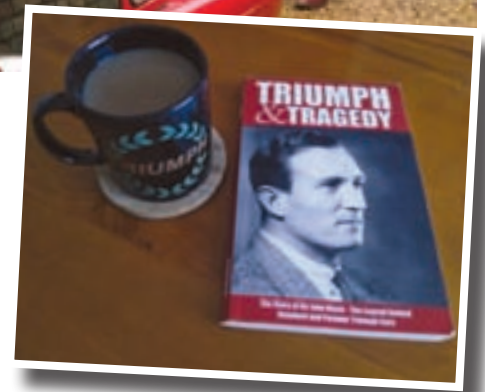
## IT'S NOT QUITE CALIFORNIA, BUT...



Drive Your Triumph Day is an event which originated in sunny California, so the UK experience was somewhat different on 10th February! The weather App said: '4 degrees, feels like minus 1' – and it did. Undeterred, we headed off in the GT6 to meet up with the local TR Register group before heading to lunch at a nearby garden centre where we would meet up with another TR group and

some neighbouring TSSC members. In total, 14 Triumphs came along. Our special guest was Nick Black (Sir John's son), who I had met a few years ago and invited him to join us as he lives locally. It was a real treat that Nick gave me a signed copy of the book he wrote about his father several ago, which is now no longer in print.

**David Beardsley**



## A MODIFIED REGISTER?

I was reading The Courier and thinking: could you have a modified Triumph section? It could be for heavily modified cars which might interest younger members or things like subtle mods to improve drivability. Or perhaps we should keep it to more heavily modified Triumphs so that the other Register Secretaries could still cover improvements and minor mods? It could be a bi-monthly feature if space is an issue, it really depends how much response we get.

**Robin Moore**

*An interesting idea Robin, though it could be a problem deciding where you draw the line before a car moves from one of the existing Registers to a Modified Register. So what do others think of the idea, particularly the Model Register Secretaries? – Ed*

## IT WAS DEAD ROMANTIC!

Reference your editorial in the March issue about our cars having a moment of fame on TV or film, back in 1993 when I owned my Triumph Vitesse Mk2 Convertible DVT 784J, I was approached by a company looking to source cars for film and TV purposes. They wanted my car, which would be the lead actor's car in a forthcoming drama the BBC were going to shortly shoot called Dead Romantic. The lead actor was none other than the famous Janet McTeer and she was going to be filmed on numerous occasions driving my Vitesse.

Part of the drama was based in



Cheltenham and some in Wales. I had to hand over the car for about a week as I recall. I believe they treated it with wax to stop the glare off the paintwork when filming! I didn't see the actual filming (perhaps just as well!), they just collected and returned the car to my home in Wiltshire. All came back as it left me. They also stroked my hand with coin of the realm, which as I recall was quite generous.

I was so excited to see the live BBC programme, and then subsequently to be sent by the BBC a copy of the drama on a VHS tape, which I still have to this day. The drama is 89 minutes long and can still be found on YouTube. You can look up the details of the film on Google of course to read the storyline and identify the actors.

The only photos I have of this car are either prints or 35mm slides. Whilst I owned it for around 25 years, I sold it a long time ago and that was pre-mobile phones. This photo does however show me in the car at Goodwood taken by Richard Bruford.

**John Griffiths**

THE TSSC

# National Weekend

8th-10th  
August 2025



TSSC HQ  
Lubenham

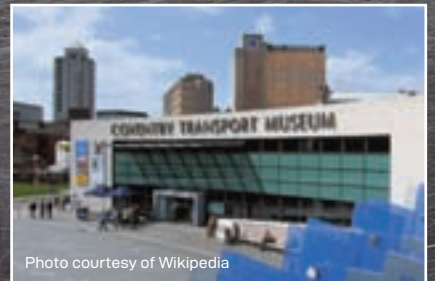


Photo courtesy of Wikipedia

**Come and join us for the TSSC National Weekend!**

Friday 8th – Evening noggin and natter with fish and chips at HQ

Saturday 9th – Drive out to Coventry Transport Museum with reserved parking, followed by a party at HQ

Sunday 10th – Car show on Lubenham village green

Camping available – details to follow

**SAVE THE DATE!**

8th-10th  
August 2025

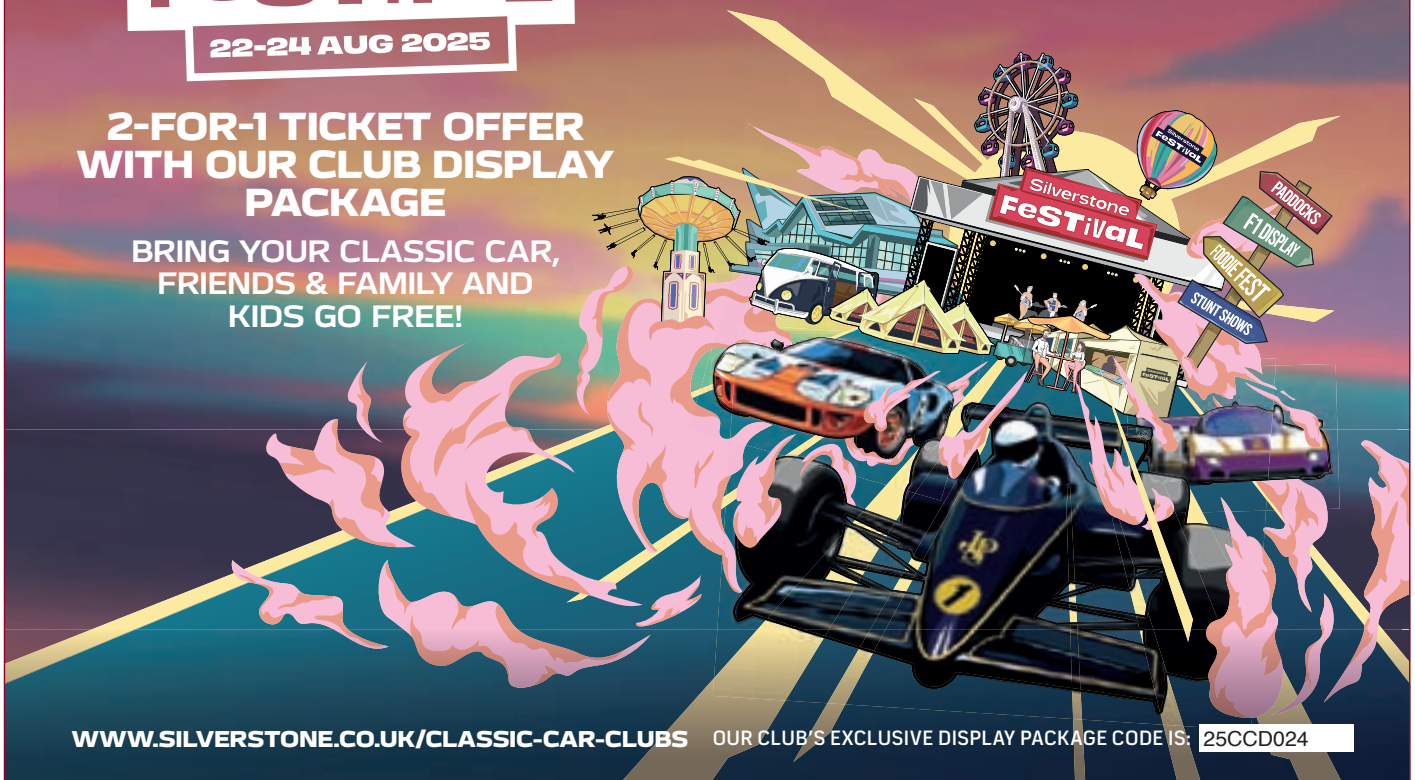
# Silverstone Festival

22-24 AUG 2025

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# DONINGTON HISTORIC FESTIVAL



Saturday 3rd May 2025

Join TSSC Leicester & Rutland area displaying their vehicles at the Donington Historic festival.

If you would like to display your Triumph with us please, in the first instance, email Jason on [sixpotpower@gmail.com](mailto:sixpotpower@gmail.com).

When displaying your vehicle with a club you get 50% discount on admission and will be located in the middle of the track.

**Bookings close 18th April.**



## STANDARD TRIUMPH



### THE TRIUMPH PICNIC AND MARQUE DAY 2025

SUNDAY 22ND JUNE 2025

WOODLAND GRANGE

LEAMINGTON SPA

PRE-1940 TRIUMPH MOTOR CLUB



This, the seventh of our picnics, celebrates everything that is wonderful about owning and running a classic Triumph, Standard or Standard Triumph car. As always, all Clubs and individual owners are truly welcome. You are asked to do nothing more than arrive in your car between 10am and 4pm and spend a sociable day with us enjoying and marveling at the range and variety of Triumph cars produced between the 1920s and 1980s.

As in 2024, the venue is the beautiful Woodland Grange, near Leamington Spa, CV32 5RN which proved to be a splendid location. This year you are encouraged to bring your own picnic as we are unable to provide our usual hogroast. Coffee will be available and our fresh Ice Cream vendor will join us in the afternoon. For more information you can call Steve Jacobs, our event co-ordinator on 07763 845585



Pre-1940 Triumph Motor Club Ltd.

[www.pre-1940triumphmotorclub.org](http://www.pre-1940triumphmotorclub.org)

**CLUB**  
QUALITY PARTS



**SHOP**  
& MERCHANDISE

TSSC Club Shop will be in attendance



# LE MANS CLASSIC®

3 - 6 JULY 2025



Once again the **Triumph Sports Six Club** is organising the premier Le Mans Classic camping experience at the top-rate exclusive Tertre Rouge campsite, right on the circuit.

Our tried and tested package includes:

- **Exclusive, spacious private camping at Tertre Rouge**, overlooking the circuit, with modern facilities, hospitality tent and 24 hour security
- Short walk from the campsite to Le Mans Racing Village, Grandstand and public transport
- Laps of Le Mans circuit in your own car
- Rally plaques, car stickers and **FREE T-Shirt!**
- Initial **Priority booking for members of the TSSC** and invited other Triumph clubs

Booking forms are available from the Events section of the TSSC website: [www.tssc.org.uk](http://www.tssc.org.uk) or simply phone or email the Club HQ on 01858 434424, [info@tssc.org.uk](mailto:info@tssc.org.uk)

**Book Now and do the Le Mans Classic with the TSSC!**



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# TRIUMPH AT MONTE-CARLO



## PART 2: THE RALLY

After six months of anticipation as detailed in part 1 last month, the day finally came when Peter Barker and Christa Percival set off with their 1960 Triumph Herald Coupé for the start of the 2025 Rallye Monte-Carlo Historique.

Photos courtesy of [www.retro-speed.co.uk](http://www.retro-speed.co.uk), Peter Barker, Christa Percival and Frederic Turion.

At 5am on Wednesday 29th January, we met our wonderful service crew – journalist Peter Baker of [www.retro-speed.co.uk](http://www.retro-speed.co.uk) historic motorsport magazine and engineer Clive Berry – loaded the Herald up onto Clive's trailer and headed for Folkestone. Travelling considerably faster and in more comfort than we could have done in the Herald, we motored to Reims and our start point for the rally. All over Europe, 219 crews were assembling at their various starting points – Bad Homburg, Turin and Monaco as well as Reims.

Thursday was scrutineering day (checking of the car for safety and conforming to regulations) and then the long wait for the start. Finally, at 8.06pm we crested the ramp, said a few words to the commentator and, blinking in the spotlights and camera flashes, we were on our way to Monte Carlo.

Christa was all focus, reading the route instructions like a pro even though this was her first big rally as we left Reims and began the long drive south into the night. Time controls at Epernay, Vitry le Francois and Langres passed by as we sped south to a rest halt at Dole. The little Herald Coupé cruised happily at 90km/h, its 948cc engine singing along and the transmission whining. The 4.55:1 final drive ratio is hardly long legged by today's standards, but it does give the car a reasonable turn of speed off the line as well as some hill climbing ability. The latter was to become very important later in the rally.

After five hours rest at Dole (thank you organisers), we were off again through time controls

at Bourgoin-Jallieu, Chatte and Chabeuil to the next halt at Valence. We made a tactical error on this section and elected to take a route on country roads suited to the Herald's performance rather than using main roads and motorways. Sadly, this meant we ran very close to our latest allowable time and



Christa and Peter meet up with the service crew, strap the Herald down to the trailer and set off for France.



Cheetah and Christa looking relaxed at scrutineering. Former Triumph works driver Annie Soisbault and her cheetah are shown in the black and white image on the rear screen.



Christa and Peter apply the rally stickers prior to scrutineering at Reims, which the Herald passed.



A brave smile and thumbs up from the author before the start in Reims.

we only just scraped into the Bourgoin-Jallieu control with seconds to spare.

Then disaster struck – climbing the foothills of the Vercors mountains we had stopped for a quick snack and comfort break when we suddenly realised that we had no chance of making the next control on time. Once away from the flat, the Herald simply could not keep up the required average speed. Sure enough, we were 12 minutes late at the Chabeuil control and incurred 600 penalty points, and we only made the Valence control by 30 seconds. Depression filled the crew, but the ever wise Peter Baker assured us that 600 points would be a mere nothing once we started the competitive stages. As things turned out, that was a realistic assessment.

The rally stopped in Valence on the Rhone river and crews enjoyed their first full night in bed since leaving the start 36 hours earlier. After a hearty breakfast, we were ready to go again on Saturday 1st February for a day's rallying in the Vercors and Diois regions. By now the organisers had fitted



Lining up for the start at Reims, a sizeable crowd came out to see us off.



Christa hard at work figuring out the route to the next stage – the Vals les Bains control.

a Tripy GPS transmitter to our car so that we could be tracked in time and space wherever we went.

Regularity Stage 1 was the Col de l'Echarrasson, run over a tiny forest road that is never snow ploughed. Luckily the snow was manageable this year and we slithered and slid over the first part of the stage on our Goodyear snow tyres, only losing 15 seconds on our ideal time which seemed good to us. Then came the easier but faster Col de Carri where it became

clear that our mid-20th century mechanical trip meters were simply not accurate enough to compete with 21st century rally computers and we were 30 seconds adrift by the time we came to the end of the first stage at La Cime du Mas.

Driving down the Col de Rousset was as pleasurable as always, emerging from the ice and fog of the Vercors onto the sunny plateau of the Diois. We had a brief fuel stop at Die where we met Ralph Beckman, former premier US rally navigator who was looking



Left to right: Christa Percival, Peter Barker, Peter Baker and Clive Berry



The beauty of the French mountains in winter has to be seen to be believed.

after a US crew driving a beautiful 1956 Sunbeam Alpine. Stage 2 was held over the Col de Meneé, another fearsome climb which made the Herald very late, and then a descent over snow and ice just as fast as we dared go. I was very glad of the Herald's front disc brake conversion!

Stage 3 was the relatively mild La Piarre to Valdrome and Stage 4 a foggy and icy run from La Motte Chalancon to St Nazaire le Désert. The latter parts of this stage saw a race between ourselves and British crew Ian and Julie Wright in their 1955 Renault 4CV. Despite the Herald's excellent handling, we could not keep up with the tiny Renault, which bounced over the roads taking a whole minute off us. Then it was back to Valence and a welcome evening meal during which we found that we were classified 182nd from 209 surviving cars.

Sunday 2nd February was the Ardèche day. Always lovely, the Ardèche region of southern France is home to many excellent rally stages and spectators were out in force to watch the rally go by. Beautiful sunny



The Herald cornering hard on the Col de Pommerol' (Frederic Turion).



Fuel trouble: a leaking fuel sender was cured with red gunk and Clive's bath soap.

weather accompanied us through Stage 5 from St Julien du Gua to the Col de Quatre Vios, and then on to Stage 6 at Burzet and 41km of snow. The Herald ploughed on, never fast enough on the climbs but with surprisingly good road holding and traction on the snow. Despite idiot spectators throwing extra snow on the road at one corner, we cruised through without incident and motored on to a time control at Saint Agrève where welcome hot soup was available to competitors. The local people are generally very positive towards the rally, a major event in an otherwise bleak winter.

Stage 7 – St Bonnet le Froid – was cold and icy, but a fantastic sunset enlivened the stage and distracted both driver and navigator from our tasks for few moments. The forests of the Ardèche are home to a variety of animals and we saw deer, fox and wild boar as well as a variety of donkeys as we passed by, ending up back at Valence again where we found ourselves in 178th position, so a slight improvement.

Monday 3rd February dawned bright and sunny and the final day based around Valence was challenging. Stage 9 was from Barbières, high up in the Vercors mountains, and thick fog descended soon after the stage start. Christa called a left turn at a junction in the fog, but I totally missed it. Luckily she insisted that I turn round and find it – several other crews missed the same turn and drove on, becoming both very late and lost. We went as fast as we dared in the mist, and with the rear under-bumper fog light alight and low beam headlights on we managed to make



At the quayside in Monaco awaiting the final night stages.

back our lost time by the end of the stage.

Stage 10 was back to now sunny St Nazaire le Désert and the Col de Pommerol. By now I was getting the measure of the Herald and developing a two-foot driving technique, right foot on the accelerator and left foot jabbing the brake wherever needed.

Stage 11, Montauban, was fairly straightforward, but on Stage 12, a climb over the Col de Pennes, we were overtaken by a Porsche 924 in such a manner that I became really annoyed. Revving the little Herald to the maximum, we followed him up and over mountain so effectively that the brakes started to fade and I needed the car's excellent handbrake to stop us at the end of the stage! Feeling calmer, we drove back to Valence via Crest for the last time and once in Parc Fermé (the closed car park at the end of each section) we found that we were still in 178th place from 192 cars.

Tuesday 4th February dawned and the final day and night of the 2025 Rallye Monte-Carlo Historique commenced. Our aim was to finish, even if well down the order; to be a finisher is important for team morale, and we were part of the British national team. Packing our luggage in the service car (thank goodness for its carrying capacity) we sped off for the first stage of the day, Stage 13 at La Chacre. Having push-started a Mini off the starting line (the cars were getting pretty tired by now) we did our best, but as usual the gradient beat us.

Stage 14 was from Sisteron to Thoard over the Col de Fontbelle, a wonderful road over which we were consistently late, but the views were beautiful. A time control at Digne les Bains was the scene of some over-hospitality by the local motor club, and bags of sandwiches and other refreshments were



We made it! Over the finish ramp in Monaco we go, the first 948cc Triumph Herald Coupé to complete the Rallye Monte-Carlo in over 60 years.

pushed into the Herald's window until I had to drive off to avoid overloading. Our service crew was well fed that lunchtime.

Last stage in the daylight was from Briançonnet to Entreaux, an entertaining run over several large hills and down the Col de Félines to the Route Napoleon. We had a long drive on the N202 and A8 to La Turbie and then into Monaco, finishing up on the Quay Albert Premier for a two hour break. A brief trip to our beautiful hotel, the Hotel Hermitage, made us long for our beds, but there was one last blast to come.

The final night section from Monaco to Monaco had two stages, the rough SR16 Col de Braus to Lantosque stage and SR17 La Bollène Vésubie – Moulinet, the most famous Monte-Carlo stage of them all over the epic Col de Turini. We were late getting out of Monaco as our roadbook (infallible up to this point) let

us down in Casino Square, and we raced up the Col de Braus just as fast as a 948cc SC Standard-Triumph engine will go, trying to get back on time.

Starting SR16 we floored it, Christa calling out the corners and myself swinging the car to and fro, avoiding rocks and Armco as fast as possible. Our progress was frantic, the little Herald Coupé bowling along – it was far from its beginnings as a shopping car for the wife of a doctor in Godalming!

After a short breather, we lined up for SR17 over the Col de Turini. This was literally the last blast – could we make it over the Col and down to Monaco? Maximum revs and we were away. One, two, three cars passed us on the way up the mountain, and as we crested the Col we were very late. Passing over the top of the well-lit plateau between waiting spectators, we dived back into the darkness and began to accelerate. By now the car was beginning to feel pretty ragged. Although the engine was pulling well, the brake pedal was low, and more worryingly the car was beginning to feel like it was trying to steer at the rear.

Still, we carried on down as fast as we could go and overtook the one, two and three cars which had passed us on the way up the Col, plus a couple more. There was a scary moment as we skidded around a lefthand hairpin bend to see an Audi Quattro perched up against the concrete catch-fencing. This must be the only time that a Triumph Herald has passed an Audi Quattro during a rally stage!

The stage came to an end at Moulinet and we drove down in convoy with other rally cars to the harbour front in Monaco. Finally it was all over. We were exhausted, the car was exhausted, our crew were exhausted, but we had finished: 172nd overall and 20th amongst cars built before 1966. The rally was won by a Belgian crew in a 1965 Alfa Romeo Giulia Ti with 1460 points. We finished 130,090 points behind them. However, the Herald Coupé had proved its worth, finishing the tough Monte-Carlo rally 65 years after it was built. Despite the little car's very modest power output and primitive technology, it came through to the end. As Standard-Triumph publicity declared: 'The Triumph Herald, it's a new experience in motoring!'

As a wonderful codicil to the rally, the organisers presented Christa with a book about women in motorsport at Monaco, a select band whom she was very glad to have now joined.



Resting in the car park at the end of the rally, the Herald amongst much more powerful competitors.



The Lacey brothers' white Mk2 and Mk1.

# FIRST NATIONAL EVENT OF THE YEAR

In February I went along to what is the first major national Triumph event of the year, the MG and Triumph Spares Day at Stoneleigh. This is always a good chance to pick up some used spares at what is the largest Triumph (and MG) autojumble, plus new parts from suppliers. It's also a good chance to visit Triumph club stands including the TSSC, socialise with other Triumph enthusiasts and see some nice examples of cars on the club stands.

In previous years it's also been a good chance to see some classics driven to the show by club members, with separate classic car parking in the 'cowsheds.' Sadly the organisers no longer have separate classic parking, and any



James Baldry's red Mk1.



One of the GT6 tailgates for sale.



Some of the GT6/Vitesse overdrive gearboxes for sale.

interesting cars are just spread around the site amongst the moderns. I did however manage to find three GT6s parked out with the modern cars – James Baldry’s Mk1, Roy Lacey’s Mk1 and Alan Lacey’s Mk2.

There were quite a few GT6 parts amongst the autojumble. My main purchase at the show was a set of CV driveshafts to replace the Rotoflex couplings on my Mk3, a nice piece of

kit manufactured by classic driving developments. Watch out for a future article covering installing these on my car.



A set of late Mk2 front and rear seats.



An early Mk2 (also fits Mk1) rear seat.



Late Mk3 rear seat.



Rotoflex driveshafts.



Mk3 Fuel Cap recessed section cut from a rear wing.



Mk3 fuel tank.



Classic Driving Developments' CV conversion driveshafts compared with the standard Rotoflex shafts.

# FROM THE ARCHIVES



As mentioned earlier, in many previous years there has been dedicated parking for classic cars in the Cow Sheds at the Stoneleigh event. These were taken in 2019.

*Andy*



# PREPARING FOR THE RESTORATION

I really enjoyed Andrew Hughes' story from last year, so it was great to hear from him again recently.

In the October issue of *The Courier*, I described how I managed to track down and buy back the Herald 13/60 convertible that I owned as a student in the early 1990s. The process took a total of six years, but that turned out to be the easy part. Like all good car restoration sagas, it is slowly dawning on me that the car is in a far worse condition than I had expected.

## THE BIG MOVE

The car has spent the past 10 years languishing in a barn in Peterhead, just north of Aberdeen, and whilst the previous owner had done some basic welding repairs, this had stopped during Covid and it had become an unfinished project. The car could roll, steer and just about stop, but little more. With the help of a specialist car transportation company, the Herald was wheeled out of its barn and winched onto a trailer for the 400-mile journey south to West London, where it is to spend the next few months awaiting its turn in my garage after work on my 1960s Volkswagen Beetle is complete.

With the car now safely tucked up in a temporary lock-up garage, I could begin assessing its condition. Following a new battery, clutch master cylinder, voltage regulator and general recommissioning, the car will now start, move and stop under its own power for the first time in 10 years. A compression test reveals a variation of 12% between highest and lowest cylinder readings, suggesting that the 127,000 mile engine may have received some attention in

the past and could possibly do with receiving some more in the not too distant future.

Mechanically things were going reasonably well, but my mood was to drop when I started digging around the bodywork which shows rust in almost every panel. Many non-standard panels and patches have been welded in, including in areas where replacement panels are easily available. Surprisingly the chassis appears to be solid, and I would like to believe that this was due in a small part to my liberal use of a Waxoyl sprayer in a bucket of hot water in 1994.

## LEARNING TO WELD

It has become clear that the car is going to need an awful lot of welding and fabrication. Welding is always something that I have shied away from, preferring to concentrate on mechanical and paint work instead. However, the car is going to need some attention from a Triumph specialist, as the work required is way beyond the scope of an enthusiastic beginner like me with a £350 MIG set.

Still, the opportunity came up to learn the basics of welding (MIG, TIG and stick) at the Ffestiniog Railway in North Wales where I volunteer as a guard and signaller. The railway's Boston Lodge workshops are renowned for preserving traditional skills and making everything from railway locomotives and carriages for its own railway to taking on external contracts for other railways and organisations such as the London Transport Museum. Having received a very significant grant from the National Heritage Lottery Fund

to build new running sheds and workshops, the railway has opened its workshop doors to offer free weekend courses to anyone keen to learn new skills such as railway carriage construction, painting and of course welding.

After a safety induction, the hands-on fun began as we were allocated our own workbench and given a plentiful supply of steel rectangles of varying thicknesses to weld together under the watchful eye of an excellent instructor. Before long, he was pushing us to attempt vertical welds (tricky) and welds above our head (mind the drips). All in all, this was an excellent introduction to the topic and whilst a MIG welder was on my Christmas list, it's clear that a sizeable amount of professional help will be required.



**HERALD PARTS TREASURE HUNT**

What is the hardest part to find on a Herald? I'll say the 13/60 convertible interior light (still looking) or the sun visors. Whilst we are fortunate that our cars are blessed with several excellent parts suppliers, some items are simply downright difficult to find. After my previous article when I mentioned a few of the bits that I was searching for (black dash surround, sun visor and rear seat base to name just a few), I received a delightful email from TSSC member Martin Williams saying that he had most of the parts I was searching for.

Martin stripped a 1971 Herald down for spares several decades ago to provide parts for his own 13/60 restoration project and

carefully stored the surplus Triumph bits in his garage loft, 'just in case.' Fortunately for me, 'just in case' didn't happen and he was able to assist me with almost everything I was looking for. His own restoration took place in the days before the internet, so we



reminded on just how difficult it was in that era to find bits and pieces for classic cars. Thank you, Martin, but I'm sure I'll be in touch again in the not-too-distant future looking for a few more bits!

I need to get a few paint jobs completed on my VW Beetle before the Herald moves into the garage and the strip-down begins. Cardboard boxes for storing parts are being hoarded in preparation.

*It looks as if there is a long road ahead for Andrew, but the end result will be worth it. As I'm sure most of us who have set out down the restoration road know, it always takes more time, more determination and more money than we first thought – Darren.*

# WORKSHOP UPDATE

Last month I left you with Miles's Spitfire all welded and the underside in colour, along with many of the brackets, wheels, heater box etc all painted. The inside of the car was the next to be painted, but before I could do that I needed to remove all the original body tub bracing, as it was fixed in areas I needed to paint. As I wanted to keep the body on the rotisserie for this stage, I wanted to keep some form of bracing in place until the body was on the chassis. So before it was removed, a simpler single angled bar was welded in place in the door shuts, just to stop any potential closing up. This was probably not necessary, but I didn't want to take any chances.



**Once the simpler bracing was in place, I could get on with prepping and painting the inside. As with the underside, it was primed with epoxy, stone chipped and then re-primed before going into colour.**



Next up was to get the body on the chassis, and then carry out a trial fit of the doors, bonnet, front valances and boot to ensure everything still lined up nicely. Apart from a little fettling on a replacement passenger door (the original was too far gone for a re-skin), there weren't any nasty surprises.



**Then it was onto the chassis. This was built up with all its suspension, brakes, steering rack, brake lines made and fitted along with the fuel pipe.**

Some of the larger filler work areas were done before the car went into primer. It was then blocked and any smaller areas that needed filler sorted, before being re-primed. In my next update it should be looking a lot more complete.

See you next month, *Darren*

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## TIME FOR AN *upgrade?*

In my first Acclaim Register report in the February issue, I looked back at the history of the model and at the various trim levels offered. I suggested at the time that the base L model might not have been part of the launch range in 1981, and indeed I have since read that the HL was the initial entry level version and that the L only arrived in 1982 as part of a value-for-money drive.

As part of reducing the specification to cut costs for the L, it was given a plastic

cubby hole in the dash rather than a clock. That cubby can occasionally be useful, but if truth be told not very often because it is small, slippery and has no door. However, since the architecture of the dash is identical across the models, I reasoned that it should be easy enough to swap the cubby for a clock from a higher model. I've even found NOS clocks for sale on eBay, but balked at the c£100 being asked for them.

However, a year or two back I bought

a rusty HL which I broke for spares, reasoning that it was the only way to guarantee a swift return to the road should something go wrong on mine (the spares situation for Acclaims can be very patchy!). So that meant I had a full HL dash sitting on the shelf, complete with its digital clock. That gave me a perfect opportunity not only to swap them over, but also to show what is involved.

To be fair, the task was not too difficult, but having the spare dash on the shelf was a tremendous help in figuring out what went where without having to contort myself into the footwell. As the pictures show, it also revealed that simply buying a replacement clock would not have been enough unless it also came with its fixing bracket. Refitting is, of course, a classic case of reversing the dismantling process, a process so beloved by the workshop manuals.

*Simon*



1. The L had this plastic cubby fitted next to the radio and above the ashtray, whereas higher spec cars got a clock there instead – the later style of clock is pictured above.



2. I had assumed the plastic cubby would simply lever out, but it was reluctant to move and I didn't want to force it and break anything. So I first removed the ashtray...



3. ...followed by this cover from underneath. It is held by two screws that point forwards horizontally, and you will need a strong magnetic screwdriver to get them back in without swearing.



4. Seen for ease of camera access on the spares dash, removing the plastic cover reveals this screw going through the dash's metal framework. This was why the cubby would not pull out.



5. But once that screw was removed, there was nothing else holding it on and the cubby simply pulled out. That silver strip was the bracket that was held by the screw in step 4.



6. When it comes to the clock, I needed to lower the glovebox out of the way. This is secured by a black plastic clip on either side. A flatblade screwdriver turns them CLOCKWISE to release them.



7. The glovebox can then drop so that it hangs down onto the floor. That gives you access to the wiring behind the dash and the plug for the clock – the wiring is not long enough to come out the front.



8. And this is the clock alongside the cubby. Notice how the two brackets are different lengths – it would not be too difficult to make one up, but it helps to know what you are aiming for.



9. Fortunately it would not have been worth Triumph's while to make up a second loom without the clock connection, so you'll find the plastic plug hanging loose behind the dash even on an L.

# WELCOME TO YOUR NEW REGISTER SECRETARY

**Well, I saw the appeal for a replacement register secretary in the February edition of The Courier and decided to volunteer. Simon and the team have been kind enough to give me a try, so here goes with a brief introduction to myself. What I'd really like, though, are your stories!**

Firstly, many thanks to Steve Payne for all the interesting, informative and inspiring articles over his 10 years of tenure in the post; these will be big tyres to fill!

My life in – and out – of Triumphs began way back in the mid 1970s when my father bought a 1973 Triumph 1500 saloon. It was something of a distress purchase, but it served us well as a family car for several years, and was the car in which I learnt to drive. At the age of 18, after grafting all summer, I had saved enough to buy an old car, and I got a 1969 Triumph 1300. Although subtly different to the 1500, I felt that both cars represented well specc'd, clever packages which probably deserved better recognition. Sure, the Rotoflex joints could be an issue, but the ability to swap the clutch at the roadside was a godsend.

Inevitably, the 10-year-old 1300 eventually succumbed to MoT woes, the 1500 was sold and life was sadly Triumph free. Although I do remember baffling a family friend who asked what car I would really like if there were no restrictions, and I answered: 'A Triumph Spitfire.' No, not a Ferrari or anything else exotic, a Spitfire! I am sure that conversation led to a Morgan factory tour, which was a grand day out. Also, in the 1990s a colleague and I needed to make a business trip. For complex reasons my colleague needed to use her 12+ year old Triumph Acclaim. Management were not happy, but eventually agreed and needless to say the Acclaim behaved faultlessly.

In the meantime, study, life, work and everything else went on. Transport was a necessity and the search for reliability led to more modern cars. They might not have been old Triumphs, but they certainly needed work to keep them going – engine work, engine swaps, driveshafts, suspension, brakes (endless brakes), body panels, rust, more rust and paint. So I still learnt a lot of the necessary technical skills.

Eventually, company cars came and went, while a motorbike came – and stayed. Then



came the fateful Sunday evening in 2015 when I was looking at the internet and the Antiques Roadshow, saw a Spitfire for sale locally and tentatively asked my partner in crime: 'I wonder if I might...?'

'How much?' came the reply.

This particular car was listed at a reasonable price, so the answer was: 'Yes, I'm sure you could manage any Spitfire you want!'

I missed out on that car – twice in fact – but had a good chat to a Spitfire-owning work colleague and set about looking with some serious intent. Given my limited familiarity with the cars and my other commitments, a complete, running car was the goal. On-going improvement would be fine, but a full restoration would not. Finally, in late October I found a 1979 Vermilion 1500 with overdrive which had been lightly recommissioned after being laid up for around a decade. I hired a transporter to bring it the 130 miles home and so the adventure began.

Having retired mid-pandemic, I sold the unloved company car equivalent hatchback

and bought an MGF as a daily driver. No sniggering at the back please – it is a great car and in my opinion could have proudly carried the Triumph name. Even the cylinder head work wasn't that hard. Come to think of it, a 1.4-litre twin cam K-series (around 103bhp and rev happy) and LT 77 (Sherpa) gearbox might be a good match for a Spitfire. If anyone has done this mod, I'd love to hear about it.

By education and qualification I am a pharmacist, but having spent most of my career in industry I have been constantly exposed to engineering practice and control systems. I like fixing things and making things; both useful skills for Triumph ownership. I'm not really an originality purist, but I do like modifications to be done competently and ideally reversibly.

So I'm looking forward to writing about the late Spitfires and would love to hear your stories and see your pictures. Please do not be shy, but write in so we can build up a bank of feature material for future issues.

*Robert*



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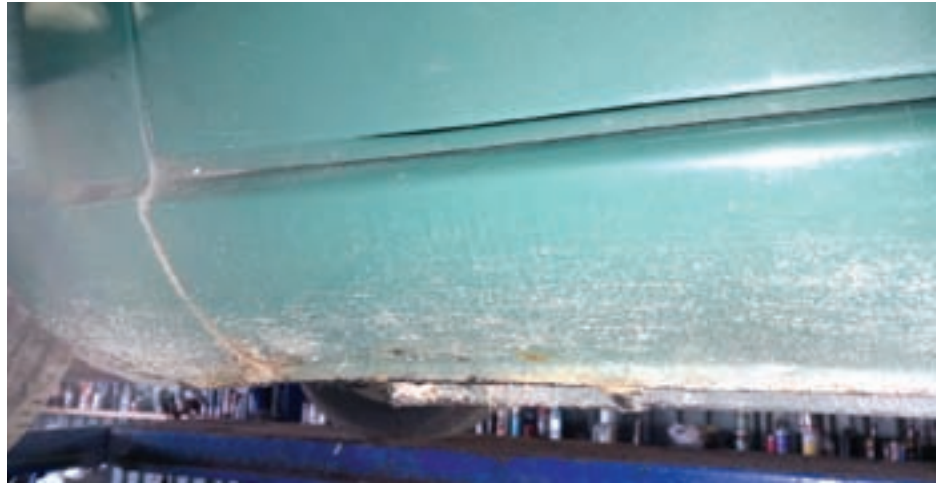
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# TR4A CORROSION

## TOP UP

In issue 534 of The Courier, I wrote about getting my TR4A ready for 2025, including the fact that there were areas on the underside of the car that required treatment for corrosion which I couldn't do at the time because it had rained on the drive from my home to my industrial unit and the underside of the car was wet. Well, a window of opportunity opened to put my TR on my lift which coincided with the forecast of a dry day, so off I went one February morning with a large tin of brush-on Tetroseal wax oil and a few aerosols of both this and cavity wax.

As I drove the TR to my small industrial unit, it started to rain! Typical, but it was only very light and I managed to get my TR into my unit and onto the lift without the underside getting wet. With the lift raised and armed with a wire brush and scraper, I attacked any loose paint or underseal that I could see. The main area of the chassis that takes the brunt of bad weather and needed attention was the front crossmember, which suffers because of the lack of an engine oil leak. (Next time I rebuild the engine, I will have to factor in an oil leak as this will protect the front crossmember. Maybe I could fit a crank/timing chain oil seal out of true, fit a worn crank pulley, leave off the timing chain cover gasket, strip the threads in the bridging piece or even leave the wooden wedges out of the bridging piece – there are plenty of ways to get our Triumphs to leak engine oil.)



The front nearside outer sill needs attention.

While working in this area, I noticed a very slight seep from the top of the bottom radiator hose which hadn't as yet been bad enough for a noticeable drop in coolant, but it would only have got worse. While I had the car up on the lift which gave me good access, I managed half a turn on the hose clip screw. Hopefully this will stop the seepage, but I'll keep an eye on it. I also took the opportunity to check all brake pipes and hoses, exhaust joints, fuel lines and driveshafts, but everything looked fine. I often have various car clubs hire (or should that be higher?) my lift for the day so that they can carry out any under-side maintenance on their cars. For the few quid it costs them to cover my electric bill, they get an awful lot done without having to crawl underneath them, and I'm on hand with my brake line making tools and MIG if they need anything replaced or repaired

There were about half a dozen localised areas of corrosion or loose paint/underseal which I scraped away and wire brushed before coating them with wax oil underseal. The most annoying areas though were the very bottom of the outer sills, and the only short-term solution was to clean up the bottom of the sills, remove any loose paint, mask the top of the sills (which I did from below the curve of the sills so that the wax oil underseal which contains a corrosion inhibitor would not be visible to me from a standing position) and give the bottom of the sills a coat of wax oil.

Next, I used an aerosol of wax oil underseal (after warming it up with a hair dryer as it was -1°C) to spray into all the nooks and crannies that a TR has. Finally (again after the hair dryer treatment) I used a can of rust inhibiting cavity wax with a wand to inject all the chassis pieces for continued internal protection.



The front crossmember suffers from the lack of an engine oil leak.



This is the front crossmember after it has been scraped back.



A seeping coolant hose was found and the clip tightened.



All cavities were injected with anti-corrosion wax.



Bernard also used an aerosol of Tetroseal wax oil rust protection to get in the nooks and crannies.



This is the bottom of the sill after being treated.

I gave the underseal on the sills an hour to dry while I had something to eat (a corned beef sandwich with pickle if anyone's interested) and carefully removed the masking tape. This done, I drove the TR off the lift and when standing a few feet away, the underseal on the sills was not visible.

At a future date I intend to remove the underseal from the sills, sand them back to bare metal, apply a rust converter if required then stone chip them and paint them the

body colour of the car. Whether this will ever happen who knows, but at least the sills are corrosion-proofed for the time being.

With the tyre pressures checked and requiring a few more PSI, they were pumped up and as it was still raining slightly, I drove the TR home avoiding any puddles as it takes wax oil a good few hours (leave it for 24 if you are able) to 'cure,' but couldn't resist getting a 'ton of the run' on the private road near my house.

*Bernard*

## WILL YOUR TR BE TRUSTY IF YOU LET IT GET RUSTY?



By keeping the underseal low down, it was not visible when standing next to the car.

# SWISS TRIUMPHANT EVENTS



It has always been my personal wish to combine any overseas trip with some Triumph content. You may recall Robin La Barre and Robert Hunziker's detailed stories of over 50 years of Triumph ownership and enjoyment in Switzerland, published in issue 492 (June 2021) of The Courier. Robin La Barre, our Swiss International contact, bought his Vitesse in the UK in 1970 and enjoyed it mostly in Switzerland, while Robert's story is about a GT6 Mk3.

If you are planning a trip to Switzerland, whether that is with or without your Triumph, you may be interested to see some classic car events where Triumphs will feature. I am surprised by the classic car activity in Switzerland, and combined with the scenery this country can provide, you are onto a winner. So over to Robin to tell us a little more about some of these.

'The events calendar of the leading classic car magazine in Switzerland lists 228 (yes, 228!) events of all kinds in 2025. Although there are numerous highly fascinating events in the calendar, I would pick out three Triumph-related meetings as being of particular interest to any TSSC member visiting the country:

**1. BRITISH CAR MEETING** organised by the Swiss TR Club. Normally this meeting takes place on the airfield in Mollis (Canton Glarus). From this year the venue will be taken over by the Federal Wrestling and Alpine Festival, so the 2025 British Car Meeting will move to Kempththal (Canton Zurich). It's being held on **Sunday 31st August** and is open to all British cars of all ages. Entry is free of charge, although a voluntary contribution to the costs may be made. If the weather is good, you can expect to see up to 1500 cars. See [www.british-car-meeting.ch](http://www.british-car-meeting.ch)

**2. SWISS TRIUMPH DAY** at the airport in Sitterdorf (Canton Thurgau), on **Sunday 21st September**. It is organised jointly by Classic Car Connection (a specialist in British classic vehicles), Zwischengas (a classic car magazine) and the Sitterdorf Airport event organisers. Entrance is again free of charge. In principle, only Triumphs are allowed into the meeting, but separate parking is available for lesser vehicles. See <https://triumphday.ch/>

**3. SWISS CLASSIC BRITISH CAR MEETING** in the beautiful town of St-Prex on the shores of Lake Geneva, **Saturday 4th October**. Entrance is free of charge for British cars of 30 years or older, but pre-registration is required. 1200 cars or more can be expected. See [www.british-cars.ch/en/](http://www.british-cars.ch/en/)

These are just three top tips. Should any member be visiting Switzerland outside of these dates and be interested in having information on other classic car events, please feel free to contact me.'

Thank you so much Robin for your descriptions of these events. If you or any other member gets to participate or visit these events, or indeed any other interesting event elsewhere in the world, or if you have a story about your Triumph outside the UK, please send your story to [tssc.international@gmail.com](mailto:tssc.international@gmail.com). Wherever in the world you live or visit, it would be great to share that country's classic dimension with all TSSC members.

*John*



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# A Potential Car



## A PLEASURE TO ASSEMBLE AND A JOY TO DRIVE

Not for the first time, my piece this month was inspired by a Herald-based car advertised for sale. I say 'car,' but this introduces an issue of semantics – when does a collection of materials and mechanical bits actually become a car? Read on, and you'll see what I mean.

The heading of the eBay advert (January 2025) was Douglas TF, and this was the seller's description:

*'Here we have an opportunity to get yourself a nice little kit car on the road for the coming summer. The story so far: A young man crashed his Herald 13/60 and as the chassis was bent, he bravely decided to build a kit car. He settled for the Douglas TF, which is a little like the MG but using parts that are more accessible and cheaper. The car was as it is now, but thirty years older, complete but not running. The*

*engine is frozen from standing, so will need work or possibly replacing. It is built on a replacement chassis so no problem there. Really speaking this is a labour-only job but with consumables to add on.'*

Before I discuss this particular car, here's

a very potted history of the Douglas TF. I've written before about these cars, most recently in December 2020 and the first time in October 1991. The inspiration for the shape of the car is clear, even without the clue in the car's name. It was in 1991

that the kit was first offered for sale in the UK, where it competed with several other established kit cars that used Herald/Vitesse chassis and mechanics, including the RMB Gentry, a car also with a silhouette quite close to an MG TF.

The genesis of the Douglas TF goes back before 1991, to around 1989, when the kit was developed in Cyprus by a chap called Derek Douglas. It was brought to the UK by two guys, Skip Pearson and Reg Talbot.





The company demonstrator, and the car I drove, was registered EAR 760F. I include two pictures of this car, one as it was used on the company's brochure and another taken by me at a TSSC meeting in 1996. If you go to The Courier archive and the December 2005 edition, you will see another photo of this car and a letter from Vic Ellis,

who had just bought EAR 760F. He lived on the Isle of Wight. I've checked the DVLA website and that registration comes up as not found, but it does come up on the MoT website, as a Douglas, with its last MoT expired in September 2010.

They brought their demonstrator and an unbuilt body to Brooklands in 1992, where I had organised a Triumph Specials Day. I drove the demonstrator, just around the museum's grounds, and enjoyed it very much.

Here's an extract from a letter Skip Pearson wrote to me in March 1992: 'Your October article sparked a lot of interest. It is amazing how many people have Triumph vehicles and/or loads of parts just waiting to be used on the 'right' project. For many of them we seem to fit the bill. Quite a number have expressed a serious interest, and we have netted at least one sale. One enthusiast reckons to build a DOUGLAS TF and write it up as an article for TSSC Courier.' Despite Skip's optimism, and my free publicity for his enterprise, history tells us that the Douglas TF was never to be a big seller. I've no definitive data, but a total production of 15 cars is quoted in some references.

Back to the recent eBay advert, it might be easy to assume that all the bits needed to make a car are present and with a few squirts of WD40 the new owner could be up and running on the King's highways. In reality, to bring it back to MoT standard, all of the hundreds of mechanical bits and bobs as well as getting them to work together as a coherent machine will take more than a few weekends, and require a decent level of automotive knowledge.

But there is one vital piece missing, (and the seller is honest enough to mention it,) before we can call this collection of parts a car, and that's a V5C registration document. Neither does it have a VIN plate. Now I'll be honest, I don't know what the process would be to get the car properly registered with DVLA, and I won't speculate as I have got into trouble in the past giving advice on registering kit cars and specials in these pages. In an additional note, the seller does give the registration of the donor Herald,

and that reg comes up as Herald 13/60 that has not been taxed since 1993. Potentially there could be a great little car here, but any buyer needs to consider both the engineering and the administration issues involved, which could be daunting.

One mechanical point of interest I note from the eBay pictures is the 90-degree elbow between the Stromberg carb and the inlet manifold. I have seen such a thing before, though I don't know where it comes from, but it solves the problem suffered by most Herald-based cars with narrow bodies of there being no room for an air filter. In my opinion, this elbow solution is better than the more common one of cutting a hole in the side. (My solution for my 13/60-based Moss Malvern is to run without an air filter; I've driven it nearly 70,000 miles so far.) I do wonder, though, if forcing the air to take an extra turn to get into the combustion chambers might affect engine performance?

*Trevor*

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# TSSC INSURANCE NEWS

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

***“How much is it worth, mate?” I think many of you will have been asked that rather cringey question when displaying your Triumphs at a show before...***

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However, to protect your pride and joy should the unimaginable happen, it is vitally important that you obtain a correct and up-to-date valuation on your vehicle for insurance purposes and review it regularly. Historical pricing from an old guidebook might give you a ballpark figure, but with such rises and falls commonplace in the classic car industry these days, it's what the car is selling for right now that will matter.

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TSSC Insurance Valuations can also be done (if you can't get an authorised TSSC official to value your car) online by downloading the TSSC Insurance Valuation Form, filling it in and then taking a minimum of 4 photographs showing the front 3/4, rear 3/4, engine bay and interior. The completed form and pictures are then emailed to [valuations@tssc.org.uk](mailto:valuations@tssc.org.uk).

For a full explanation of the details, see elsewhere in this issue of *The Courier* or visit the TSSC website at: <https://www.tssc.org.uk/tssc/valuations.asp>

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Finally, don't accept impersonal call centres with no specialist knowledge of the cars or appreciation of your passion for them; talk to those who care. We look forward to chatting with you all about your Triumph at your next renewal!



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# THE VITESSE MK3

A year or so after the Mk2 was introduced, Triumph were fully aware that the Herald/Vitesse family of cars was approaching the beginning of the end. The 'two seater beater' didn't have quite the staying power of the GT6 and Spitfire ranges, in particular the latter. However, there were some engineers at Canley who had other ideas and began to think that a limited production model could still continue alongside the two seaters, especially as they came off the same production line.



First up was the Vitesse 3-Litre Mk3, essentially a GT version using the Stag V8 engine which, being shorter than the straight

six-cylinder, was relatively easy to shoehorn under the Vitesse bonnet. This allowed the first appearance of a production automatic Vitesse as well as the Stag manual o/d transmission, which effectively removed the weak link of the standard Vitesse/GT6 already 'on the limit.' So for the first time the Vitesse became an eight-cylinder car, further promoting the virtues of a multi-cylindered small car. There was some debate as to whether it should be called the Vitesse 8, but 3-Litre Mk3 rolled off the tongue in the same way that the previous 2-Litre Mk2 did, and promised extra performance too – with a sub-10 second 0-60 this was an effortless,

languid drive.

Quite different though was the other incarnation developed to sustain the Vitesse name. Some would say the Vitesse Lotus was at the opposite end of the spectrum, but really it was the 1970s update of Harry Webster's original Coventry dragster. Meant as

a homologation special, it was developed by the Works competition department, the highlight being a six-cylinder 2.3-litre version of the Lotus twin-cam pushing out over 160bhp at 7500rpm. A Herald Lotus with the 'standard' 1558cc four-cylinder twin-cam was also available. Knowingly, the Triumph gearbox was swapped for a contemporary Getrag five-speed unit, but the suspension was well proven and just stiffened up front and back to cater for the extra horses which put the 0-60 sprint in the sub 8 second zone, a genuine 1970s road burner.

To cope with the extra power, larger wheel stud centres meant that genuine Rostyle wheels could be specified, but Dunlop alloys were favourite, also seen on the Lotus Europa and still on some Vitesse to this day, along with hip Revolution alloys. Other distinctive features included a louvred bonnet and, of course, a Lotus green stripe just like the 1960s Cortinas. With limited production numbers and many used as



race cars, very few survive, but a nicely preserved example was spotted at the South of England Meet last year.

Many thanks to one of our Scandinavian members, Olaf Poril, for researching the history on these wonderful cars. Oh yes, and happy April Fool's Day to everyone else.



# FORD T9 GEARBOX CONVERSION *(Part 3)*

THIS IS THE FINAL INSTALMENT OF THIS MINI-SERIES, AND AS EVER IT'S THE 'TWIDDLY BITS' AT THE END WHICH SO OFTEN MAKE THE DIFFERENCE BUT CAN BE INFURIATING TO CLOSE OUT SATISFACTORILY. BUT JOHN DAVIES PERSEVERED AND CAME UP WITH SOLUTIONS WHICH WILL NO DOUBT HELP ANY OF US ATTEMPTING THIS CONVERSION IN THE FUTURE.

## 5 RECONSTRUCTING THE GEARBOX COVER

Having fitted the Ford T9 gearbox in my Vitesse, the gear stick was now way behind the OE position so that the gearbox cover needed extending. I cut it in half just behind the 'coin tray' and fitted the halves so that the front was against the bulkhead in the normal position and the rear half engaged the gear stick, leaving a gap of 160mm. Again using CAD (cardboard-aided design), I cut out sheets of 1mm alloy to fit on either side to hold the halves in their correct alignment and spacing, took the assembly out of the car and cut a sheet to go over the arch of the cover, and two more to form the flanges that meet the floor. All this sheet was shaped by hand and fixed with pop rivets outside the original cover. The brackets on the side of front half are for fire extinguisher nozzles!



The side flanges complicated things as the floor of the rear tub section is slightly higher than the joint between the bulkhead and rear tub sections of the body and a small step in the flange was needed. The transmission tunnel widens as it goes back so that the original rear arch was too narrow, but the OE cover is asymmetric here, so I cut out the narrower side and replaced that with alloy sheet as well. All the sheets were in single curvature and easily shaped by hand and hammer.

The result could have served well as the cover, but it looked a bit 'steampunk.' I intended it as a mould for GRP laid up inside. Professionals will rub down their moulds to a fine finish and use coats of release agent, but lining the alloy sheet with brown parcel tape is easier! This will not stick to GRP resin, but I did apply a couple

of coats of non-silicone wax polish as well. My mould was not a perfect fit all around, so any gaps were filled with plasticene, to which resin will not stick either.

I applied two layers of GRP random mat, one the same size as the spacing between the halves and the second overlapping onto



the GRP around that I had wire wheeled to remove old oil and dirt and to lift glass fibres so that the new resin could bite onto the old. After an hour the resin had set, and I removed all the pop rivet heads so that the alloy sheets could be prised off. I had a complete cover! This means I don't have a mould that I could make another cover from for someone else, but patterns for the alloy sheets are available if anyone else wants to go this route.

The GRP looked a bit rough, with lots of bubbles, tape marks and of course the remains of the pop rivets, but it's strong!



A skim of filler, a rub down with the palm sander, some primer and two coats of Rover Brooklands Green later and it could have been made originally for the T9.



## 6 MORE TANGLED UNDERGROWTH TO DEAL WITH.....

But now that the gear stick was 100mm back, the problems moved to the hand brake. As can be seen, the lever cannot fall right down as it fouls the gearstick shroud.



Several options were possible:

- 1] Move the hand brake lever back – but restoring a cable link to the rear axle would be a LOT of work.
- 2] Put an upwards kink in the handle to make it more vertical. Tricky – it would need a lever at the kink to transmit pressure on the button to release it.
- 3] Move the handle mount so that it is directed to between the gearbox cover and the seat. There's a flexible clevis joint between the lever and the primary brake cable, so some angulation may be possible. Just drilling out the left-hand spot welds found that even 20mm of packing under the flange strained the still-attached right side and didn't angle the lever enough, so I drilled out all the spot welds.

Keeping the lever pivot in the same position as before, angling the mount on its original base places the hand grip between cover and seat where it can fall right down and won't get in the way of gear changes.



Just angling the mount moves the clevis pin away from the line of the primary hand brake cable through the tube in the roof of the tunnel, towards the relay lever, so I moved the mount slightly sideways as well, to centralise the clevis. I fabricated a shorter clevis for the primary cable and an extra clevis link with an angle in it to make the pull work more easily.



### 7 FINAL FITMENT

The speedo cable socket on the T9 made it obvious that a right-angle connector would be needed. Speedy Cables were able to provide one, but it had to be bespoke made (be calm, my bleating wallet!). When it arrived, it was the same as an OE Triumph, but with a Ford end of course. But the angle it would sit at meant it would foul the chassis rail, and by this time I had completely refitted the engine, all ancillaries and the exhaust pipe, so getting the box out of the way to work on the rail wasn't an option and I made a special

tool to lift the gearbox the one inch that was available. That's the exhaust pipe in the picture below that it goes around.



Then I attacked the rail to remove a sector to free up the cable connector. Like the cut out for the support bracket, I applied a bead of weld along the edge to replace the spot welds I had cut away and some paint to protect it. The black tube is part of the fire extinguisher system.



To thread the new speedo cable into place (it passes through a length of heat-reflective wire mesh to protect it from the exhaust pipe) I had to lie under the dash – my least

favourite job – to plug the new cable into the speedo, and then refit the gearbox cover. Then it was road test time.

It was then that the original gearstick fouled the rim of the hole in the gearbox cover so that the 'box would jump out of fourth gear. Rather than modify the cover in which the hole was sited as far back as it possibly could be, I found that Ford used two different gear sticks. One is angled back very low down, and that was where it was fouling the cover. The other was straight, had clearance, and fitting that solved the problem.



*Thank you very much, John, for taking us through all the steps logically, and particularly for the nitty gritty problem-solving tips. As a follow up, can anyone provide some long-term experience of driving a Vitesse (or any Herald chassis vehicle) with a T9 gearbox, and comparisons with the original set-up?*

*Dave T*

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## - THE EQUIPE WEEKEND -

There is a new important date for your diary, and this is THE one you have all been waiting for – the Equipe Weekend.

It will be held from Thursday 28th August to Saturday 30th August, and hopefully this will make travelling to and fro easier than on Friday and Sunday. You are welcome to join in as and when you can.

**The provisional program is as follows:**

**Thursday 28th August** – an optional meet in the afternoon (and tea) at the Yorkshire Sculpture Park, just off the M1 at Junction 38. In the evening we'll have a meal and overnight at the Holiday Inn, Garforth LS25 1LH, just off the M1 at Junction 46.

**Friday 29th August** – a morning convoy to Thornton Le Dale to visit Mathewson's original premises, followed by lunch in

Thornton Le Dale. In the afternoon we'll convoy to Pickering to view Mathewson's warehouses. (This is a viewing period for the September auction, so watch out – you might get tempted by another toy!) Then it is back to the Holiday Inn where a section of the restaurant will be available for us to eat together and hold our prizegiving etc.

**Saturday 30th August** – a morning convoy to The Motorist at Sherburn-in-Elmet for their regular car show, then depart at your leisure.

The cost will be £232 for a couple in a double room for two nights, with dinner, bed and breakfast. The rooms would need to be booked via John Ungar, who has kindly arranged the weekend for us.

There is no need to finalise or pay until 28 days before the event. The hotel has said they would reserve spaces for us to park together for photo purposes.

Suzie and I are very much looking forward to this, and hope to see as many of you as possible over the weekend. Let's get those Equipes out there – they are all the better for being used. Please can you let John Ungar know as soon as possible at [johnungar@aol.com](mailto:johnungar@aol.com) if you are planning – or even just hoping – to attend so that he can plan accordingly. As mentioned above, the final commitment will not be until the end of July.



As many of you will know, as part of Suzie's and my business, Classic Reproductions, we buy and sell key rings. Last year when we were about to order some more stock, I mentioned to Suzie that I had a Bond key fob medallion on my 2 Litre Convertible key ring, and it would be nice some time to get it put back onto a leather backing. Last month, I had a lovely surprise – my medallion nicely mounted on a new leather backing. Suzie had been in touch with our suppliers who had re-fobbed it for me, so we are now all ready for the upcoming season!



Some of you might have seen this on the Bond Equipe Facebook group, but Peter Walton has been making a hardtop for his 2 Litre Convertible. He started with a Honeybourne Herald hardtop and then reduced the length ahead of the B-post to allow for the additional rake of the 2 litre screen. Then he had to alter the section above the B-post to fit around the door glass to take into account that the roof opening on the Equipe is longer than the Herald/Vitesse. His photos show the work involved, and he has made a very nice job of it. This is something I had thought about in the past, but not got round to doing, mainly because my car tends to be used in the summer and it has the roof down most of the time.





Finally, Tom Piper near Market Drayton has contacted me as he has various bits for sale. He has the rear tub of a 2 Litre convertible, together with bulkhead and bonnet. He also has lots of glass, windscreens and side windows etc. If you are interested, please contact him on [tompiper4@hotmail.com](mailto:tompiper4@hotmail.com).

*Guy*



# BACK TO BASICS...

I wanted to try to bring a bit more 'Spitfire' into these pages this month, having not had a great deal along those lines over the last few months. I'll start with one of ours as I see Sybil has been courting attention again, in the Daily Mail this time. Nice to see the tagline 'Sexy cars.' Kevin Hill from Andover area sent me this clipping.



The other day Guy was trawling through a set of 70+ photos on a Facebook post in the Abandoned Places Hidden Spaces group about dozens of abandoned vehicles. He spotted several Triumphs, including this Spitfire 4, Reg 520 FNX, in a very sad way, although I'm sure restorable if an enthusiast

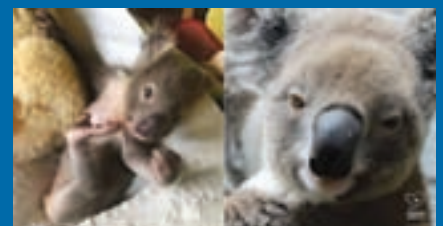


I had a pleasant surprise response to my photo last month of a GT6 with 'Jane Birkin and Serge Gainsbourg in Oxfordshire' when Richard Towes wrote to me to pin down the exact spot the photo was taken in Woodstock, with an up to date picture of the building. With that, and the wonders of Google Earth, I was able to pin it down to the junction of High Street and Oxford Road (now known as the A4, but in 1969 as the A34). The original signpost has gone, but the current one does still indicate the direction of Blenheim Palace.



could get hold of her. Guy's eagle eyes even spotted that this car still has some of the now incredibly rare rubber mats. It's an early car, registered in February 1963, and has the longer rear wing trim strips. According to the DVLA, the last logbook was issued in 2005 and – unsurprisingly – she's neither taxed nor sorned.

And another update from last month, on the koalas Thelma and Louise. Thelma had a course of antibiotics to treat her chlamydia, and was due to be retested shortly afterwards. At 6 months old Louise still needed round the clock feeds and so was staying in home care – she was having some gut issues and trouble feeding so they were going to try a different milk formula. By January Thelma was healthy enough to be released, while Louise will still need looking after for some time to come.

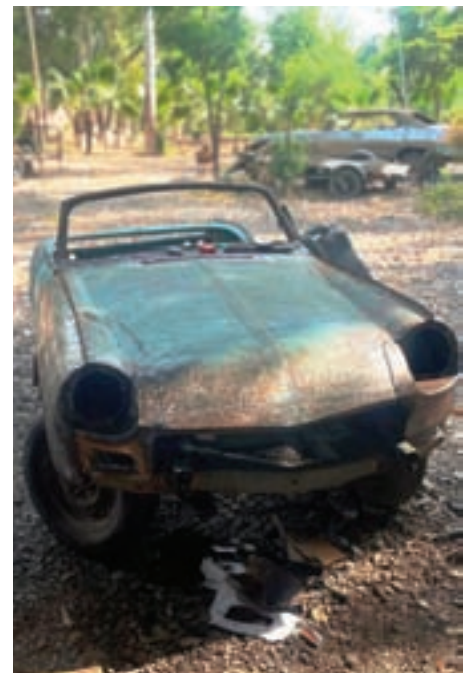




Here are a couple more photos showing the progress of the Pakistan Spitfire, this time working on the front edge of the bonnet, fabricating the headlight cowls from scratch.

Asim Mohyidin has said of it: 'The X factor behind this insanity is refusing to reveal itself and perhaps it is the search for this that pushes us more and more and beyond all realms of what is sane and sensible. Progress on this 'former' vehicle as it continues its journey towards looking like what it is supposed to or it originally was is slow but sure, and quite often a case of two steps forward and one step back, sometimes even the other way around!

'I must confess that the 2½ member team is putting their heart and soul into this project, way beyond any promise of financial gains. It is also quite ironic that



the owner will never fully know the extent of what was involved, the sheer expanse of the resurrection here, as he views what will hopefully be the finished item.

'Bits n pieces of the car itself, a few photographs, one visit to where a similar car was to see it in the metal and to take some measurements were just some of the inputs needed to keep the work going. Initially time estimates/costings were done fairly liberally, but fell quite short of what was actually needed which was of course much more.

'Straightening, strengthening and welding is still needed, and once all this is done and all the panel gaps sorted, the body will again be removed for undersealing and to paint the chassis in accordance with the colour the body is to be. We are definitely looking forward to that.'

And finally, yet another suggested use for old tyres, rather brighter than the version I included in February!

*Suzie*



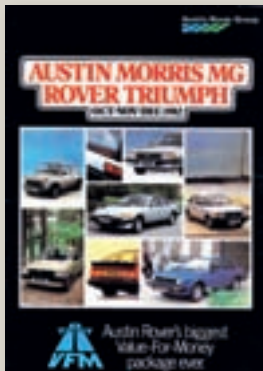
# FROM THE Archives

Paul Guinness delves into the Triumph archives to bring us an eclectic mix of brochures, ads and paraphernalia

## - MARKETING MEMORIES -

### COLOUR PALETTE

When The Book of the Triumph 1300 was released (ambitiously named, as it was nothing more than a 16-page brochure) to announce this new-for-1965 model, it made sure there was a wide range of colour choices included at the back. And what a difficult choice it must have been to pick the perfect hue for your new front-wheel-drive Triumph. Things got even more complicated once you took into account the interior options that were also available. Choose Cherry paintwork for your 1300, for example, and you could opt for Cactus, Matador Red or Black for your interior upholstery. Oh, and a choice of Dark Grey, Burgundy or Black carpet. Triumph certainly knew how to treat its customers well. Given the choice, we'd probably opt for Royal Blue bodywork, Midnight Blue upholstery and Dark Blue carpet. How about you?



### VALUE FOR MONEY

It's late 1982 and Austin Rover has announced its new VFM (Value For Money) sales drive, with major discounts available on some of its older models. But what about the Acclaim, the only Triumph that was still available back then? Happily, the Acclaim was selling well, having only gone on sale the year before, but as part of its VFM promo, Austin Rover introduced a new entry-level version badged as the Acclaim L. Aimed unashamedly at the fleet market, the newcomer was claimed to be 'totally equipped for business' whereas the Acclaim's original strapline had been 'totally equipped to Triumph.' The Acclaim L offered great value too, carrying a £4621 list price that made it around £200 cheaper than the HL.



### Why the racing driver goes to the race track in a Vitesse

Because it's the smoothest way possible. And that calls for at least 6 cylinders: the finds them all in the Vitesse. Six cylinders that sweep this great car from 0-60 in 11.3 seconds and effortlessly onwards into the evens. If you're another man who drives for the joy of it, make tracks for your nearest Triumph dealer. Take a few laps in a Vitesse. Feel the smooth surge of these six cylinders. Then try to make six with anything less!



### TOP TOW CAR

You might not think of the original 1596cc Triumph Vitesse as the most obvious towing vehicle despite its six-cylinder status, but Triumph had other ideas in this brochure, which showed the Vitesse hauling a single-seater racer to the nearest track on the back of a trailer. The concluding message was: 'If you're another man who drives for the joy of it, make tracks for your nearest Triumph dealer.'



### SEX APPEAL

Back in the 1960s, the advertising industry knew it could use sex appeal to sell a product, particularly when marketing to a mostly male audience. And that particular technique wasn't lost on Triumph when it released this 1964 brochure for the new Mk2 Spitfire. Triumph wanted to make sure every potential Spitfire buyer knew about the sportster's improvements, insisting it

'makes an even bigger promise to the man who wants his motoring to stay young and vigorous.' And to push the car's youthfulness even more, the company made sure most of the photographs featured a young woman with a seductive smile. Different times for sure, but at least by the 1960s it was her car – in the 1950s she'd probably have been the passenger!



### POSHER DASH

Anybody thinking of buying a Dolomite 1500 in 1978 might have been perfectly happy with the standard model – especially inside, where it featured a 'full-width walnut veneered fascia.' As British Leyland said: 'When you first open the door of a Dolomite 1500 and step inside, you realise this is no ordinary car.' But you could do better. You could go for the Dolomite 1500HL instead, which not only featured the quad headlamps and vinyl rear-quarter pillars of the 1850HL and Sprint, but also boasted a similarly upgraded dashboard and extra instrumentation. Oh, and you also got 'walnut veneer door cappings, grab handles, a centre rear armrest, cigar lighter and an adjustable air vent above the centre radio housing.' The downside? You'd have to pay £3735 for a brand new 1500HL at the end of 1978, compared with a mere £3358 for the Dolomite 1500.



## EXTRA OOMPH

It's often been said that a proper sports car should look like it's going fast even when it's standing still. And in early 1980, British Leyland reckoned that applied to the Spitfire 1500, with this ad featuring two head-on photographs – one a static shot showing '0 mph' and the other labelled 'Oomph' with the photo enhanced to suggest the Spitfire blasting along a country

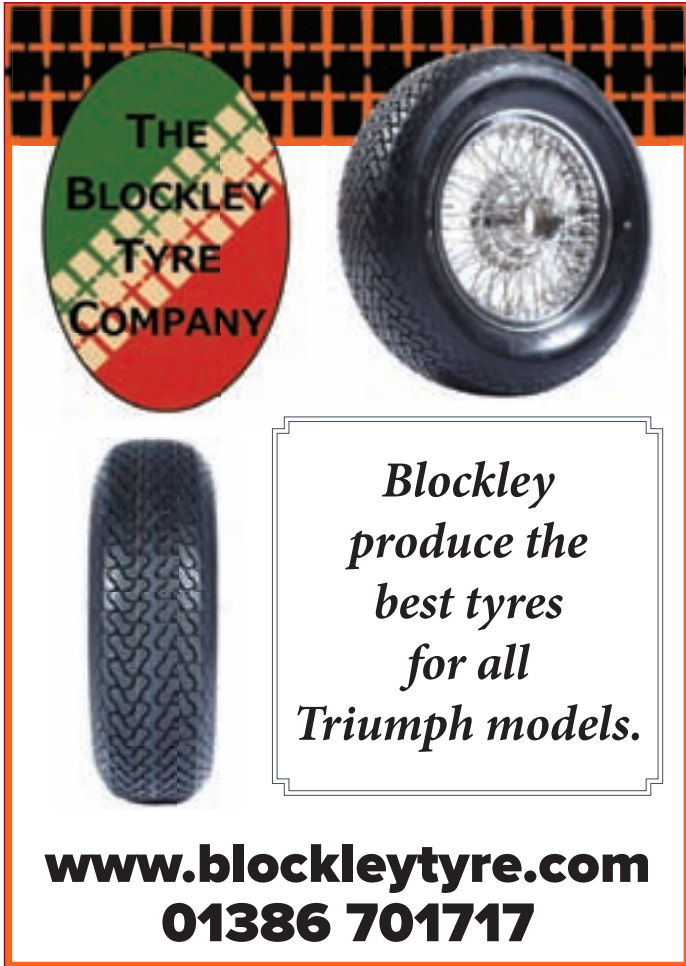
road. By that time the Spitfire was nearing the end of its life, but the MG Midget had already been killed off, enabling Leyland to claim that the Triumph was 'the only sports car that can do over 50mpg. And at less than £3600, it leaves all the others standing.' Buyers had to be quick though, as the Spitfire would be discontinued by the end of 1980.



## TR HERITAGE

When it came to announcing its new TR4A in this launch brochure, Standard-Triumph wasn't ashamed to play the heritage card, showing illustrations of all of its predecessors – from the Triumph 1800 through to the TR2, TR3, TR3A and TR4. The accompany text explained more: 'In fifteen years, we've built five generations of Triumph sports cars. Now we launch a sixth, with significant improvements' (rather optimistically calling the Roadster a sports car!). Biggest change for the TR4A was its new independent rear suspension, and yet Standard-Triumph seemed equally proud of the car's extra convenience, highlighting the TR4A's new 'true convertible hood' that could be folded 'in moments with one hand.' And when it came to luxury, the TR4A was another leap forward, its maker claiming that it 'almost goes limousine in search of comfort.'





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

Area Organisers – don't forget the AO Meeting before the AGM on Sunday, April 13th. You can attend in person at HQ or via Zoom. Details are in the AGM leaflet enclosed with this issue of The Courier.

Many thanks to those AOs who have responded to my recent request to do reports more often. I know how much time it takes up, especially when work gets in the way, but regular reports in The Courier, however short, do



encourage local members to go along to a meeting. Thanks also to those who do send in regular reports, please keep up the good work.

If you haven't been to your local area club meet for a while, now, as the evenings are getting light, is a great time to do it. If you haven't been before, feel free to contact your AO to let him/her know you're going. That way they can keep an eye out for you. Don't forget to take your Triumph along too, it's more fun in a Triumph!

*Paul & Christina*

#### ANDOVER

Another good turnout in February with 12 of us around the tables for lunch, but only three club cars in the car park – it was a mite chilly that day. Unfortunately it was even colder in the pub as their heating had broken down. They had set up a convactor heater in the main bar area and had set tables for us there, but many of us did keep coats on for most of the time. The engineer did turn up, but I imagine it took quite a bit longer for the place to get properly warm again.

I couldn't hear everyone round the tables, but Bob later related that 'Ernie had hit a pothole in his BMW and the rear view mirror fell off. He needed new windscreen! Which turned out to be expensive. The Council said it's his fault for not seeing the pothole.'

We had anticipated seeing Robin and Ann the previous Monday, sadly for Barbara Goodling's funeral, the wife of Mike Goodling who is Southern Area AO. Being a bit of a longer journey for us, and Guy having had an appointment that morning, we didn't really have the time to take the 2+2 as we had planned, so hopped into the Volvo for the journey. It was nice to see a good turnout of classic cars to honour her, the convoy to the hotel being led by Mike's Stag and Barbara's Honda.

Just a short while before we reached the crematorium, we

spotted Robin and Ann in the Stag in a lay-by. We thought perhaps they were waiting for the rest of the convoy of Southern members in their Triumphs, but discovered on arrival that they'd had a problem with the car, presumed at the time to be a problem with a driveshaft, and were waiting for the breakdown van. The problem turned out to be broken wheel studs, and he was lucky not to have lost a wheel.

As we were leaving the wake, just as we turned onto the main road we spotted Robin turning in – in the Stag – having been recovered and had the car repaired. Some discussion about this eventful day over lunch led Robin to decide to amend his order of replacement studs for the offending wheel, to extend it to new studs all round. No point in risking the car for, effectively, such a small matter.

We attended two events at Stoneleigh in February on the selling side, first the MG & Triumph Spares Day, which was quite a bit quieter than it has been in previous years, as, sadly, are many of the smaller events, but we can only hope they will continue for a lot longer as they're sometimes very useful for finding elusive parts for our cars – not everything ends up on eBay or Facebook. Two weeks later Guy as at Race Retro – I gave that a miss, but I imagine Guy's seen enough of the place for a while.

#### Next meetings:

9th April at 12.00 – Regular lunch meeting at the Clatford Arms, Goodworth Clatford, SP11 7RN.

*Guy & Suzie*

#### CHESHIRE

Stoneleigh was interesting, or reminiscent of a previous show when they decided to take the money at the entrance from the 'main' road and had one person taking money – there was a long queue outside. This time round there was a long queue outside (half an hour), but it seemed to be caused by the time taken to get people parked. Then there was a sort of airline security system (at least it wasn't necessary to take shoes off), but once inside it was very much as usual and loads of punters. Alan found me near the TSSC stand, and then Roger appeared. Richard had been spotted (with son), but managed to avoid me. Phil had elected to take the train (delayed two hours) then bus from Coventry to Stoneleigh (the bus doesn't run on Sundays...). I bought a few bits, inspected some immaculate cars and some in the process of being returned to good condition.

Having just moved the Branch Office Triumphs between garages, I am amazed how much 'stuff' gets on a windscreen when the cars in question are inside and under a cover. Bright sunshine made one windscreen unusable

until the wipers (and washers) were deployed, and the other one wasn't much better. Both have been booked for a bath. I had intended to attend the meeting in Hark the Herald, but the weather elves decided to turn the taps on in the evening, so Hark has not got a shower instead of a bath. Despite the lovely weather, at least two Triumphs were in the car park, courtesy of Paul and Richard.

Last month, Phil mentioned problems with his AC Delco distributor vacuum thing, so Adrian went to the Cast Iron World Headquarters stores and found a brand-new Chinese copy of said distributor, and a vacuum thing from another (AC Delco) distributor with genuine patina of age and use (ie. filthy). The copy changed hands with coin of the realm involved. Phil also mentioned that he should be a TSSC member in the near future, which is good news.

Adrian had informed me of a heater matrix leak on the GT6, which I believe is in one of those positions that Triumph designed to make changing it a tad awkward, not to mention either repairing or replacing the item.

Alan messaged me with an update on the progress of his GT6 restoration. A precis is that there are several panels ready to go on the bodysheet, so we expect pictures of new metal at the next meeting.

Richard apparently found a

good route to Stoneleigh which didn't involve much of the half hour traffic that I enjoyed. However, the Herald Estate speedo (I think supplied by Cast Iron World) had failed in the odometer department, and the previous spare had gone on eBay, so a replacement was sourced at Stoneleigh.

Matthew and his dad put in an appearance. The Spitfire now has an assembled engine, but the kit of parts has provided several front wiring looms which may or may not be the right ones for the car. Included in the kit is a solenoid which has been cut off a loom – always useful. We established that the starters in the kit are inertia (so correct according to my wiring diagram), and later I checked and found that a 6 volt coil was accompanied by a ballast resistor (not a ballast wire). I thought I had several 6 volt coils in the stores, but the place where I thought they lived only provided one shiny new Lucas coil with '3Q' written on the box, so 12 volts. The water pipe in the inlet manifold is rather corroded, so I mentioned the replacement pipework offered by the Club. Richard then indicated that he had simply drilled out the remains of the rusty pipe and replaced with new and shiny. There is a spare inlet manifold in the Cast Iron World Branch Office spares, but that too has a duff water pipe according to the stock take from November 2016.

Our next meeting is on Thursday 3rd April at the Cock and Pheasant.

*Henry*

## CORNWALL

I hope this finds you well and that you have been enjoying the good weather. It was great to see many of you at our February club night despite the windy and rainy conditions. We were able to proceed with Geoff's run the following week, and here is a report of the day.

The February run was led by Geoff and Bev, taking the north coastal route. Originally planned for January 26th, it was postponed due to Storm Eowyn's severe weather. The revised date was February 16th.

Participating vehicles included a Spitfire, a GT6, a TR3, a TR20 Roadster and a Stag. Geoff and I travelled in his Hyundai Ionic, as the Vitese would not start, alongside a Fiat 500 due to their



Triumph being off the road. We met at the Sea View Farm shop at 10:30 and planned to depart by 11am. The convoy of classic Triumphs was led by the Ionic at the front and the Fiat at the rear.

The route took us through Tintagel, passing Delabole, Trewarmett, Tregatta, and Trewen. (Many Cornish villages start with 'Tre,' meaning settlement or homestead.) The journey continued into Tintagel, on to Bossiney and through more villages such as Trethevey and Trevalga before arriving at Boscastle.

After leaving Boscastle, we turned towards High Cliff, offering views of the sea and woods. We reached Crackington Haven for a break, a short walk, and photo opportunities, then headed back to the A39, towards Poundstock, Widemouth Bay and Bude, where we had lunch at the Beach House before departing around 2:30pm. Thank you to Geoff and Bev for organizing this enjoyable day.

Now for a few reminders.

For Drive It Day on Sunday 27th April, we are joining with the Cornwall Area of TR Register. Details will be emailed via group io and WhatsApp, organized by Sally-Ann and Anthony.

27th-29th June sees Cornwall's Camping & Caravanning Event taking place at Higher Harlyn Park. Book pitches online at [www.higherharlynpark.co.uk](http://www.higherharlynpark.co.uk), including 'Cornwall Triumphs' in the notes

section. Pitch costs are £28 per night for electric and £23 for non-electric. Dogs are £5 each per night. A deposit of £10 per night is required when booking, with the balance payable 30 days prior. Contact Michelle at Higher Harlyn Park on 01841 520022 for further inquiries.

And yes, our Christmas Dinner and Dance has been booked for Saturday 13th December at The Fowey Harbour Hotel. Deposits of £20 per person are now being taken by myself. The meal costs £47 per person, room rates to be announced. If you would like to attend, just let me know.

## Upcoming events:

### APRIL

**Thursday 10th:** Club Night.

**Saturday 19th-Mon 21st:**

Jems Vintage Rally at Stithians Showground.

**Friday 18th-Sat 19th:**

Lands End Trail.

**Saturday 26th:** Trevithick Day.

**Sunday 27th:** Drive it Day.

### May

**Monday 5th:** CMC show and Shine at Pentewan Sands (£10 per car).

**Thursday 8th:** Club Night.

**Saturday 10th:** St Dennis Show & Shine at Working Men's Club.

**Sunday 18th:** Car Run & Lunch

organized by Nigel.

**Friday 23rd-Sun 25th:**

Tredinnick Rally.

**Saturday 24th-Mon 26th:**

Launceston Steam & Vintage Rally.

That's all the news I have this month.

Happy and Safe Motoring,

*Carol*

## CUMBRIA

Change is very much with us these days, whether it is a lingering after-effect of the Covid pandemic, domestic economic downturn or, as I write this, the unknown effects of political events and interventions from abroad. One thing remains unchanged though, and that is our appreciation of the past, and in particular the enduring

design and by modern standards less complex and rather less enduring engineering of Triumph cars through the mid-twentieth century.

We plan the TSSC Cumbria programme early in the year, and inevitably there may be some slight changes, but this year we have had to cancel the usual visit to the Vintage Metal 'Bit of a Do' as their committee have amalgamated the event into the Westmorland Show on a different date. Also, we needed to change a lunchtime meeting venue. Both these changes were notified on our Facebook page, and it emphasises the importance of members keeping an eye on their social media for up to date news about the club locally. If you don't already know, you can find us by just searching 'TSSC Cumbria' on Facebook.

One of the benefits of TSSC club membership is the camaraderie and willingness of members to assist each other. Recently I received a request from a member who was having some difficulty with the DVLA over registration of his restored Triumph Spitfire, and he had asked if the club could help out with a vehicle inspection. I and our past AO and Hon. member Roy were pleased to oblige; in fact the opportunity to have a thorough look at another member's vehicle was too good to pass up. So a pleasant drive took us up to the Borders region of Dumfries and Galloway and to a remote farm location to view a well-restored Mk1 Spitfire with a replacement Dolomite 1500 engine. Altogether a nice job. It was a pleasure to be able to assist another member in this way and we look forward to seeing his (duly registered) Triumph back on the road soon.

For Drive It Day on Sunday 27th April we intend as usual to be at Dalemain. This event follows on from the World Marmalade Festival the previous day, so we look forward to some good tastings in the café with our coffee and toast that morning! A new event planned is the Leyland National event on Sunday May 4th at Whitehaven Harbour. For a change, we shall also be attending Moffat Classic Car Rally on Sunday 29th June at Raehills Meadows, Moffat DG11 1HQ. This is a new event on our calendar, but will give members the chance to drive through some of the beautiful countryside of Dumfries and Galloway en route.

## AREA NEWS

After that we are returning to the West Cumbria Vintage Club event on Sunday 6th July at Hayes Farm, Distington, and to Gosforth Rotating Wheels on Sunday 20th July. Please put those dates on your diary.

It's great to do something different once in a while, but also good to revert to familiar events. *Plus ça change, plus c'est la même chose...* for those who might be attending Le Mans this year!

Happy motoring,

*Nigel*

### DERWENT VALLEY

Hi All. As the weather improves and the days get longer, we will be doing more. Drive It Day this year is on Sunday the 27th April and we will be joining the Notts area for a run to the Claymills Victorian Pumping Station at Burton on Trent. The meeting point still has to be arranged once we know the numbers attending.

The next meeting will be on Tuesday the 1st April at 7:30, the venue to be decided.

*Bryan*

### DEVON

February kicked off with something different – Jon arranged a reunion of pre 1985 TSSC members, now known as the Devon Pre-1985 Rusty Nuts. Here are a few words from Jon – TSSC Devon Area Class of 1981. (As for John and I, we are mere beginners, having only joined in 2003!)

'Friday 7th February saw six original members of the then young TSSC Devon Area meet up for the first time in 40+ years. Present were John Griffiths, Stan Walters (+Sue), Richard Bruford (+Lesley), Jon Chartres, Phil Edmonds and Julian Clutterbuck. Star of the meeting was Richard's Mk2 Vitesse, last on the road 30+ years ago and which was also at the early 1980s meetings. A lot of photos brought back lots of happy memories and it was so good to meet up again. We are planning on doing it again in the warmer weather.'

Then on 9th February, we



met at Bovey Tracey for a 30 mile run to the Sportsman's Inn near Dartmouth. Delighted at last to meet Adam Egeland – another long-time member – and also Dave John who lives so close to the pub it would have been rude not to! John had found a great route, the sun came out and a super meal as usual.

Back to the Star Inn at Liverton for February Club Night, there was a good turnout again, with two new 'kids on the block' – Julian brought along a rather lovely 1600 Vitesse which he has recently added to his stable, and Richard's Mk2 Vitesse, as mentioned above, came along too. He bought it in 1981 and we were delighted to see it back at a club meeting.



For the first time in I think three years, our March run was blessed with fantastic weather. With 37 people for breakfast at the Haldon Forest Diner and some 15 Triumphs in the car park, there were models from the Mayflower of John M to the Partridge's Acclaim from Herefordshire, so many different cars on display. Breakfast was followed by a glorious run organised by Lorraine and Julian, via Haldon Forest, down the Teign Valley and on for an ice cream at Teignmouth.



### What's Next

**Wednesday 16th April** – Club Night at the Star Inn, Liverton TQ12 6EZ – see you there.

**Sunday 27th April** – Drive it Day. We will again be heading to Postbridge Village Hall for a repeat of last year's Cream Tea, provided by the Village Hall

Committee, with a drive organised again by Jon Chartres. Please let us know if you are coming along. The South route for DiD – start at House of Marbles, Bovey Tracey. Meet 10.30 to leave at 11.30am. Route goes up Teign Valley, via Moretonhampstead through the back lanes of Dartmoor, Bellever Forest and arriving at Postbridge for a £6 per head (cash please) homemade Devon cream tea which is booked for 2pm. The North route starts from Darren's house in Ashwater – contact him for details ([darren@tssc-devon.org.uk](mailto:darren@tssc-devon.org.uk))/

### Early May Bank Holiday weekend

– Devon again invading the TSSC Isle of Wight weekend! Weekend 12th-13th July – Powderham Historic Vehicle Gathering. Get your entries in to Shane Botham/Dave Frost asap using our internal entry form. Prices remain at £17 which covers both days, and camping remains at £40 per pitch.

**21st September** – 2025 Triumph Tour of Devon. Register on [tourofdevon@tssc-devon.org.uk](mailto:tourofdevon@tssc-devon.org.uk) now. Lots of entries from far afield, but as usual our Devon members will do it 'dreckly'!

*Sue & John*

### NORTH DEVON

The March North Devon meeting at the Crealock Arms saw rainy weather, but that didn't stop Darren bringing his Spitfire. His was the only Triumph in the car park, but I'm sure there will be many more being brought to the meetings in the coming months. Attendees included Lee, Malcolm, Darren, Geoff, Dawn, Alan and Janet, who were all eating by the time I arrived.

We've got lots going on this year including Drive It Day on 27th April. Look out for emails, and do please send entry forms in early if you can as it helps us to gauge the numbers. I would also encourage you to check the website for the latest information <https://tssc-devon.org.uk/docs/calendar2025.pdf>

Looking forward to next month, the Merton Vintage Rally is on 4th May, and there will be a trip to Exmoor Zoo on 18th May. If you'd like to join us for the trip to the zoo, please let me know ([arluckhurst@gmail.com](mailto:arluckhurst@gmail.com)). You will need to pay your discounted entry charge of £14 per adult or £10.50 per child (up to age 15) before 8th May. We'll be arranging

some rendezvous points for those wishing to travel together, or you can make your own way there. More details will be emailed out. Payments to:

TSSC Devon  
Sort Code 20 87 94  
Account 83764737  
Quote surname/zoo as  
your reference.

Other events coming up include the Lyn Valley Classic on 8th June, Rosemoor on 26th July and the North Devon Festival of Transport on 10th August. And please join us on the first Thursday of each month at the Crealock Arms, Littleham EX39 5HN from 7pm. We are glad to welcome anyone, whether you are in a Triumph or not!

*Andy and Darren*

### ESSEX

Hopefully the spring weather is continuing so that we can enjoy the first of the classic car shows in April – we have lots to look forward to in Essex.

Paula and John went to the Classic & Interesting Car meet, held on the first Sunday of each month and which for once coincided with a good forecast for March, making it a good opportunity to blow the cobwebs from the Spitfire. We met Mick and Linda en route in their Herald, both tops down enjoying the sunny if a bit chilly drive to Little Easton Manor. There was a brilliant turnout with many interesting cars, plenty of classics including a few Triumphs. As well as us four, Tony and Caroline turned up in their lovely blue Stag and we bumped into Tony and Fi. There was also a TR8 (Paul) from Club Triumph and a TR5 (Trevor). A great catch up and a chance to mooch around some cracking cars.





Our February monthly meet was at The Astronomer in Braintree. It was another good turnout and we covered many upcoming events. I also had details about our November weekend away – we have a great deal at Warners Corton of three nights bed breakfast and three course evening meal plus drinks for £251 per person. So far we have 24 members booked in, but spaces are going quickly.

I am still working with our young member. We have rebuilt the front brakes, and next will clean and check the rear brakes. I am getting a buzz in seeing the enthusiasm that Daniel has on this project.



**Essex Diary for April**

**Sunday 13th** - Monthly Club Meet. Venue to be decided (watch our whatsapp for details).

**Sunday 20th** - TransportFest at Museum of Power.

**Sunday 27th** - National Drive it Day - Contact Mike if you wish to take part.

**Essex Diary for May**

**Sunday 4th** - Little Easton Manor (book online).

**Sunday 11th** - Monthly Club Meet at Lodge Coaches (book online).

**Sunday 18th** - Battlesbridge

Breakfast 9am.

**Sunday 18th** - Faversham Car Show (book online).

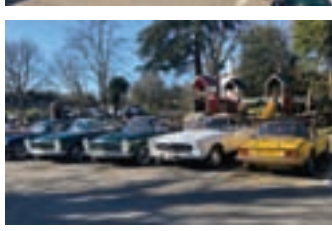
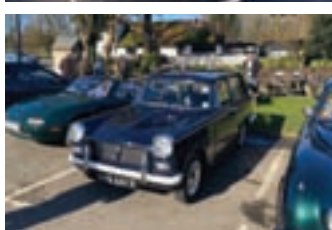
**Sunday 25th** - Wings 'n 'Wheels at Stowe Maries.

*Mike*

**GATWICK**

Hi All. Looks like we've finally turned the corner on the weather at last, with March definitely coming in like a lamb. I just hope it's not going to go out like a lion. I'm hoping to see some more Triumphs in the Crown car park at this month's meeting, (Tuesday 8th at 8pm) now the nights are drawing out.

Well at long last I managed to get to a Bletchingly meet, and what a morning it was – beautiful sunshine, but a bit chilly. There was a good turnout out of Triumphs, and nice to see Dudley's green Mk3 there alongside Richard's. Cliff managed to squeeze in amongst the Mercedes. I was in the general mix and Trevor got pride of place.



IOW is coming up this month, and definitely is a must if you're after a break with the chance to enjoy your Triumphs around the island. No sooner are we back from the IOW when there's the

Leatherhead Meet on 11th May and another opportunity to enjoy everything Triumph.

On the Le Mans front, we've now booked our overnight accommodation for the Wednesday night, so that's tickets, camping, ferry, track and everything now booked. Just hope we don't get lost on the way down.

Let us know if there's any upcoming shows you think would be worth going to.

Dust off your Triumphs, get out there and enjoy them.

*Tony*

**HERTS AND BEDS**

Here is the initial list of runs and outing we have for this 2025 season. It will be expanded as details of how and where get sorted – runs need a plan and a test drive, so some take a bit of effort from us. Please be patient.

With regards the Fawley Hill open day, we must complete bookings by 27th May so we will need names in the frame for this trip soon.

**27th April** – National Drive It Day – join the TR gang with a start at Baldock Services and run to Sywell Aerodrome for a picnic.

**8th June** – Pitstone Open Museum, run to be devised (Martin).

**27th July** – Fawley Hill Open Day. 20 places are pre-booked but need filling (Martin)

**28th July** – Raven PH Best Car Night. Polish if you must.

**August TBA** – Joint Jag best car night and BBQ, possibly (Pete)

**7th September** – All Triumph Day at Shuttleworth. Fliers paid by HQ are ready for distribution. We will need volunteers to manage the raffle and some parking marshals.

*Peter*

**WEST KENT**

Hiya – I'm still here! We have had some great cozy meetings over the winter, and a big thanks for the support.

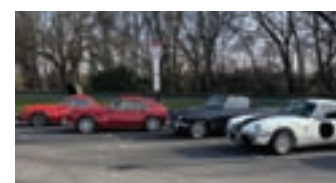
Now, I haven't been great for some time and my enthusiasm for all things has been low. In January I was diagnosed with ME (chronic fatigue syndrome) which means I'm in a constant state of jetlag. After much testing, it is due to sleep apnea, so controllable and should improve with time and tablets. It does mean I haven't done anything I'd hoped. I'm booked into Detling and Eastbourne, but my great plans for

Bromley Fest have fallen down. I hope things improve over the summer, and your support and company will help a lot. Take care all, and catch up asap.

*Colin*

**LEICESTER AND RUTLAND**

The warmer weather has helped blow off the cobwebs, with a few attending the new car meet at Jenno's cafe this month, where it was also great to bump into a couple of TSSC members from other areas. This event is new this year, with a real mix of cars, great to see so many out enjoying the sunshine.



Here are the details of the regular meets we try to get to weather dependent, and some more specific events later in the year. If you fancy joining us, drop me an email.

**1st Sunday of the month am** - RPM Motorsport Meet, Culloden Farm/Dreamy Cow, Norton Juxta Twycross, CV9 3QJ.

**2nd Sunday of the month** - South Leicester Cars & Coffee, Jenno's coffee shop, Carlton Park, LE19 0AL - new event this year.

**3rd Saturday of the month 9.30am - 12pm** - Classic Car Meet at the Boathouse, Shardlow Marina, DE72 2HJ.

**Each Bank Holiday Monday from 9am** - A47 autojumble at Thurlaston Showground, LE9 9JE. We will be definitely there on 21st April.

**27th April Drive It Day** - we will definitely be doing a drive, will be discussed at the next meeting and will make sure the details are added to the Area News on the website.

**3rd May** - Leicester & Rutland Area are displaying at Donington Historic. This is open to all areas to join us, you get 50% off entry when displaying, and located in the middle of the event. Please email me on sixpotpower@gmail.com for booking details. Booking

closes 18th April.

**1st - 3rd August** - Sunshine Rally, please email J.muschialli@ntlworld.com for a booking form or download from the Area Events section on the website.

*Jason*

### M25 EAST

That's it, winter is officially over and this month the show season starts! I hope all your trusty steeds are in fine fettle because it's going to be a busy summer.

There was one event back in February that a few of us attended – four of us set off at silly o'clock to go to the MG & Triumph Spares Day up at Stoneleigh. There was myself, Malc, Chris and Paul. We all went up in the van as it needed a run. Chris was quite impressed, and relieved that he didn't have to sit on a wooden bench in the back lol.

We had our usual stop at the Willoughby Café for a full English, and as usual it was blooming freezing in there. The grub is nice though, so it's worth the stop. Getting into the showground this year was much better as there is a new road opposite the entrance. It was great to see the lads and lasses on the club stand and peeps from other areas. Lots of chat about upcoming camping weekends, who's doing what etc. A few odds n sods were bought, but no massive spend up, although Chris did purchase a secondhand diff. At least all the rusty water leaked out before we put it in the van...

Things have moved on nicely regarding my Herald. A very nice man came round and helped me get the gearbox in (thanks Malc) and I have replaced the bearings on my driveshaft. It's nearly ready to go for a road test. I just need to fit the driver's seat and bleed the brakes (Mrs Hill) and that's it – hopefully! Oh and there's a paint chip to touch up – I clonked the top of the rear wing with the old clutch plate. Doh! I was going to treat the old girl to a new carpet set, but that can wait until next year because I've spent enough this year.

There are still a few show forms that I'm waiting for. As soon as they come through, I'll sent them out. There are three shows for us this month, starting with the Heritage Transport Show at Detling. Always a good opener, especially if it's not freezing cold. The Museum of Power Transport



Remains of inner driveshaft bearing.



Ready for brake bleeding.

Fest is on Easter Sunday, and at the end of the month is the Saffron Walden Crank Up. The last time we went the weather was scorchio, so fingers crossed.

Has anyone got any news/pictures about their cars or perhaps a story to share in the monthly write up? Send anything to me and I'll include it. It's getting a bit boring with pics and stories of my car every month.

### April Events

**Saturday 5th** – Heritage Transport Show, Detling.

**Sunday 20th** – Museum of Power Transport Fest, Maldon.

**Sunday 27th** – Saffron Walden Crank Up.

Hope to see you out and about,

*John.*

### NEWBURY

Hello folks. Apart from our first meeting of the year (8th Jan) where bad weather caused it to be cancelled, we have been maintaining them well through the winter months. Over this period Mary, our treasurer, has continued to run our raffles to build up the funds. Now we are into April, the evenings are lighter and hopefully the weather will start to warm up so we can get those Triumphs out.

At February's meetings we discussed the coming season and events. There was some disappointment there isn't going to be an Inter-Club event this year as it is always well supported by the Newbury Area. However, our events organiser, Ian N, is awaiting more information on the National. We did cover Drive it

Day as a possible event, as Tim has emailed to say the historic Crofton Pumping Engine site are planning again to be a host for the Drive it Day this year. The engines will be steaming as well, and they have spent the winter renovating the Smithy building to be a café so that should help. If you all remember last August, Ian N gave us a run through some beautiful countryside to this historic site and we all found it very impressive to watch the 19th century machinery at work. So watch out for emails and our Facebook page for more information from Ian N.

Another event worth considering is the South of England Meet (SEM) at Leatherhead which is normally the start of the TSSC season with all those Triumphs to see after the winter layup. Plus if you are looking for spare parts, there is loads of autojumble. Information is given on the TSSC ebsite.

Moving on to what we have been doing over the last month, Steve has now finished the dreaded water pump change on his Sprint and has moved on to the Vitesse. He is now replacing the Rotoflex rear drive shafts with a CV set-up and renewing the suspension bushes. Luckily, I had a heavy-duty hub puller and spring lifter Steve could use. Before you ask me if you can borrow the hub puller for your non-Rotoflex car, well it won't fit the hubs used on the swing axle and swing spring arrangement – the centre of the hub puller is too small to accommodate (for want of a better word) the wings on the centre part of the non-Rotoflex hubs.

As the start of March was dry and sunny, Philip L took advantage of the good weather by getting his Spitfire (Winnie) out of hibernation. After the winter layup the battery was flat so he put it on charge. Once it appeared to be charged, he tried starting the engine only to find it turned over slowly and the battery went flat before it could pump up enough fuel into the carbs. Yes, time for a new battery. He removed the battery and measured the battery box, then scoured eBay looking for the largest battery that would fit. The old battery was a 35Ah one, but he found a suitable larger battery that is 50Ah CCA 430. The battery was larger and much heavier, but fits perfectly. It spun the engine rapidly and the engine started very quickly. Well done Philip, a good move in my book.



Robert also took the opportunity of the good weather to take his Vitesse 6 out for its first run of the year over to Browns Classics Day and all went well. As for me, I fired up my Herald 13/60, TR7 and Vitesse ready for the season. After that lot I had to have a lie down!



We are now almost into our roaming season and the first meeting of the month in April will be the last at the Two Water Mills until next October. So when we get to the end of April, watch out for emails and our Facebook page for more information from Ian N as to what's happening. Please note the second meetings of the month at The Craven Arms continue throughout the year.

Well, that's it for this month, but don't forget the April meetings listed below.

### April Meetings are.

**Weds 9th** at The Two Water Mills, Newtown Rd, Newbury. RG14 7HB.

**Weds 23rd** at The Craven Arms, Skinner's Green Ln, Enborne, Newbury. RG20 0HG.

### Events are.

**27th April** – Drive it Day.

**11th May** – SEM.

*Dave*

### NORFOLK

Another good meeting at the World's End, with a room full of people and 12 Triumphs in the car park. Thanks as always to those that came along, especially those that made it in a Triumph. Our display at Earsham Hall was finalised with 16 cars now entered.

A member has emailed to request some mid-day meet-ups. This was put forward to members at the meeting and it would indeed be popular. I'm not sure how this will work, but an email has been sent to Norfolk members and hopefully it is something we can

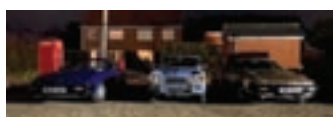


start pretty soon.

We have made another donation to the Woodland Trust Charity for £140, making TSSC Norfolk's run-outs for the last two years carbon neutral – just under 8700 miles in total according to the number of runs x miles x cars attending. The money has once again gone to the Woodland Trusts Green Farm project in Thompson, Norfolk. It's great that it's in Norfolk and good that it's not going to a commercial company to organise. All of this was made possible by the monthly raffle ticket sales and our Tea and Cake Afternoon.



Get those cameras ready for TSSC Norfolk's Drive It Day Scatter Treasure Hunt on Sunday, 27th April. For those who haven't attended one of these before, you have seven places to visit where there will be several clues to find. You can go to the venues in any order. Extra points are given for photographing other Triumphs on the run. (Who will win the mug this year?) We will be congregating at a central point for the lunchtime break. It's still in the planning stage, but will be in the North West area of the county. Instructions will be put on our website, norfolk.



tssc.org.uk, and advised via email and on our Facebook page: facebook.com/groups/tsscnorfolk



This event, along with a planned run to Prickwillow Engine Museum (to be confirmed) and the Earsham show, both in May, will replace our club night in May.

**Forthcoming events:**

**Thursday 3rd April** – Club Night at the World's End in Mulbarton, 7.30 for 8pm. We will be congregating to the right as you come in. Food is available for those who want to eat beforehand.

**Sunday 27th April** – DID Scatter Treasure Hunt.

**NO Club Night in May.**

**May** – Run to Prickwillow Museum (to be confirmed).

**Thursday 5th June** – Club Night, possible BBQ.

**Thursday 3rd July** – Club Night, fish and chip run to Cromer.

**Sunday 17th August** – Tea and Cake afternoon.

**12th -14th September** – Camping Weekend and Mile of Triumphs.

*Paul & Christina*

**NORTH EAST**

The highlight of the month for a few of our members was the release of tickets for the Le Mans Classic. Numbers will be down from our area this year as a few of the regulars (including myself) have other plans, but if you fancy a trip abroad with your family or friends in a classic car, it's an event not to be missed. The only negative point is that the prices have gone up considerably since 2006, the year we first attend. I believe tickets are selling quickly though, so get cracking if you want to attend.

Anyone who attended the Classic Restoration Show at the NEC in March might have noticed Pauline's Herald on the club stand, It's a lot closer to completion now – she was hoping to have it completed for Drive It D in April. I wonder if she will be taking it to Le Mans in place of the Scimitar in July?

Kevan's issue with a water leak still gives him problems. The water pump has now started leaking,

and to replace that you have to remove the manifold AGAIN. Let's hope that this is the last time it has to be removed as he plans to take it to France this year.

Brian is currently rebuilding the front suspension on the Stag and has also ordered an aftermarket water pump system which is belt-driven instead of directly off the crank. This should alleviate the problem that Kevan is having with his car.

Joseph has got his Herald back after its accident last year, and it is good to see it on the road again. He has also rebuilt the gearbox for his GT6 project using a Dolomite 1850 gear set. These gears are a little stronger than the standard set-up.

Richard Clarke paid us a visit in February. He currently does not have a car, but is looking for a classic. He's not sure what he wants, but best of luck in the hunt and I hope you enjoyed talking to our members. Any new members out there who have not attended our meetings, please do pop along and have a chat.

It has been proposed that we meet up with the Stag Owners Club for Drive It Day on the 27th April, possibly with a run out up to Blanchland for lunch and then we can decide where we go from there.

We have been discussing the possibility of attending the Goodwood Revival in 2026. This is held in September so we would probably be looking at stopping in hotels (or camping for those who feel brave). We will have to book early for this event as tickets get sold out very quickly.

I will be missing from the April meeting as I will be away on a family visit, so I will leave Deryck in charge.

*Geoff*

**NORTHERN IRELAND**

A reasonable number attended our February area meeting at Nortel at the beginning of the month. A considerable period of time was, once again, used to point me in the right direction as regards getting my 1971 GT6 Mk3 back on the road again after a number of idle years on our front drive. Rather than going overboard and replacing the petrol tank and all the ancillaries attached to it as suggested by me, the general consensus was that I should at least check, clear and clean all fuel lines. This, of course, would

include the carburettors and all of the fuel supply.

In view of what I had said, it was also recommended that I check, and if need be replace, the coil as they are of a poor standard these days. One of the faults that I would have described as 'fluttering' would go away if I stopped for a period of time. Then when I move off again and drive for another while, it happens again. This then draws me to the coil. So, I'm guessing this is a problem with the HT coil and related to heat build-up or something similar. This is based on my reading of the various articles on this subject on the Triumph forum and other articles elsewhere.

It's currently fitted with a Lucas DLB 105 and a ceramic ballast resistor. According to Rimmer Bros info, DLB 105 (part no. GCL110HP) is a high performance 12v coil for Mk1 and 2 – presumably this is a 3-ohm coil and should not be used in combination with the ballast resistor. As I have a ballast resistor fitted to the GT6, what coil should I go for? If the correct coil is found to be either the standard 6v ballasted (GCL132) or high performance 6v ballasted (GCL132HP), would I be better off with the HP version? I am open to suggestions! In truth I'm in the process of handing it all over to John (C) in Antrim who has been recommended by our own Peter (M) to carry out the work. Hopefully by the time this report is published, I will have a much clearer picture of the way ahead!

Saturday 22nd February saw 20+ of us all attend our Annual Dinner at the Ballyrobin Country Lodge at Aldergrove. We had a very enjoyable evening with good food and being well attended by the staff there throughout the evening. As has become



customary at our Annual Dinner, we had a raffle for club funds and this year it amounted to £90, better than in recent times. A big thank you to all who contributed to the raffle and supplied a gift, it was very much appreciated. An even bigger thank you, once again, to Alan (H) for looking after the booking, meal choices and the final payment to the Lodge. All too often we fail to recognise all that goes on before, during and after the meal to make it such a success for us all.



Every so often I get an update from Club Headquarters in relation to new members. Imagine my surprise when they belatedly informed me that we had three new members to be added to our area list. In fairness there was a delay due to the fact that in this last while they have been inundated with membership requests. This is due to the release of details for the Classic Le Mans event later on in the year in July and has been so crazy, which is fabulous for us a Club from a publicity and financial point of view. As a result of this we had, club wise, 145 new members joining, many so they can guarantee a space at the event.



Our three members are Jennifer (McC) from Crossgar, Tracy (D) from Killyleagh, Toye, Downpatrick and Bryan (M) from Carryduff. Currently Tracy owns a 1971 Triumph Herald convertible, and a 1969 Herald 1200 on which the engine blew up and so they fitted a Vitesse engine and gearbox and made it into a police car replica which was featured in the TV series Dalglish. At the moment Jennifer hasn't got a Triumph, but hopes to attend the Classic Le Mans event and is planning to avail herself of the TSSC hospitality there. We wish her

well, and perhaps we may get a little report from her along with some appropriate photos after she returns.

As regards Bryan, he has had Triumphs in the past – Herald, 2.5PI, TR6 – but he doesn't have any at the moment, although does have an A35, Morris Oxford, MGF, MX5 and a Jaguar XJR. As a result of this his spare time is well filled keeping these cars all running! Bryan sounds just like our own Peter (M) with the number and type of cars he still has. In fairness he does admit that his main reason for joining the club was to avail himself of the Le Mans Classic discount as he was at it two years ago with the club. He states that it is always a great event, but thought that this time he should be in the club! He hopes to catch up with you all at maybe some event over here. I might add that the club have no problem with this for the reasons I have previously mentioned.



Well, that's about it for this month once again. I hope that I will see you at one of our events in the near future in support of the organisers, and I hope that there was a good turnout for the March run.

### EVENTS DIARY

**Wednesday 2nd April** – Area Meeting.

**Saturday 19th April** – Lift, Look and Lubricate, Scarva. (Will include Trunnion Oiling) and Area Run (Down/Armagh).

**Monday 5th May** – Shane's Castle, Antrim.

**Wednesday 7th May** – Area Meeting (Nortel, 7.30pm).

**Saturday 10th May** – Area Run, Sperrin Area (Douglas H).

**Saturday 17th-19th May** – Weekend Run, based at Mullingar (hotel to be confirmed). Book room ASAP.

**Wednesday 4th June** – Meeting at Carrick Castle at 7.45pm, to Rinkha, then Brian Spurler for tea etc.

**Saturday 14th June** – Area Run, North Down (Alan French) also BBQ.

*Douglas*

### PETERBOROUGH

The February meeting was well attended but, due to the inclement weather, no Triumphs were present in the car park. Even our intrepid TR6 owner, Dave Parker, thought better of it and chose the modern!

Various subjects were discussed. Several members had attended the Triumph & MG Spares Day at Stoneleigh and Colin talked us through the Gunton Hall trip. He is going to look into what deals are available for a future mid-week break.

We are going to have a club run out for the FBHVC National Drive It Day on April 27th. Doug has planned a route and we gave it a test run today. The route covers around 60 miles of local scenic countryside and, traditionally for our area, includes the opportunity to take in breakfast at the starting point and several opportunities for tea breaks along the way.

I did manage to get the GT6 out for a local shopping trip recently. The overdrive which that had been playing up last year behaved perfectly, engaging and disengaging immediately the switch was pushed. It has been suggested that this may change when the gearbox is fully warmed up and I may yet have to dig further. The responses from fellow members on our Whatsapp was heartwarming, and it looks like I'll have plenty of assistance if the worst happens.

*Steve*

### SCOTLAND EAST

Happy April! I'm writing this in early March on the warmest weekend of the year, so it really does feel like those cold winter days are behind us. With that in mind, let's all get out and drive those classics. The Scotland East meeting will be at the Hawes Inn on Monday 14th of April and it would be great to see a car park full of classics in the evening sunshine. See you there at 7:30pm.

The season starts this month with Drive It Day on Sunday 27th April. We have organised a nice gentle run from the Hawes Inn. Starting at the pub we will head down into the borders with an opportunity for showing off the cars and talking all things Triumph.

I will be attending the TSSC AGM at the club HQ on the 13th of April with Dave Fray from Scotland

West. Let us know if you have any questions that you would like to be discussed. It's a long way from Scotland, but the HQ is well worth the visit if you have the time to pop in.

In sad news I recently heard of a garage fire that resulted in the total loss of a lovely local Triumph. Thankfully no-one was hurt and the insurance company agreed to pay out the values based on the TSSC club valuations so while the car is lost, it can be replaced. Please remember to make sure your car valuations are up to date so that you are fully covered. Details on the club website or reach out on Facebook, email and phone.

Entries close this month for Thirlestane Castle car show on 8th of June and the Festival of Historic Transport at the Lathalmond Vintage Bus Museum on the 15th of June. If you haven't already put your name down, please reach out. Look to Facebook or contact me directly for more details.

Have a fantastic month and enjoy your cars.

*Alan*

### SCOTLAND WEST

This picture is me just back from the MoT station with a brand new MoT on the Herald 13/60 convertible. Although I do all the work on my Herald myself, I like the knowledge that someone independent has looked and the car and confirmed that is safe to drive for another year.



The weather has been quite good for Scotland in the last week or two and I have managed to get the car out and do a few short runs. Apologies that I missed the club meeting in Glasgow in March, but events just overtook me this month. Ian has kindly booked us in for Thursday 3rd April, so I look forward to seeing you all then.

April will be the start of a very busy year for us as a club. We have a Drive weekend run to Aberdeen on the 25th April with the west coast team, and keep a look out for the east coast team

who are going to do a more local run. Applications for Stirling and Glamis have been completed, and I have to complete the remaining show in the next few days.

**2025 dates for your diary**

- 11th May** – Stirling Show (Sunday show).
- 18th May** – Doune Hill Climb (Weekend event/classic show on the Sunday).
- 8th June** – Thirlestane Castle (weekend event with classic show on the Sunday).
- 27th June** – Moffatt (Saturday Run out and Sunday show).
- 11th July** – Glamis Castle (weekend event).
- 16th August** – Tatton Park Car Show (weekend event).

I will be attending the TSSC AGM on the 13th of April in person. If you wish to join online, then look at the details posted in the Courier magazine.

*Dave*

**SOMERSET**

Hi everyone. Days are getting longer and warmer so hopefully you've managed to get your Triumph out of hibernation (assuming you do not use it during the winter months). I have managed to get most of the jobs done on the Vitesse; a worn yoke on the driveshaft seems to be the likely culprit of the vibration I was getting. I will test drive it in the next couple of days once I have bled the brakes; I'm waiting for Mrs Polden to be able to operate the pedal, after 35 years of Triumph ownership she's getting quite good at it – pedal down, hold, off!

Hopefully we have a decent day for Drive It Day on 27th April, let me know if you want to attend.

I am organising another drive out/visit for Sunday 1st June. This will be a visit to a National Garden Scheme garden at Litton Cheney in the morning and then a short drive on for a picnic. The gardens are described as follows: 'Beguiling 4 acres of natural woodland with many springs, streams, two pools, one a natural swimming pool planted with native plants. Formal front garden, designed by Arne Maynard, with pleached crabtree border, topiary and soft planting including tulips, peonies, roses and verbascums. Walled garden with informal planting, kitchen garden, orchard and 350 rose bushes.' There is a small charge to enter. The gardens will be opened especially for us, so it would great

to have a decent turnout – let me know if you would like to attend.

**2025 dates for your diary:**

- 20th April** – Beach Lawns, WSM.
  - 27th April** – Chepstow Classic Car Show.
  - 27th April** – Drive It Day.
  - 5th May** – Abbey Hill, Yeovil.
  - 18th May** – Steam on the Levels.
  - 1st June** – Visit to Litton Cheney Gardens and picnic.
  - 7th June** – Burnham Car Show.
  - 13th July** – Sedgemoor Show.
  - 2nd-3rd August** – West Somerset Railway. I have booking forms for this show, so let me know if you would like a form.
  - 7th September** – John Haynes Classic Car Show.
  - 27th-28th September** – Somerset Festival of Transport, West Woodlands.
- Next club night is Thursday April 10th. See you soon!

*Steve*

**SOUTHERN**

Mike, Mark, Michelle, Vanessa and all the family would like to thank you all for the great support in coming out to honour Barbara, which was very much appreciated. That you brought your classics out in such awful weather when we know that they are usually tucked up in bed was especially appreciated. A special thanks to Mark Steinson for not only organising the cars to come along, but also organising the lining up ready for the convoy to the hotel – Mike.



We had a lovely turnout of cars and members to say goodbye to Barbara. We did have a couple of mishaps en route, with Dick inadvertently reversing into Neil's GT6 and losing Robin on the way. Robin's Stag sheared two wheel studs and a third wheel nut half undone. Robin was rescued by the AA and taken to Medstead where it was repaired, but unfortunately

Robin and Ann missed the best part of the wake.

Our Sunday lunch venue for February was the Fox Inn at Bramdean. Those who did not make it missed a cracking lunch. This venue is one of our favourites.

The Regular meet for March was the Trooper Inn, Froxfield as the Stars is closed for March for renovations. We managed to pack the pub out and had to relocate within the pub as the table we had picked was not large enough for all to sit around. Robin braved the cold and arrived top down in the Stag, also Neil and Maxeen came in the GT6. In April we will be back at the Stars as usual (we hope).

For those wishing to join us at the Cornwall camping weekend , the venue is at Higher harlyn near Padstow. If you are interested, please let me know and I will get you further details.

Sunday lunch for the third Sunday of the month will be the Golden Lion, Winchester SO23 0JZ.

**Up and coming events**

- April**
- 1st** Regular meeting, The Seven stars, GU32 3PG
- 13th** Guildford Classic car show , Guildford town centre
- 17th** Roaming meet the Bat and Ball, HambledonPO8 0UB
- 27th** Drive It Day

**May**

- 4th** - Magnificent Motors , Eastbourne.
- 6th** - Regular meeting, The Seven stars, GU32 3PG
- 10th** - Awbridge village fete and classic car show
- 11th** - South of England TSSC meet. Leatherhead KT22 9AS
- 11th** - Basingstoke Festival of Transport RG21 4AG
- 15th** - Roaming meet, The Tichborne Arms SO24 0NA
- 17th-18th** - Castle Combe
- 18th** Fernhurst Revels Village Fete and Classic car show GU27 3HY
- 24th** - Waterlooville Classic car Show
- 25th** Haslemere Classic car show
- 24th-26th** Loughton Cuckoo Fayre

**June**

- 1st** - Motor Mania Fest, Queen Elizabeth Country Park
- 3rd** - Regular meeting, The Seven stars, GU32 3PG
- 7th-8th** - Stokes Row Steam rally RG8 7PU
- 14th** - Bishops Waltham classic car show

- 14th** Blackbush
  - 14th -15th** High Weald
  - 15th** – Hollycombe classic vehicle show
  - 15th** – Fathers day classic car show, The Hampshire Hog PO8 0QD
  - 19th** – Roaming meet . The Milbury's SO24 0PD
  - 22nd** – Harts Classics
  - Tweseldown Racecourse, Bourley Road, Fleet :GU52 8AD
  - 21st-22nd** – Dene Rally , Ropley
  - 27th-29th** – Cornwall camping weekend, Higher Harlyn Caravan Park.
- That's all for now folks. Take care,

*Mark*

**SUFFOLK**

The March meeting had all of us inside the pub on a frosty night. The Sorrel Horse is on the verge of being sold, with the current news being it's still in the hands of solicitors. Whether we will meet the new landlords in April remains to be seen. There were a couple of classics in the car park – Peter was in the Daimler 250, I was in the Stag and I guess you could also count Colin's Discovery 2 as a classic now!

Rodney's Spitfire still has an issue with popping and banging after a short run. He's changed most of the electrical components and thought he had it all sorted, until a run out of Manningtree made the problem occur again. Those of us around the table had a few ideas, but without seeing the car, it's difficult to diagnose. I suggested when the weather is better perhaps we can have a bit of a car park fettling session and see if we can work it out.

Chris is getting on with his current production line of two TR6s. His first TR6 purchase, from 14 years ago, is almost ready to go on the road, except the initial drive out of the garage revealed marginal clutch disengagement and no brakes so it swiftly got moved back undercover for further investigation. His French Blue CR car is also almost ready for start-up. Turning the engine on the starter motor has revealed great oil pressure and it's just the metering unit timing to sort now before the first fire up.

Colin is currently custodian of a Triumph 2000 Mk1 Saloon that's up for sale. It's a friend from the Essex area who has rediscovered his love of Ford Cortinas and is clearing out all his Triumph stock.

It's a great car for events, being fitted with a 2.5 engine, uprated suspension, LSD, genuine Minilites and improved interior. If anyone is interested, get in contact with Colin.

There were some exchanges of parts during the evening as well, mostly due to Mathew's parts clear-out. This included a Herald engine with bellhousing that Lindsay had bought to try and resolve the smoking issue with his MkIV Spitfire. The first plan is to swap the cylinder heads to see if it's a valve train problem. I also gave Chris the modern steering wheel that was on the TR6 I bought off him over 10 years ago. He and Colin got quite used to its unique shape during a 10CR and I was quite happy to let him have it back to re-use on another car.

Best wishes everyone and I look forward to the lighter and warmer evenings of April. See you on the 1st.

*Russell*

### EAST SUSSEX

Ten people from the East Sussex area went up to the MG and Triumph Spares Day at Stoneleigh on 9th February. On the Saturday we met up at Jeremy's Services on the A23 and three cars travelled in convoy around the M25, passing through a heavy shower which let up as we got further from London. Richard and Hilliary met up with us later at Stoneleigh. After setting up the tables, we went off to the hotel in Balsall Common for the night.

Sunday morning started with a good breakfast to stave off any hunger pangs during the day, and then it was off to Stoneleigh to see what we could sell. Andy and Lynn arrived early on the Sunday morning and unloaded their goods for sale. Most people sold a few things, but a lot of stuff got taken back home.

The first breakfast meet of the year on Sunday 16th February was at Carats Café in Shoreham Harbour, and this time it wasn't blowing a gale or raining. But it

was cold and standing around in the car park for long after breakfast wasn't too appealing. I hope the Triumphs enjoyed stretching their legs again. A few of us went back to Clive's for more



tea as it was on our way home.

Two new sub-groups have sprung up organising tea and cake/breakfast gatherings. We have the Blokes Tea & Cakes group, which this month had an afternoon at the Big Plant Nursery near Ashington, and we also have the Ladies group that went to the café at Staverton Nursery in Halland on Friday 21st February.

Our March Meeting, held on Wednesday 5th, was well attended for this time of the year with 20 people enjoying the banter and the food. It was pleasant to drive there in the daylight/dusk as the days get longer.

### Events happening in April 2025:

**Sunday 6th** – Bodle Street Green Road Run – Fun day for charity.

**Sunday 6th** – SCS Breakfast Meet at Highdown Garden Centre, Worthing.

**Sunday 13th** – Road Run followed by Tea & Cakes at Clive & Gill's for charity.

**Sunday 27th** – National Drive It Day – details to be announced. 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

Last month's lunch run, arranged by Neil and Gill, brought to light another of our British highway's problems – namely roads closed without notice. Gaily driving along enjoying the route, we were halted mid journey by roadworks, at which point we caught up with each other and had to turn around and wing it! We rarely travel in convoy as it is unfair to other motorists, however needs must (there are a number of solo drivers), and we finally arrived at our venue a little late but all together. Many thanks to Neil and Gill for finding an interesting alternative route and an exceptional venue.

It has been mentioned numerous times by members of our club that vehicle headlights are definitely getting brighter. The lumen level is way greater than it used to be with the introduction of halogen lights and more recently LEDs, and with the general trend of larger and larger cars – remember the 1960s Mini or the Fiat 500? The present day MINI and 500 bear no resemblance in size! – the height and size of lights has also grown. Not to mention lorries decked out like Christmas trees! I know many classic owners are changing their lights to modern replacements.

However, I digress. Apparently, opticians have in the last few years reported more and more people expressing their concern as to driving at night due to the glare of headlights. This has resulted in the RAC opening an investigation into the problem using a RHD car modified and equipped to discover whether modern car lights are produced with dipped and focussed beams on the nearside verge of the road as they used to be for the British market, and whether automatic full beam should return to being a manual option for unlit roads and heavy mist to avoid glaring oncoming traffic. I remember being pulled up by the police in the 1980s because I had accidentally flicked on my fog lights, and was given a lecture on responsible headlight use. I do know that I personally find it quite uncomfortable driving at night, and as a result try my best to avoid night-time driving, especially on narrow roads.

Oh dear, my poor Spitfire! I knew the chassis was going to be in need of some serious attention this year, but I hadn't realised quite how bad it had got until I went to

check the battery and turn over the engine the other day. So the Stag is in the garage having new sills, and I suspect it is going to be a one out/one in situation when the Stag is completed. I swear that those two cars are jealous of the attention the other gets and respond accordingly! As it is my partner says I'm paying Phil and Chris' mortgages with the amount it will cost.

And so another month over and springtime approaches. For details of our club, activities and any questions you may have, please refer to the Area Directory page at the back of the magazine. Happy driving,

*Julia*

### SOUTH WALES

The sacrifice of the out of date sausage rolls failed to secure good weather for our President's/ Mumbles Run on 15th February and for the first time in 163 years there was rain in February in Wales – I just couldn't believe it! My friend Evo arrived at my house at 8:45am and we eased ourselves into my TR4A. I turned the ignition key and hoped that my lack of action to address the engine starting on the second turn of the key on the previous run had worked. It had – my 4A started on the first turn and TR reliability had been restored.

We took the private road near my house and I took the TR up to its 'ton of the run,' then we headed off along the M4 to the rendezvous point at J33 services. In the pouring rain and foggy conditions, I could just make out the car two feet in front of us – it was Kalib in his lovely mustard twin carb Herald 13/60 Saloon. Well done Kalib, I thought!

The two cars pulled into the services to find Mr Herbert (TR7 Convertible), Luke and son (lovely Spitfire 1500 with hard top fitted for the winter) and John Pearce's once immaculate (now not so due to the weather) Spitfire MkIV. Kalib had seen Andy 'Sully' Sullivan pulling into the junction 30 Services, so I phoned Andy, who said that he had thought we were meeting there and that he would leave immediately to join us, which he did in his lovely red MkIV Spitfire. The next to arrive was Paul G in his faithful Vitesse Mk2 Convertible. I was told that James 'Privet' Hedges was on his way in his modern and would catch us up on the M4, which he did.



We left the services at the allotted time of 9:30am and made our way along the M4 in the pouring rain and mist, turning off at Swansea, taking the Mumbles road and pulling into the Knab Rock car park where most of us paid the tariff for one hour. To greet us there was Mike. Miraculously the rain then decided to stop and Mike directed us to the Copper Fish Café (as our usual venue for this run had burnt down) where the staff rearranged the tables so that all 10 of us (Mr Herbert had volunteered to stay and look after our cars and had brought a packed lunch/breakfast) could sit together. Everybody agreed that the food, venue and staff were excellent.

After we had finished, we strolled back to our cars only an hour later than the expiry time of our parking tickets (apart from Kalib who had accidentally paid for 48 hours, but for this article he shall remain nameless) and in the still dry weather we decided that we would take the intended route home along the scenic A465 past Neath, with a stop en route at the car park just off the Resolven roundabout for coffee and photographs.

We all set off together, and even though the rain and mist had descended again, by pulling into the various laybys we managed to remain together until we got onto the A465 roadworks. At one point Evo thought that he had spotted a road worker, but as we got closer, we found that it was only a discarded Hi-Vis vest in a hedge.

With Mr Herbert leading our group in the abysmal weather, we drove along the miles and miles of rows of cones and straight past the car park at Resolven. 'He must know of a better stop,' said Evo, but I think it was because the weather was a bit too bad for photographs (or he wanted to get home and watch the Arsenal). Anyway, on and on we went, driving over some rough surfaces with unmarked ramps until we hit the A470, except for Luke who had taken an earlier turnoff for his house.

John and Kalib turned off at the Aberdare roundabout while the rest of us carried on along the A470 in the still pouring rain. Then it was on to the M4 heading eastwards with Mr Herbert's TR7 and my TR4A taking the private road near my house where I had my second 'ton of the run' to help blow some of the wet from the underside of my car (some hope).



When we pulled up on my driveway, Evo said: 'What a great run out!' And it had been. A big thanks to those stalwarts who braved the weather to support this run, a fantastic effort, well done everybody who was able to attend.

So, 130 miles in my TR4A with my best mate of 51 years, a great breakfast and the companionship of the hard core of the South Wales TSSC in a great assortment of Triumphs. What we lacked in numbers was more than made up for by the quality of those who attended. Could the day have been any better? Oh yes, Leicester 0 the Arsenal 2!

*Bern*

#### SOUTH WARWICKSHIRE

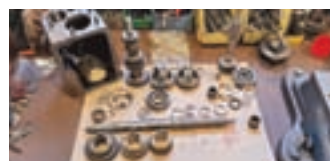
I'll say it again – happy spring! This time it's definitely here – the daffodils are out and I've mowed the lawn (using the 43-year-old 4-star that I drained out of the white GT6's tank the year before last; it still burns!). I've also had the Vitesse out for a drive and all seems to be as it should be, no clonks from the rebuilt front suspension.

There were about 15 of us this month – really good to see you all. Owen has posted some progress on his Spitfire with bits of trim going back on, and he reckons about another month to finish it so maybe next month it'll be at the meeting. Once that's done, we'll be going over with a trailer to collect his new Herald estate project. By next month, the clocks should have changed, so it'll be lighter in the evening and the salt should finally be off the roads by then, so

hoping to see some Triumphs at the next meeting.

Last month, the white GT6's gearbox came along with me (in bits) to the club meet, Mike P inspected everything, and a deal was done to supply the new bits needed. Mike very kindly offered to build the thing back into the casing for me as part of the deal, so I took the freshly cleaned/painted casing up to Stoneleigh and handed it over, and also managed to help find him a few bits round the show that he was looking for.

Yesterday, as I write, I went over to Mike's place in Coventry and picked up the freshly rebuilt gearbox, after helping out a little (cleaning gasket faces) while he bolted the lid and overdrive adaptor plate back on. The innards are now much more positive feeling – no more slop in the 1st/2nd gear synchro hub, and it has a brand new mainshaft, so should now be good enough to last me out.



Incidentally, Mike has quite a nice red Mk2 Spit that he's getting ready for sale, a quite solid – and rare – car with a rebuilt gearbox and just a few cosmetic/paint issues that put it in the really good daily driver category. I wouldn't mind it myself if I didn't have too many cars... Watch out for it on the Whatsapp group if you're interested.

So back to Stoneleigh, I had a really good day there actually. Some people complain that there's too much MG stuff there, but there was a good load of Triumph stuff this time, possibly more Triumph than MG I thought. Pete Boyce was there with a stand, and he kindly flogged a couple of my spare workshop manuals for me. I think he did OK, or so he said. Mike was there with a stand and did OK too. I found a couple of bits of new old stock original carpet for the white GT6, and came home with a bargain £20 Vitesse non-overdrive gearbox that

I'll hopefully be able to salvage some parts out of to help rebuild the terrible secondhand overdrive box that's temporarily serving in the white GT6. Dave T was there, and I know there were a few others from our group who I didn't manage to bump into, plus I saw Helen Jackman from Oxford area (some of us need to go and crash one of their meetings some time soon). The traffic chaos upon entry wasn't quite as bad this year either.

Turning to events, myself, Andy Cook and Glynn Davis are now officially booked onto the Round Britain Reliability Run on 3rd-5th October with the Vitesse, and we'll be fundraising for Parkinsons research at some point. I see today also that the South of England Meet in Leatherhead has now been formally announced for 10th May – I know it's a long way to Leatherhead, but it's one that I traditionally go to, and it's a really nice event to go camping at. I'll be there with Charlie from the Saturday beforehand to make sure that I catch the bargains at the autojumble. A brief listing of events confirmed so far follows: **27th April** – Drive It Day (would we like to go to the Piston Club near Stratford again?) **2nd-5th May** – Isle of Wight Camping Weekend. **10th May** – South of England Meet, Leatherhead. **1st June** – Cars at the Spa. (We have a South Warwickshire area – mention this when booking.) **7th June** – Harbury Carnival (we can assemble a small display of our cars).

**22nd June** – Standard Triumph Picnic. **11th-13th July** – Club Triumph camping (Gaydon, yours truly playing in a Bowie tribute act). **8th-10th August** – Club HQ weekend (details to be announced). **17th August** – Warwick Car Show (say if you know how to book into this one). **22nd-24th August** – Silverstone. **7th September** – Shuttleworth (this was excellent last year). **28th September** – Distinguished Gentlemen's Run. (Neil L is organising – it was great last year.) **3rd-5th October** – Round Britain Reliability Run.

There will be more announced later, including the regular monthly meets such as Southam Cricket Ground, Gaydon Gathering, Banbury Cricket Ground, and I'm

## AREA NEWS

expecting the Wellesbourne Show to be on again.

That's all for this month. Next meeting is Tuesday 1st April from 7pm (the 1st Tuesday of the month as ever) at Harbury Village Club, Crown Street, Harbury, near Leamington Spa. (Set your satnav for the BullRing Garage CV33 9HL and follow the tiny one-way section until you see the car park on your right. Just ring the doorbell to be let in.) As per last month, if the cribbage club are in that night, we'll be in the back room, so if we're not instantly visible that's where we'll be. See you then,

*Mark*

### WESSEX

Our monthly meet for February was well attended. Hopefully when the clocks change, more will be tempted out. I for one prefer daylight driving.

Some made the journey to the NEC Classic & Restoration show in March, along with Stoneleigh in February. It means some of us are getting into the swing of a new season. A Sunday run and lunch to start the season is hopefully going to be organised. I say hopefully, as it is not so easy finding a suitable venue, especially on Sundays.

A reminder for the Christchurch Quay event that All vehicles must be pre-2001. Also, oil drip trays required for ALL vehicles. The management reserve the right of refusal, and as usual we are

governed by the weather. This year's dates are:

Monday 21st April (Easter)  
Monday 5th May (B Hol)  
Monday 26th May (B Hol)  
Sunday 28th September

### Other Diary Dates:

**17th-18th May** – Beaulieu Spring Autojumble.

**18th May** – Lulworth Show, in aid of Dorset Blind.

**30th May to 1st June** – Stockton Nostalgia Weekend.

**1st June** – Hardy Tour.

**3rd-6th July** – Le Mans.

**12th July** – Middle Wallop.

**13th July** – New Forest Car Show, Bransgore.

**6th-7th September** – Beaulieu Autojumble.

**7th September** – Inaugural Haynes Classic Show.

**5th-7th September** – BPPC Swanage Rally, Norderm.

**14th-15th September** – Watercross Line Open Weekend.

Also there will be a club stand at Wilton House Classic Car Show on the first weekend of August.

A full list has been sent via email. All dates need to be checked first so an unwanted trip is not taken.

*Martin*

### NORTH WILTSHIRE

As our breakfast meets had proven popular last year, Craig suggested that we should arrange another for late February and after some discussion it was agreed to start this one with breakfast at the Dockle Farmhouse in Swindon

on Sunday 23rd February. Four Triumphs were in attendance (plus one MX5 – no names mentioned!) and we made the most of the morning's half decent weather before the heavens opened at lunchtime. Following the breakfast, we took a cruise towards Hungerford before turning west towards Marlborough and Calne using the old Great West Road, the A4. Luck was on our side as far as Marlborough, with very light traffic and no-one holding up our progress. Using the A4 westbound meant that folk could cut away from the parade at their chosen turn and the split happened at Silbury Hill, south of Avebury. The northern contingent headed back in the Swindon direction while the South and West pair split for Chippenham or Devizes. All in all it was a very satisfying morning.



Pictured are Mark and Teresa's 2000, Jim and Rose's GT6, Andy's GT6 and Ben's Spitfire prior to our run.

Our meetings continue to be on the second Tuesday of each month at 19:30 at the Foxham. All are welcome.

That's all folks!

*Craig and Jim*

### NORTH YORKSHIRE

As I write this newsletter, the sun is shining through the window and spring is with us. Let's hope it stays like this so we have a chance to blow the dust off our cars. Mine are sat waiting to go.

At our last meeting at the Motorist, we had a good turnout of members mixed between all three Triumph clubs, and also at the Hare and Hounds. so it seems that the word is getting around.



Our next event will be National Drive It Day on 27th April – contact me for more details. Then there is the Thornton le Dale show on Sunday 25th May, followed by the Castle Howard on Sunday 15th June and then the big one – Newby Hall on 20th July. We also have a big event local to our area on the 5th July in the shape of our area Triumph day at the Motorist. This is going to be a national event for all Triumph clubs, so please pass this around to owners that you know.

Hope to see you soon,

*Keith*

## NEXT ISSUE DEADLINE

All contributions for the May 2025 issue of *The Courier* must be received by 8th April, please.

Email: [editor@tssc.org.uk](mailto:editor@tssc.org.uk)



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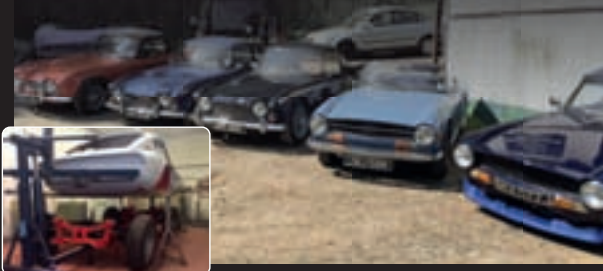
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## Area Directory

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  
Houghton Arms, Blackburn Rd,  
Withnell PR6 8BL

#### LIVERPOOL - 1st Tues, 8pm

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

#### MANCHESTER

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

#### NORTH EAST - 1st Sun, 10.30am

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

W: tsscne.wixsite.com/tsscnearea  
MES Training, Blackmoor Court,  
Durham DH1 5ES

#### WIRRAL - last Thurs, 7.30pm

Richard Lloyd: T: 07979 842391  
E: rulloyd@yahoo.co.uk  
No meetings currently

#### 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

### MIDLANDS

#### COVENTRY

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

#### DERWENT VALLEY - 1st Tues, 7.30pm

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

#### LEICESTER & RUTLAND - 1st Mon, 7.00pm

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, 8.30pm

Nigel Hawes: T: 07879 491778  
E: nigeljohnhawes@gmail.com  
FB: TSSC Northants Area  
Overstone Manor, Sywell, Northants NN6 0BB

#### NOTTINGHAM - 3rd Wed, 7.30pm

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

#### OXFORD - 3rd Tues, 6.30pm

Thomas Cope: T: 07972 039532  
E: imp064@yahoo.co.uk  
FB: TSSC Oxford  
Julian Hall T: 07796 467646  
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: 07516 488443  
E: abbott4747@talktalk.net  
FB: TSSC Peterborough Area  
The Gordon Arms, 527 Oundle Rd,  
Orton Longueville, Peterborough,  
Cambs, PE2 7DH

#### SHROPSHIRE - 3rd Sun, 10am

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

#### NORTH STAFFS

New AOs Wanted – Contact Paul Girling  
E: triumphsportsixstaffs@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, Streety, 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

#### BODIUM - 2nd Tues, 6pm

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

#### SOUTH BUCKS - 3rd Wed, 8pm

Daniel James: T: 07818 052276  
E: varsas10@yahoo.co.uk  
The Harte & Maggies, 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, Commonside, Bromley,  
Keston BR2 6BP

#### NEWBURY

Dave Rumens: T: 01635 868640  
E: dave.rumens@btinternet.com  
FB: TSSC Newbury  
2nd Weds 7.30pm - The Two Watermills,  
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

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 8JQ

#### 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@bondequipe.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 Griffin, Warmley,  
Bristol BS30 5JN

#### 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@googlemail.com  
 W: www.tssc-devon.org.uk  
**FB:** North Devon TSSC  
 Crealock Arms, Bideford EX39 5HN

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

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

**SOMERSET** - 2nd Thurs, 8pm  
 Steven Polden: T: 07504 516623  
 E: steven.polden@gmail.com  
**FB:** TSSC Somerset Area  
 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: heatheranddouglas@gmail.com  
 Nortel Social & Athletic Club,  
 Newtownabbey BT37 0EB



**International Contacts**

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

**WHO'S WHO**

**TSSC Council of Management 2024**



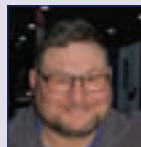
**Chris Gunby**  
 Chairman/  
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**Tracey Hawes**  
 Financial Lead



**Paul Girling**  
 Area Liaison



**Nigel Hill**  
 Events & Shows



**Tom Hartley**  
 Director



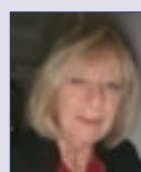
**Jane Rowley**  
 Director

**TSSC Headquarters**



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

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



**Trudi Prettyjohns**  
 Accounts  
 trudi@tssc.org.uk  
 01858 434424  
 Option 3

**Club Shop will be open:**  
 Sunday 13th April  
 Sunday 8th June  
 Saturday 19th July  
 8th-10th August  
 Saturday 18th October  
 Sunday 7th December.  
 At other times, leave a message  
 on 01858 434424 Option 1 or  
 email clubshop@tssc.org.uk

**TSSC HQ and Museum**  
 Sunderland Court, Main Street,  
 Lubenham, Leics LE16 9TF.  
 Open by appointment only.

**Council of Management 2025 Meetings**

**TSSC AGM – Sunday 13th April**  
**CoM MEETINGS – 10th June; 31st August; 26th October**  
 Any member who has an item of business that they wish to be discussed at  
 a Council of Management meeting or the AGM should send the item to:  
 Chris Gunby, Riverside Forge, Water Lane, North Witham, Lincs NG33 5LJ.  
 Tel: 07843 435190 or email: chairman@tssc.org.uk  
 Please ensure that any items you wish to raise 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 or AGM.

**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](mailto: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

#### Conor Lukeman

14 Quinton Close, Redditch,  
Worcester B98 0EL

T: 07758 539750

E: youngmembers@tssc.org.uk

### EVENTS & SHOWS

#### Nigel Hill

32 Hollyhill Road, Selston,  
Notts NG16 6EF

T: 07976 163006

E: nigel.hill@hotmail.co.uk

### AREA LIAISON OFFICERS

#### Paul & Christina Girling

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

T: 07584 000442

E: tsscareas@gmail.com

### PUBLIC RELATIONS OFFICER

#### Vicky Dredge

Kingcott Farm, Alcester Road,  
Flyford Flavell WR7 4DF

T: 07745 299457

E: pro@tssc.org.uk

## CARS FOR SALE

### SPITFIRE



**1974 Spitfire MkIV**  
 Wedgewood Blue. Comes with detachable hard top and soft top. Recent electronic pump and pressure sensor fitted. **£5500. Jennifer Maber (Pinner) Tel: 07949 727477**

### VITESSE

**1964 Vitesse Saloon**  
 Good body and interior, Olive and Cactus. Rebuilt original engine 300 miles. New synchro gearbox and overdrive. Rebuilt carbs. All invoices and heritage certificate. **£8000. David McGrath (West Midlands) Tel: 07769 111417**

**Mk2 Vitesse Convertible**  
 Rebuilt carbs. Chrome wire wheels. Signal Red with mohair hood. Brakes rebuilt. Starts first time and looks the part. Reluctantly selling due to ill health. **£6325. Patricia (Southport) Tel: 07594 604523**



**Vitesse Mk2 Convertible.**  
 Good condition but some superficial rust. Owned 36 years. Numerous upgrades inc lightened/balanced engine, 3:27 diff and stainless exhaust. Bills from new. **£6500. Jon Sweet (Herts) Tel: 07768 373403**

### HERALD



**Herald 1200 Convertible**  
 Registered October 1967, with 89,850 miles. Good runner. Restored about 10 years ago. Garage serviced. Some spares, tools, manuals and books. **£7995. Gerald (Cheshire WA15) Tel: 07925 173278**

### DOLOMITE

**Dolomite 1500**  
 Superb condition throughout. Reluctantly for sale due to change of plans. Call for info. **£10,250. Brian Arnall (Lincs) Tel: 01507 450795**

### GT6



**1970 GT6 Mk2**  
 Full restoration 2020, new wheels, tyres, brakes, suspension. Original engine and transmission rebuilt. Hardly used, low miles. **£19,500. Paulharper46 (Gillingham, Dorset) Tel: 07786 707076**



**1972 GT6 Mk3**  
 Black interior, leather seats. Very good/excellent, not restored, low miles, original excellent paintwork, no rust, always garaged, Lumenition newly fitted, Bell stainless exhaust. **£12,500. Derek Carr (Lancashire) Tel: 07801 816166**



**1972 GT6 Mk3**  
 Good condition with new gearbox and overdrive. Stainless steel exhaust. Serviced annually. Recon engine only 30,000 miles. Triumph red. Electronic ignition and radio/cd. **£11,000. For further information please contact Christopher Vallimae (Weston-Super-Mare) Tel: 07974 583876**

### STAG

**1972 Stag Mk1**  
 Sapphire Blue. Manual with overdrive. Sound, complete vehicle. Runs and drives but needs restoration. Great project. **All sensible offers considered. Brian Arnall (Lincolnshire) Tel: 01507 450795**

## CARS WANTED

**GT6 Mk3 TKV 320J**  
 TKV 320J was my first car, a Mk3 GT6 acquired in 1980 and now rebodied as a Spitfire! Please contact for a chat, perhaps to sell. **Mike.betterton\_9778 (North Yorks) Tel: 07787 373847**

## PARTS FOR SALE

**Dolomite Sprint wheels**  
 Five Dolomite Sprint wheels and tyres. 13 x 5½ including wheel nuts and centre caps. To be collected. **£200. Robin Knibbs (Crawley) Tel: 01293 532547**

**GT6 Mk3 1972-74**  
 Pair of original reclining seat frames £300. Front windscreen (clear) £40. Tow bar with electrics £80. **Timothy Gill (Truro) Tel: 01872 273979**

**Herald 948cc**  
 Set of twin SU carbs for a 948 Herald. A very rare set. Was told they were for some racing team. **£500ono. Andrew Owen (Wrexham) Tel: 07932 388492**

**Herald and Vitesse**  
 Usable parts. 12/50 boot lid, complete set of seats, gearbox (non-overdrive), free to a good home, buyer collects. Vitesse bonnet and gearbox in usable condition. Will need some work but complete with frame. **£30. Andie.way\_6207 (Bracknell) Tel: 07736 234045**

**Herald various**  
 Indoor cover for Herald etc. A/F tools. Books, manuals, workshop equipment. Photos available. Job lot – buyer to collect. **£70. Gerald.west (Cheshire WA15) Tel: 07925 173278**

**Herald Roof**  
 Triumph Herald roof in good condition. No rust, ready to use. Collection only. Will fit other models. **£25. Andie.way\_6207 (Bracknell) Tel: 07736 234045**

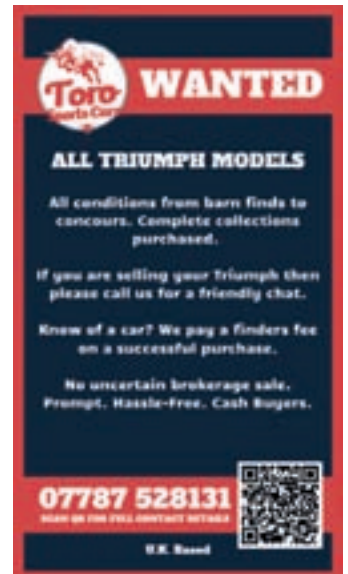
**Spitfire 1500 spares**  
 Spitfire 1500 GRP bonnet and hardtop £130 each. Steel OSR wing and door skins £50 each. Rolling chassis/bodytub free for collection. **Neville Wright (Peterborough) Tel: 07522 863372**

**Spitfire 4/Mk2**  
 Early Spitfire Mk1/2 windscreen frame. Blasted, primed, repaired and ready to fit. No gutters so suits early car, or add gutters for late Mk2! **£450. Josef Gluyas (Durham) Tel: 07761 716401**

**Spitfire Mk 3 engine**  
 Fairly complete Mk3 Spitfire engine, condition unknown – been standing for 30 years. Turns by hand. Sale includes carbs. **£150. Dennis Petty (Lancashire) Tel: 07951 727747**

**Stag Slot Mags**  
 A set of Stag Slot Mags (four), will also fit the 2000. Tyres are shot, wheels are nice. **£300ono. Andrew Owen (Wrexham) Tel: 07932 388492**

**Vitesse Mk1 2-litre engine and gearbox**  
 Essentially only for rebuild. Something to get refurbished ready for a quick swap later – £50. also 4 speed gearbox,



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NO overdrive or remote. Condition unknown but bought in good faith. Ideal for refurb for a quick swap later. **£50. Mark Gifford (West Hertfordshire) Tel: 07910 122863Vitesse**

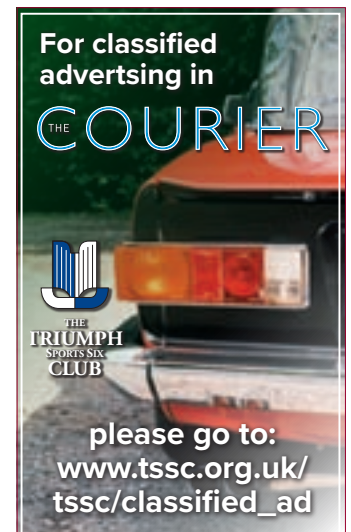
**Courier magazine back copies**  
 Courier/Turning Circle complete from Sept '84 No51. Free to collect LS7 (or HX2 or TD14 by arrangement). **FREE! Jan Neild (Leeds) jan@chapel-allerton.org.uk Tel: 0113 2620738**

## PARTS WANTED

**Triumph 2.5PI/2500TC/2500S**  
 Front and rear, LH and RH wings or any wheelarch repair panels, 2500S saloon 1977. **Mel Nicholls (Northumberland) Tel: 07930 112469**

**Vitesse 2-Litre Mk2 chrome strip**  
 Chrome bonnet front strip for 13/60 or Vitesse, part 706149. **Duncan Farmer (London) Tel: 07949 362990**

**Inlet manifold**  
 Part no. LVP100390, and HS2 carbs. Offers. **Peter Game, Berkshire. Tel: 01344 420198**



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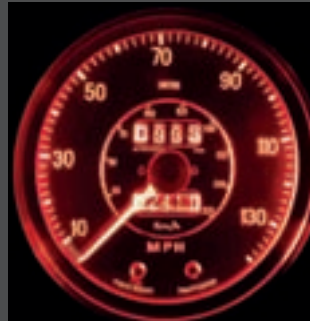
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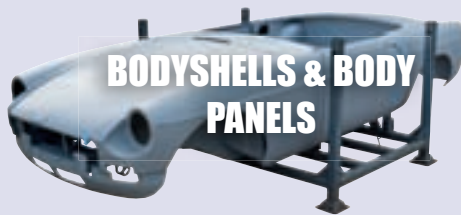
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