

THE COURIER

THE MONTHLY MAGAZINE FROM THE TRIUMPH SPORTS SIX CLUB

ISSUE 534 JANUARY 2025

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FROM THE EDITOR

First of all I must start this month with an apology to Jasper Bacon. We have a great feature from Jasper on pp22-24 of this issue, telling the story of his trip to Angouleme in France to watch the historic racing there. The only problem is that this was sent in some time ago and refers to his trip in 2023. Unfortunately it appears to have fallen between the cracks during various editorial changes, and I have only just rediscovered it. I don't even have any contact details, just the article. So Jasper, if you are reading this I hope you will excuse the long delay, and that seeing it in print now will at least be some compensation. Perhaps you could also pen a short follow-up on this year's trip to Angouleme for the *Letters* pages? If so, I promise not to lose that one down the back of the editorial sofa.

Moving on, our other non-Register-related feature this month is from Martin Cox, who has taken a nostalgic look back at some of the many Triumphs to pass through his family's hands over the years. Martin has done a great job of digging out old family snaps to illustrate his tale. As is the way of these things the quality of the images is not always perfect, but they more than compensate for this with their period charm.

Personally I love this kind of family history told through the cars that have come and gone. Most of us could spin quite a tale along these lines, but finding the old

photographs to go with the words is likely to be a bigger challenge. I know that in the days of films and slides, I rarely paused long enough to take a picture of my cars, much as I regret

it now. So if you did a little better on that score, how about putting the winter months to good use and trawling through the family albums to see if you can find enough to support a similar feature? Who knows, even if you only find one or two, then perhaps they might be good enough to win our Photo of the Month competition. After all, these don't have to be brand new images, particularly if there is also a good story behind your old snap.

One final observation on these nostalgic tales before I sign off and let you get on with reading them – isn't it great how we used to jump into any old banger and set off with youthful confidence around the world? It rather makes you wonder if maybe we worry a little too much about mollycoddling our Triumphs today? Just a thought...

Simon Goldsworthy

Editor

editor@tssc.org.uk



THE TRIUMPH SPORTS SIX CLUB

TRIUMPH SPORTS SIX CLUB SHOP & MUSEUM
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Club Shop - The Club Shop is temporarily closed.
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TSSC Museum - Open Monday to Thursday 9am - 5pm and most Fridays 9am - 2pm (please check first)

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THE GET OUT

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

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PHOTO OF THE MONTH



This issue our *Photo of the Month* comes from Mark Davies, who wrote: 'Just received my copy of the Courier and was prompted by the page of photos to send this in. I have a 1972 TR6 CP, an original UK supplied car now finished in Jasmine. It is great fun and often used. The photo of it was taken at my local classic car meet. I call it: "blokes talking car stuff!"'

Thanks Mark, what a great image. Having candid shots of people in the background really adds to the image, and I love the play of sharpness on the back of the TR6 against the soft focus of the 'blokes talking car stuff.'

Thanks also to everyone else who has sent in pictures of their cars. If yours has not been published yet, then don't worry because we have not had room for any runners-up this month, and others are still in contention for the top slot. Rest assured that all will get a public airing!

CHAIRMAN'S COMMENT

MAY I TAKE THIS OPPORTUNITY TO WISH A VERY HAPPY NEW YEAR TO ALL OF YOU!

I hope you are all looking forward to 2025 being another busy year with lots of TSSC events to enjoy.

The Council of Management (CoM) are always looking at what we can do to make the club run as efficiently as possible, and we are very aware of the need to try and cut costs where possible to give all the membership the best possible value for money. With that in mind, we have taken the decision that moving forward from January 2025, we will only send out a membership card when you first join the TSSC. Then each subsequent yearly renewal will be done by email only, so please make sure Lisa our membership

secretary has your up-to-date email address. If you do not use email, then please speak to Lisa on 01858 434424 and she will be able to help you out moving forward. Changing this process will save the club hundreds of hours of administration costs and thousands of pounds in postage, as well as speeding up the renewal process.

In this edition of your Courier magazine you will have received your 2025 membership sticker – in dark blue this year – to display in your Triumph, unless you have been a member of the TSSC for over 30 years in which case you will have received a very special gold membership year sticker. Once a

member reaches this 30 year milestone, they will now receive a gold sticker every year moving forward. And talking of moving forward, we will also have something for all of you to celebrate for every ten years of your membership – look out for details of that later in the year.

Chris Gunby
TSSC Chairman



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OPEN DAY AT TSSC HQ IN LUBENHAM

Some 200 members grabbed the chance to meet up and to tour the HQ on Sunday 1st December.



The TSSC HQ in Lubenham is one of the jewels in the club's crown and worth a visit at any time of year, but the Christmas Open Day is extra special with a real buzz as members come from far and wide to join the party – and to tuck into the great spread laid on. Who says there is no such thing as a free lunch...?

There was a decent smattering of club cars in the car park too despite the time of year, plus a lone Morris Minor that had been suitably decorated for the occasion – owner

Peter Russell had seen the event advertised on social media, asked if he could come in a non-Triumph and was made very welcome. And of course, wherever a big enough bunch of Triumphs get together, one of them will have its bonnet open! The picture on the left shows Mike Papworth sorting out the TR7 V8's alternator, with friend Jason Lee (far left of the picture) offering advice and Butch Bagnell (centre) loaning the tools.

Inside the HQ, former staff member Angie Hill made a welcome appearance, as did 'Mr Courier' Bernard Robinson who was presented with the Harry Webster Award by TSSC Chairman Chris Gunby on behalf of the Standard-Triumph Forum in recognition of his significant contribution to the Standard Triumph movement. And talking of significant contributions, Chris also conducted tours of the museum, while Oxford AO Thomas organised a Bring 'n' Buy sale and CoM member Jane was kept busy with valuations. Slaving away in the kitchen were Christina, Trudi, Tracey and John, while Nigel and Di manned the counter in the shop.

Our apologies to those other helpers who have not been individually named, but the point is that a lot of work goes on behind the scenes to put on any event and our grateful thanks go to them all, and of course to all the club members who attended and hopefully enjoyed the day.



TRIUMPHS AT AUCTION THIS MONTH

Simon Goldsworthy picks some highlights from the many Triumphs to go under the hammer.

At Brightwells on 4th December, two cars in particular caught my eye. One was the 1976 2000TC estimated at £5500-£6500, partly because Brightwells had hammered a lovely Mk1 2000 away in their previous sale for an impressive £9250. The Mk2 was not quite in the same league, but it was still a lovely looking car with a manual/OD gearbox. In the end, 24 bids pushed it just high enough to sell at £5550. The other was the RMB Gentry, built on Herald running gear and first registered in May 1986. Coming from a long-term owner of 20 years and freshly recommissioned after seven years of storage, this came with MoT to September 2025 and had been taken for a 300 mile blast before being dropped off at the sale. It was offered without reserve which made it hard to guess what it would be worth, but the £2460 it achieved looked very cheap to me for such a fun car with pukka Triumph credentials.

Prior to this, Mathewsons held a massive sale on 27th-29th November and three Stags offered the prospect of some interesting comparisons. Lot 21 was a 1972 Auto estimated at £7700-£9000. We should probably point out that estimates are rarely the result of considered valuations by auction experts after seeing a car as you might expect, but invariably reflect the price the vendor is hoping for and generally straddle any reserve they have put on it. As a result, a car that falls well short is often down to an over-optimistic seller rather than because the auction house got it wrong. In this case,



Brightwells 4th Dec: Gentry – £2460.



WB & Sons 7th Dec: 1300FWD – £1962.

c£8000+ was too high for a brown car with signs of filler and some paint required, so it was a No Sale this time around.

Lot 160 was another automatic, this time in a more forecourt-friendly colour of red. It had been subjected to a previous restoration and plenty of money had been lavished on it, but it could still have done with some further improvement and the £9000-£11,000 estimate also proved too rich for bidders.

Then we had Lot 578, a 1971 car with the popular manual/OD transmission. This was described rather unflatteringly as a 10 footer, perhaps because the paint looked a bit orange-peely. Still, it was a nice bright colour and the car looked to be in good condition overall, with an engine bay that was better than the brown car but not as clean as the red one. The other difference was that the estimate was a more modest £6000-£8000, and the seller was willing to budge far enough that it changed hands for £5500.

Another one to sell just below the estimate was the 1965 Herald 1200 convertible. Pitched at £3500-£5000 and rebuilt 12 years ago, it looked pretty sharp in its unusual black paint, though minor things like wavy door cards and the roughly painted bulkhead under the master cylinders suggested a little light refreshing might be in order. Indeed, it did need recommissioning (brake and clutch hydraulics), plus there was said to be a knocking from the driveshaft and it displayed the usual poor panel gaps of a Herald. All in all though it did not look like a major project,



WB & Sons: Dolomite 1500HL – No Sale.

and I suspect the £3000 it achieved favoured the buyer slightly more than the seller.

Finally from Mathewson, the Triumph 1300FWD presented a bit of a mixed bag. The paint and bodywork look superb (though one can hide problems in the other!), but the interior was a little more worn with, for example, some mildew on door cards and cracked piping on the seat. Of more concern was some paint reaction on repairs to the inner wings visible in engine bay. With a modest estimate of £1000-£2000 it looked well worth a punt, and somebody else obviously agreed because it sold for £1900.

Up in Newcastle, WB and Sons were in action again on 7th December. Lots to choose from here, but I'll stick to just two. First was another 1300FWD, this one restored in 2020 and subject to further work more recently. There were clear signs of previous repairs, but it was generally pretty sound and with a sale price of £1962 against an estimate of £3000-£4000, this was another one where the buyer came out on top. However, that is only because the seller was willing to budge on price.

Finally, Lot 32 was a Dolomite 1500HL. This was a truly lovely car, complete with an overdrive gearbox and an MoT until November 2025. It looked superb in every department, much plusher than even the 1300 and more easily maintained, but admittedly not quite so rare and distinctive. We thought its £5000-£6000 estimate looked perfectly justified, but sadly it was a No Sale.



Mathewsons: 1972 Stag Auto – No Sale.



Mathewsons: 1976 Stag Auto – No Sale.



Mathewsons: '71 Stag Man/OD: £5500.

NEWS AND EVENTS

EARLY BIRDS AT DONINGTON FESTIVAL

Early bird tickets for the 2025 Donington Historic Festival are now on sale, giving extra savings on advance discounted prices until 31st January. Motor Racing Legend has taken over the organisation of the Festival for 2025, and has expanded it to a three-day format. That will give spectators a bank holiday weekend of outstanding on-track action on Friday 2nd-Sunday 4th May. The full timetable for the event will be announced early in 2025, but enthusiasts can expect to see hundreds of classic race cars from the 1920s to the 2010s battling it out across a diverse range of categories.

Early bird ticket prices start at just £25 for a Saturday or Sunday adult (16+) race day entry, with qualifying day on Friday being priced at only £15 for adults. The three-day



weekend early bird tickets offer exceptional value at £40 for three days of full-on historic motorsport action. Under-13s are admitted free, and there are discounts for teens aged 13-15. For further information and to secure those early bird tickets, visit www.doningtonhistoric.com



SUSTAINABLE GOODWOOD

Following the ground-breaking success of the 2024 Goodwood Revival, which became the world's first historic motorsport event to run all of its races exclusively on sustainable fuel, the 2025 event will continue this initiative. All competitors will be required to use a fuel with a minimum of 70% advanced sustainable components as 13 grids line up across the weekend for 15 races. It will all be taking place on 12th-14th September, and tickets are on sale now starting from £75 for early bird admission-only on the Friday.

FIVA HEADS EAST

Three new nations have joined the Fédération Internationale des Véhicules Anciens (FIVA), the worldwide organisation dedicated to the protection, preservation and promotion of historic vehicles and related culture, as well as their safe use. The three are Kyrgyzstan, the Philippines and South Korea. Gabriela Magureanu, FIVA Vice President of Membership, said: 'While the club in the Philippines is the country's biggest and oldest one, Kyrgyzstan is an example of the many new and growing historic vehicle movements emerging around the globe. Meanwhile, South Korea is a relatively new addition to the international community of enthusiasts, but joins FIVA at a significant milestone in its automotive history – exactly 50 years ago the Hyundai Pony was launched, the first mass-produced original model in South Korea.' It is sad to reflect that when the Pony was launched, Triumph still had a full range of cars for sale, but only ten years later it was all gone. Not that we are blaming Hyundai for that!

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EVENTS

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www.mgandtriumphsparesday.co.uk

MARCH 2025

21-23 – Practical Classics Classic Car & Restoration Show, NEC, Birmingham.

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www.necrestorationshow.com

MAY 2025

17-18 – Beaulieu Spring Autojumble, National Motor Museum, Beaulieu, Hampshire. Includes club displays, Automart and on Sunday the Trunk Traders. Tickets include entry to the event as well as all the Beaulieu attractions. www.beaulieu.co.uk

JUNE 2025

13-15 – The Dales Run. In Memory of Alan Heaton. See advert on p49.

19-22 – The 35th Peak Run. See page 49 for more on this one.

JULY 2025

3-6 – Le Mans Classic. TSSC-organised trip to Le Mans, booking form available from www.tssc.org.uk under Events > Le Mans (see page 24 for details).

AUGUST 2025

22-24 – Silverstone Festival. Don't miss out on your two-for-one ticket offer using the club code 25CCD024. Be aware that Super Early Bird prices only apply until midnight on the 5th January. See the ad on p10.

SEPTEMBER 2025

SUNDAY 21 – 5th Tour of Devon.

Further details to come in due course.

Please email details of any future events to editor@tssc.org.uk



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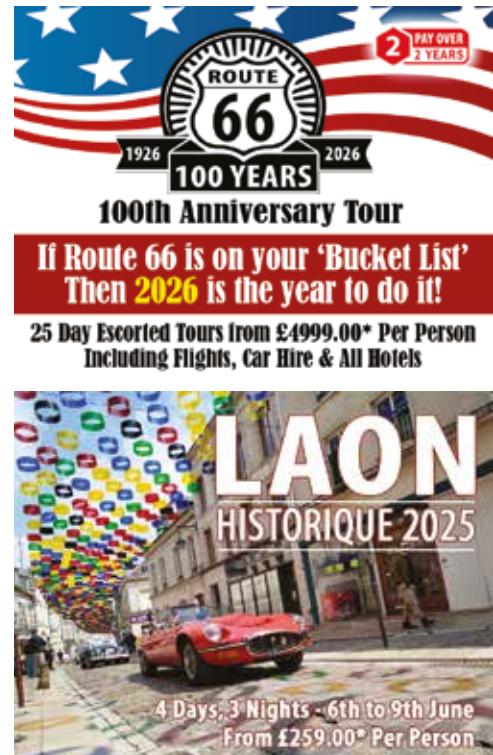
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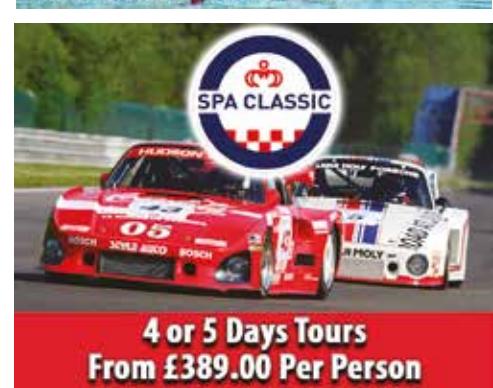
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THE GT6 INTERNATIONAL MEETING

The 10th Anniversary GT6 International Meeting was held this year in Brilon, in Germany's Saarland. Mike and Sue Titchen went along, as did Arnie Gobel. This is how they got on.

MIKE AND SUE: We left home on the Tuesday and stayed at a Premier Inn in Folkestone for the night as we had Le Shuttle (Eurotunnel) booked for the following morning. Once our car was on the train it, only took 35 minutes before we arrived at the French station of La Coquelles. We then drove towards and around Antwerp, finally arriving at the Bastion Hotel in Eindhoven around six o'clock. When Mike got out of the GT6, he noticed that the brake switch had exploded onto the mat by his foot. He took the pieces and some superglue up to our room and began to repair it as best he could; a text message to one of our fellow Dutch GT6 owners ensured that we had a new one for when we arrived at Brilon.

The next part of the journey took us to the little town of Reken, Germany in the Hohe Mark forest. We visited Mohn dam in the Ruhr Valley, a lovely quiet place with beautiful views; hard to imagine that in May 1943 the Dambusters raid took place here. From there, the last part of our journey on the Friday took us to Brilon.

ARNIE: Having left at 5:30am in the morning on Friday, I finally arrived in Brilon at 6.20pm. It was a long day as I was held up by French passport control, the train was not ready, and then there was severe congestion around Antwerp. In fact the SatNav led me through the middle of Antwerp, so I most likely will get a love letter from their council for driving

my old rattle crate through their low emission zone. Due to all the delays, I hit the rush hour around Duisburg/Essen/Dortmund, arriving late with the alternator having packed up.

On Saturday morning Mike and I did a makeshift repair to the alternator before we set off with 24 cars for a two-hour tour of the Saarland, Land of a Thousand Hills. As usual we used the second car method so that everyone takes their turn indicating in which direction the group should go and no-one gets lost. We arrived for a very nice lunchtime stop at the Das Stamm-Haus in Bad Berleburg. Unfortunately the alternator repair did not hold out, but luckily enough one of our German comrades had a spare, so that was fitted before carrying on with the journey.





MIKE AND SUE: The scenery was wonderful, with lots of winding roads going up the mountainsides. (The roads were mostly in very good condition.) We then had another scenic drive back, stopping at Kahler Asten which is an 841m high mountain in the Rothaar range in the district of Hochsauerland, North Rhine.

On Saturday night, we again met for dinner and afterwards, as it was the 10th Anniversary year of the event, I was asked to give a speech and make a toast, with Arnie translating into German. On Sunday after breakfast, we set off for a smaller tour to the Curio Museum, and indeed what a strange collection of odds and ends, from cars to typewriters and all sorts of things. Then after saying our goodbyes, Arnie left to head south to visit a couple of friends near Frankfurt, then further south to near the Austrian border to visit his step-mum.

We set off to our hotel in Borken in North Rhine where we spent a couple of days visiting the area. We then moved on, travelling to Poppel in Belgium for another couple of days and visited Baarle-Hertog, a small town shared between Belgium and the Netherlands which is marked by the complex borders. From Belgium we travelled back to Le Shuttle and arrived home on the Thursday with approximately 1200 miles driven – the GT6 didn't miss a beat.

ARNIE: On the Friday, I started my journey home. The first stop was Saarbrücken, Saturday to Lille and Sunday back home – 1820 miles in total, one alternator change and a packed-up speedo, so not too bad.

MIKE AND SUE: Next year, we are looking forward to the 11th International, which is going to be held in the Netherlands.

MARTIN'S VITESSE MEMORIES

Remember Martin Brown's huge list of Vitesses which he kindly provided for the October Courier? Here is the letter he sent accompanying the list, about his life with Triumphs and the classic car movement represented by the TSSC.

I purchased my first Vitesse, a Vitesse 6 saloon, on 21st March 1973 just two years after passing my driving test at the age of 18. It's been a long love affair, as I've not been without a Vitesse at any time since. Over 50 years later, I still get a thrill from driving my Vitesse with its smooth six-cylinder engine, close ratio gearbox and glorious exhaust note. Fortunately, living on the edge of the Cotswolds I have some interesting country roads to drive, which is a joy in such a lovely motor car.

Way back in the 1980s I competed in the TSSC Hill Climb & Sprint Championship, which was really enjoyable with lots of

competitors using standard specification cars on many of the well-known circuits and hillclimb venues. In 1984 I managed the runner up position in the championship driving a standard 2-litre Mk2 saloon, beaten by just one point by Kevin Ginger in his mid-engine 2.7-litre GT6 Mk3. Happy days indeed!

Of course, none of this could have ever happened without the fantastic club to which we all belong, a wonderful gathering of enthusiasts enjoying great social events on a regional basis around the country, national and international events and numerous runs out with like-minded classic car enthusiasts. Membership of the TSSC for over 40 years has brought me into contact with so many interesting and lovely people, many of whom have become lifelong friends. Let's keep it all going, and of course the wonderful cars too!

Martin Brown





THE STRANGE STORY OF UFM 801K – BOTH OF THEM!

I have owned a 1972 Triumph GT6 – UFM 801K – since 2021. It spent most of its life in Chester where the car was registered by a dealer called James Edwards who dealt with British Leyland's top end vehicles. It was rescued in the early 2000s and then spent 10 years having a full nut and bolt restoration. This was completed in 2016, but the owner then only covered 500 miles in it before I bought the car in October 2021.

I have since done a lot of work myself, fitting 5.5J wheels, a new engine (built by Tony Lindsey Dean based off the Mk2 spec engine for more power!), a gearbox with 28% overdrive, 3.63 diff and early Stromberg 150CD carbs. It's not completely standard to look at either as it has got black bumpers, a 1980s sunroof and four-gauge dash, so it is not one for the purists but certainly gets a lot of attention at car shows.

I have also carried out a lot of research on the car as the history has been lost over the years. I did manage to track down one previous owner from the 1980s, and also found an interesting story on the car relating to a bus that was accidentally registered with the same number. That bus is quite famous in its own right as it was the first production model of the Leyland National bus to go into service, and the post I found was as follows on the Club Triumph forum:

'Hello all. I just joined up in the hope of locating a GT6 that was involved in a very unusual story of which the owner may be completely unaware – and there could be a remarkable epilogue. A red GT6, UFM 801K, was registered in Chester in 1972. Around the same time Crosville, a Chester-based bus company, took delivery of the first production

model of the Leyland National bus to go into service with a National Bus Company subsidiary. It was a pretty big deal at the time, but in error the bus was also registered UFM 801K.

After the bus had been in service for a day or two, it came to light that the bus and car were knocking around town with the same number. The bus was then re-registered WFM 801K and served the Chester area under that guise until 1984 when it was sold for further service at Gatwick airport and later still in the Manchester area. Ultimately the bus was rescued for preservation and still exists today, quite smartly restored to the colours it wore when new. The story came up again on a Facebook discussion earlier and I ran an MoT search on the car and confirmed that it is still taxed.'

Simon Temple

THE WINNER IS...

I recently spent time talking to one of our Essex members, Karl, about Bridge Classic Cars in Suffolk. We are thinking of arranging a tour of their car restoration complex this year, and he sent me a link for it. When I opened this, I saw that there was a TR6 raffle competition running. Some of our members said they might buy a ticket, but when I got home I decided to enter the competition myself. I didn't tell Sue!

We then went away to Wales, and the next day on Facebook, Sue saw my name come up on her phone on Bridge Classics saying I had won the TR. We really thought this was a scam, until Karl also noticed that I had won the car as it was on the company's live draw. I still didn't believe it until the Triumph was delivered a week



later and all the paperwork came through. I got the insurance, taxed it and we drove to Norfolk to get it valued by Paul (AO for Norfolk). We had a lovely weekend enjoying

the car around the countryside test driving her. We are now looking forward to driving her in 2025. Where she will take us, who knows?

Mike Titchen

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FAMILY COX TRIUMPHS

Martin Cox is an honorary member of the TSSC, and his late brother Peter's trophies are in Cox's Cockpit in the club's museum. Inspired by the article in the September issue on the editor's life in Triumphs, Martin has sent us this brief description of the Family Cox Triumphs.

I started work as an apprentice on the 5th January 1959 on a weekly wage of £3.9s.6d. I worked in various departments during my apprenticeship, and then had various subsequent roles, eventually retiring from Gaydon in 2001. During one of my placements as an apprentice, I was working at the Allesley Service Department on the A45. Dave Gleed, who was an ex-Triumph Competition Department mechanic, was one of the first people I worked with. He was a great tutor and a lovely man. I also remember that when I moved into the crash shop, I worked on the BBC sports commentator Peter Dimmock's Herald Coupe, which had been in an accident. I had to strip out the suspension and eventually the chassis had to be replaced.

Whilst I was working at Allesley, I entered the company's monthly car raffle. Tickets were priced at ten shillings, and the number of participants was limited to 2000. I chose ticket number 1906, which was the year my mother was born. I couldn't believe it when I won a brand new Herald in Conifer Green with red trim. I didn't own a car at the time and used to ride everywhere on my bike, so it was a dream come true. The registration number was ARW 872B, and as I was a racing cyclist, it was great that I could now load my bike into the car and go to races further

afield. I had many trips during the year, often to Devon, and visited Topsham where my future wife Eileen's mother came from.

The prize Herald by the church wall in Topsham with Eileen.



FEATURE - FAMILY COX TRIUMPHS

I sold ARW to my future father-in-law and purchased another Herald 1200 from S H Newsome in Coventry. This vehicle was registered FHP 427C and was also Conifer Green. I fitted some rally seats from the old Competition Department. In 1966 the spirit of adventure struck and we took FHP to Norway for a holiday. Taking the ferry from Newcastle to Bergen and then travelling via Voss, Trondheim, crossing the Arctic Circle near Bodo, Narvik, Hammerfest and eventually arriving at the North Cape, it was a great journey with a lot of time on forestry type surfaced roads. The Herald coped very well, except for severe brake fade over the Jotunheimen mountain range.



Martin with FHP in Norway....

A year later I sold FHP and purchased EHP 78C, the LHD ex-Simo Lampinen rally 2000. In 1967 another Norwegian trip beckoned, crossing to Bergen and driving over the Arctic Circle to Narvik before returning via Oslo. On that return journey, whilst practicing my Lampinen ditch-hooking technique on the forestry roads, I didn't quite make it and put the car on its side in a ditch. I had to walk for about a mile before finding a mink farm where a kind man with a tractor came and pulled us out. No damage was done, so I cleaned the front discs up and we carried on our way.

A little later on the alternator belt broke, and unfortunately I didn't have the correct one with me. We were close to the Arctic Circle and the equivalent of the Norwegian AA rescued me, replacing the belt and following us for 10 miles.



Some of the spectacular Norwegian scenery.



Martin's second trip to Norway was in the 2000.



With EHP, spectating on the RAC Rally.



...and crossing the Arctic Circle.



Martin behind the wheel of GVC.

Later that year I sold EHP and purchased GVC 689D, the ex-RAC 2.5 rally car that had been prepared for Denny Hulme for the ill-fated 1967 event which was affected by the foot and mouth outbreak. This was a dream machine. I paid £850 for it from used car sales in the Kremlin office at Fletch north. It was in A1 condition and I only wish that I still owned it. In July 1968, along with Peter Clark, Roger Dowson (both ex-Triumph competition mechanics) and another friend Alan Gatford (ex-Daimler), we had a boys'

holiday out to Sitges in Spain and the vehicle ran faultlessly. I sold it in 1970 to help raise some money for a deposit on a house as it was time to get married. I eventually married Eileen in January 1972!



A clip from Autocar's test of GVC.

Pre-production Dolomite at the French/Italian border crossing at Montgenvre.



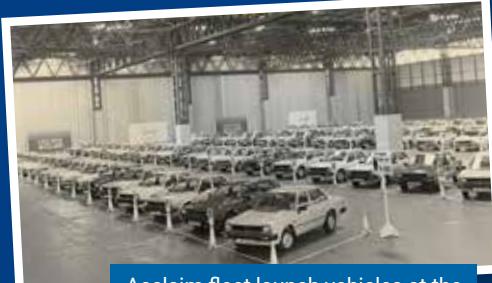
Next I purchased JWK 517E, a Triumph 1300, from Tom Street who was a development electrician in Fletch north. It had a weak second gear synchro and rust was developing on the front wings, but it served the purpose for wheels.

One of the Triumphs I spent a long time driving was VKV 114J, which was the pre-production Dolomite 1850. It was decided to take the vehicle around Europe for its final test, and at the same time produce the company's sales brochure from the trip. John Chatham, the publicity manager at the time, engaged Hobson Bates the advertising agency in London, which was Triumph's

preferred advertising company. Alec Fowler was the director for the trip and Chris Reddington – a freelance photographer from the Norfolk area – was the man in charge of the cameras. A guy by the name of Colin from the Hemel Hempstead area was my navigator.



In 1981 whilst attending the Metro's Italian press launch, I drove a prototype Honda Ballade back from Sienna in Italy to help understand the forthcoming Triumph Acclaim for the UK launch. Then in 1984 I had a Triumph Acclaim, B100 OAC, which was an ex-Press car, as my management car plan vehicle.



Acclaim fleet launch vehicles at the NEC in Birmingham.

Having worked on the development of the Stag at Fletch north, I purchased SDG 253N, a rather immaculate white Stag. Unfortunately it was fitted with an automatic gearbox which I disliked, and the vehicle was consequently sold.

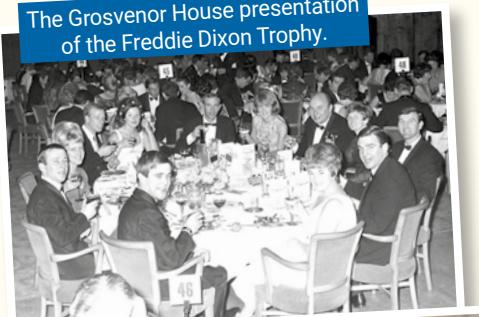


Martin wasn't keen on his Stag's autobox.

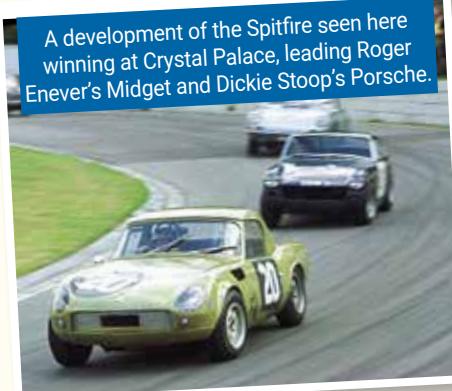
PETER COX

As for my late brother Peter, his first Triumph was YHP 635, an early Herald Coupe in black and white with go-faster blue stripes painted over it courtesy of the Allesley Service Department. Peter was an outstandingly quick driver and he

The Grosvenor House presentation of the Freddie Dixon Trophy.



Peter's Spitfire when it was still used as a road car, alongside ADU 8B at Mallory Park.



won a sprint at Oulton Park organised by the Liverpool Motor Club in 1960. This spurred him on to greater things and he purchased ADU 467B, the ex-Stirling Moss racing team's Borneo Green Spitfire, which



was initially prepared in the Competition Department at Fletch north.

This was campaigned on the circuits throughout 1966, and in 1967 was the Marque Sports Cars overall winner of the Freddie Dixon trophy against all comers. We attended the Grosvenor House hotel in London for the presentation.

In 1969 two Spitfires were prepared for the Mugello Grand Prix for Gold Seal Racing by my brother Peter and Peter Clark, Peter having an unfortunate accident during practice for the race. In 1970 a GT6 was built for the forthcoming Dixon Trophy series. It was also entered for the Mugello Grand Prix with Colin Malkin, but an unfortunate off-circuit accident prevented Peter from taking part.

FEATURE - FAMILY COX TRIUMPHS



Peter's Herald in rally trim.



The Herald Coupe with father's Pennant behind it when the family lived on Browns Lane opposite the Jaguar factory.

Later my brother bought SJW 549S, a TR7 Sprint. This was one of the vehicles destined for the press launch, and was our master spec press car. It was fitted with carded dampers, the engine was on the maximum compression ratio and had various other nice little tweaks. Following problems with the TR7 brakes on launch, it was decided to take 549 to carry out brake testing and establish the route for the forthcoming press launch. I spent two weeks on the Isle of Man along with John Carris from brake development carrying out brake tests and establishing the route. We stayed at the Castletown Golf Links hotel. I still have a copy of the route and it

was entertaining, but sadly the launch and the introduction of the vehicle was cancelled.

Whilst we were on the Isle of Man, we had a visit from John Turnbull, former Leyland Managing Director George's brother. He was head of vehicle engineering test, along with Bernard Johnstone his righthand man and Mike Brooks the press car manager. They were looking for future sites to carry out test work for the BL range, but though they liked what they saw, it never



Dave Gleed, Martin's mentor, at Allesley with the TR7 Sprint at the Stratford MG/ Triumph Show.



SJW pictured more recently at Gaydon with other TR7 Sprints.

materialised.

Peter kept that vehicle for a lengthy period before selling it after he was divorced for the second time. A couple in Banbury still own the vehicle and it looks pretty tidy.

BERT COX

My father Bert Cox was a foreman at Canley and was responsible for the paint mix plant. His first car was a Standard Flying Eight in silver, HAL 869. At the weekends we used to have a trip out to the Castle Inn at Edge Hill near Banbury and had pop and sandwiches

Dad's next vehicle was a Standard 10, TWK 239. Dad was a great fisherman and we used to go to Lechlade on Thames to fish in the river at the weekends. Holidays were taken in Scotland, often to the

Richmond Arms in Tomintoul which was owned by the McNiven family in the early days. The Standard 10 was eventually sold and replaced by XHP 876, a Pennant purchased through the company discount scheme. Then came a Herald, 2239 RW, in yellow and white. We had a holiday in this, three up with luggage to Copenhagen in Denmark. This was eventually replaced with a Powder Blue Herald, JVC 608E. We had many happy times in this machine, and my father loved to drive it to Scotland and go fishing.



TWK 239 at Lechlade, where Bert used to enjoy fishing at weekends.

Bill Stone's Standard Eight on Dartmoor with the ponies when they all went on holiday.



BILL STONE

Finally, I must not forget Bill Stone, my father-in-law who was a CO-OP insurance agent and very handy for a cover note! His Standard Eight was OKV 474 in green. He loved the car, but he purchased my Herald at a later date as described above. I remember going five up with luggage to Teignmouth in Devon – including the ascent of Porlock Hill which was really fun!

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FEATURE - RACING ROAD TRIP



RACING ROAD TRIP

AFTER ENJOYING A DRIVE DOWN TO ANGOULEME TO SEE THE CLASSIC RACING AT THE CIRCUIT DES REMPARTS, JASPER BACON TELLS US ABOUT HIS 2023 EUROPEAN ADVENTURE.

I usually like to do at least one European trip in my GT6 each year, although the last one was a pre-Covid drive to the Spa Classic in 2019 – a fabulous experience that included driving the famous circuit and taking on the Nürburgring on the following Monday. Fast-forward to 2023, however, and fellow Triumph Vitesse owner Denis Baggaley had again agreed to accompany me on a trip down to Angouleme to see the classic racing at the Circuit des Remparts.

With ferry tickets purchased and tickets to watch the races booked online, we set off from Salisbury to catch the 8.15 ferry from Pompéy to Ouistreham, a five-hour crossing followed by a five-hour drive (past Le Mans, where we refuelled and swapped over) to our Airbnb. We'd lost an hour due to the time difference and arrived just after 9pm. The accommodation had its own parking, so we parked up, cleaned up and walked 15 minutes into town to see the circuit Armco being assembled and to look at the historic vehicles parked in and around the town. The restaurants and bars were buzzing and we sat down next to a load of Chaingangers (Frazer Nash racers), who were seemingly well represented; there were at least four, if not five of these cars. (I had to tear Denis away from one of their accompanying girls in case he got tangled up in someone's chain drive...)

After a very warm night, during which it was thundery and raining, we woke up to a pleasant sunny morning for the day of the non-competitive Chanteras Rally. Having failed to get registered after being told it was full, my plan had been to tag along; after all, it takes place on public roads. We were fortunate enough to meet up with Jean Phillippe, an Austin-Healey owner, who was able to give us a rough idea where the lunch stop was going to be, so after a coffee, we headed off in the direction of Tusson and, on arrival, found the lunch stop and parked up nearby.

It seemed that all about the place there were other classics 'not on the rally but tagging on,' although when we tried following the rally after lunchtime it seemed chaotic, as nobody seemed to know where they were going. We gave up and decided to do our own rally, driving down through the vineyards on the back roads to Cognac, where (yes, it would be rude not to) we purchased some cognac before heading down to the supposed rally meeting point, where we found a group of French enthusiasts in very good spirits. I think one of them was intent upon selling his lime green Citroen SM to Denis, but in the end he declined the offer and off we went in the GT6 back to Angouleme and had a further look at the classics gathered in the old





town. There was a square dedicated to MGs, another dedicated to Minis, and the town hall had leant its internal square to more Bugattis than any Schlumpf collection could shake a stick at, with the odd Bentley and Delage thrown in.

The next day, Sunday, was practice and then race day, so we left the GT6 parked up at the Airbnb and headed into town. Practice had started on the now completed circuit, with a whole bunch of Frazer Nashes, Riley's, plus the odd MG and other old-timers. Next, the Lancia Stratos cars were out for practice, followed by an exclusive MG race (I'm pretty sure most of these had been at the centenary meet at Silverstone). We then

watched some more recent cars get their practice, including a lone Triumph... a yellow Dolomite that we watched for several laps. It even overtook the Hillman Hunter, but then disappeared. Notably, the driver of the white Mk2 Escort (a master at his game) also disappeared on practice, but I hope he had a good race in the afternoon. He certainly had the best lap time.

After lunchtime, the racing started with a mixed grid of old-timers. I'd managed to get down the bottom to the first of the big hairpins, only to realise how sharp they really are and how you can see into the open cars and realise how hard the drivers were working to get their racers round (and

sometimes not). It was noticeable that in reality the smaller, nimbler cars were managing this extremely tight circuit much better than the bigger-engined machines; yes, there was a Cobra and a Chevrolet having a go on one of the grids, but that Mk2 Escort had them easily beaten.

Unfortunately for us, we had to leave for our ferry at 2.30, so we missed out on the rest of the racing. We vowed to return and next time arrange to arrive earlier, get to see the concours competition, book the rally earlier and plan to leave later! We still had a fabulous weekend though, and my little GT6 didn't miss a beat on the 780-odd miles completed throughout the whole trip.

FEATURE - RACING ROAD TRIP

CIRCUIT NOTES

The circuit today is identical to the one created in 1939, and is 1279 metres long. The turnpike has two short stretches of straight lines, three right-angle turns, a long fast curve and three hairpins. The start and finish line are by the cathedral, and the first straight takes you down to the Carnot Bend – take courage, brake heavily and get the right track as it's impossible to pass two abreast. Next is Theatre Corner, where a lot of footwork is needed to get the right angle and then accelerate down the hill to Desbranades Corner, the last difficulty before the straight line; it's important to exit on the correct track, keep cool and your foot to the floor through Lower Carnot on the straight, maximum speed... the track is homologated for 125mph.

At the Conker Tree hairpin, it's maximum brakes and easy does it or you'll be on the roof... and you'll need to be in first gear to come out of this one, with a short uphill straight into Fangio hairpin (most definitely difficult to negotiate). You exit in first again, with another shorter uphill straight, and then there's Cathedral hairpin – dicey, very slippery but hard acceleration is needed on the exit, then heavy braking at the end of Rempart Desaix. The circuit lap record is 52.80 seconds, held by Michele Mouton in a Peugeot 205 Turbo. Each race is 20 minutes long.



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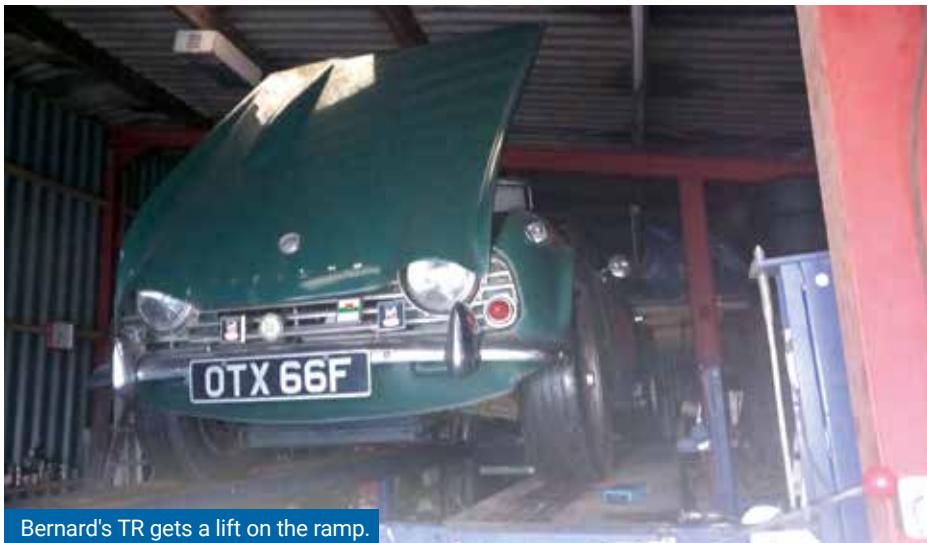




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GETTING READY FOR 2025



Bernard's TR gets a lift on the ramp.

With a short window of opportunity (courtesy of storm Bert preventing Hyper Hooper from harassing me), I decided to take my TR to my industrial unit for an engine oil and filter change, and while it was on my lift to check out how the underbody of the car had fared over the last 12 months.

With the car raised up on the lift it was easy to drain the hot oil, but even though I only ever fit oil filters hand tight, the filter would not budge. There was not enough room to get a good grip with either fingers or filter wrench from underneath, so the lift was lowered and the filter easily unscrewed after an initial $\frac{1}{4}$ turn with my wrench. The face of the oil filter housing was cleaned

and the filter $\frac{3}{4}$ filled with 20/50 Classic Oil (only possible on engines that don't have a horizontally-fitted filter such as Spitfires etc).

Then, after applying a smear of oil onto the sealing ring, it can be screwed in place. As an extra precaution/safeguard, I always put a strong magnet on the oil filter so that it will attract any iron fillings that may not be caught by the filter and would otherwise circulate around the engine, causing wear.

Once this was completed and the sump plug refitted, the engine was filled up to the mid-point between the upper and lower level marks on the dipstick. This entailed warming the new engine oil up using a hot air gun (in a steel container, not plastic!) as it

Hot oil flows well, so warm up the engine before draining.



A magnet on the filter adds an extra layer of protection.



was minus 2 degrees and the cold oil would have taken an age to pour.

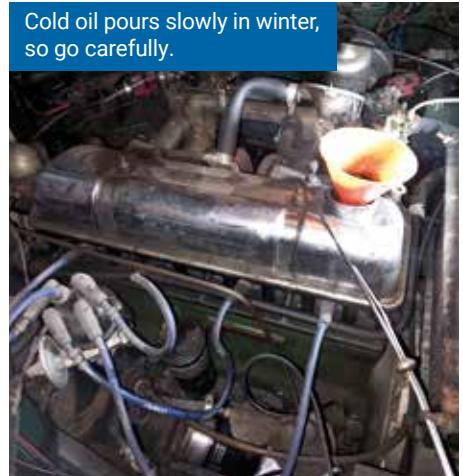
After fitting the filter and filling the engine with oil, I always remove the distributor and, using the cut-off shank of a screwdriver in a drill, rotate the oil pump driveshaft anticlockwise until the oil light goes off or the oil pressure gauge registers good pressure.

While the car was raised, I carried out an examination of the under body and other hard to get at areas. There were a number of places where the underseal had come away. As the underside of the car had got wet on the journey to my unit, these areas were dried as best as possible using my hot air gun and fresh underseal was applied. It was far from a perfect job, but it would give some protection until the drier weather in the spring when I intend to do it properly (we'll see!). The rear brake backing plates were looking very corroded, so after a wire brushing, the adjusters were lubricated and some maintenance lubricant was sparingly rubbed in with a rag.

I was very happy to find that the rear chassis which I had made by hand over 15 years ago as a temporary repair was looking as good and strong (or nearly) as the day I had welded it onto the original chassis after cutting the rotten rear chassis off. So, after an hour or so with the help of my lift, my TR will hopefully get me through 2025.

Fingers crossed!

Cold oil pours slowly in winter, so go carefully.



The rear brake backplates required cleaning and protecting.



The chassis section that Bernard welded on 15 years ago is still good.



It may not be the neatest application, but it will protect the chassis for now.



WITH FRESH OIL AND A FILTER, MY TR'S IN FINE KILTER!

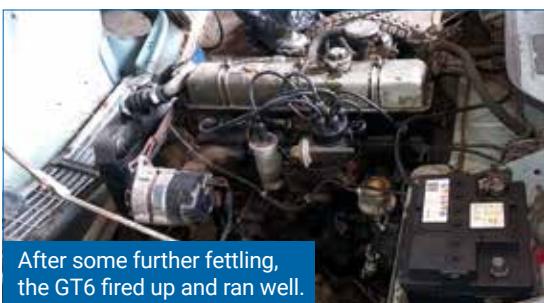
ENGINE START UP AFTER 8 YEARS OF IDLENESS



Cutting off the rotten fuel line on the GT6.

Using my GT6 (which has gone to a better home now) project engine as the subject (which is very basically the same as a TR250 with a different crankshaft etc so fine for these pages), here are the steps that it took to get the engine up and running.

Although there was no reason to believe that the engine was seized, as a precaution the spark plugs were removed and some release oil was poured into the bores and left for a few days. Then, with a spanner on the crank nut, I tentatively attempted to turn the engine over. It moved with no sign of a



After some further fettling, the GT6 fired up and ran well.

seizure – result! The engine oil and filter were changed, and then I removed the distributor. With a battery fitted and the ignition switched on, the oil pressure and charge lamps illuminated. Using a screwdriver shank in my drill, I turned the oil pump (using the slot where the distributor drive locates) until the oil pressure light went out – the engine oil system was now primed and if the engine started, it would not run 'dry' for the first revolutions.

With the distributor refitted, I turned the ignition to the cranking position, but there was only a 'click' from the solenoid. A known good battery was fitted, and this time the engine turned over. Using a spark tester, I found that there was no spark at the plugs. A test lamp showed that there was power at the coil, so with the dizzy cap removed, I used the test lamp to find that there was power at one side of the points, but no transfer to the other side. I removed the points and, using a needle file, I cleaned up the contact faces, then cleaned the LT connections with sand paper. With everything back in place, I turned the engine over and there was a spark showing at the tester!

A jar full of fuel was used to feed the petrol pump, and with the

fuel line to the carbs disconnected and the manual lever on the pump operated, fuel flowed. I had to cut off a piece of corroded fuel line and replace one section of hose as they were leaking, but with this done and the fuel line reconnected to the carbs, I turned the ignition key and the engine started on the second attempt and ran extremely well.

THE GT6, NOW FIRING ON 6!

MERRY CHRISTMAS



Finally, just a quick note to wish all TSSC members a Merry Christmas and a Happy New Year, and to thank all those who have contacted me over 2024 with articles for the magazine and to thank me for any help that I have managed to give them. Myself, like all the other Reg Secs, carry out this role on a voluntary basis, the only reward being the satisfaction of helping a fellow member out, and a 'thank you' from said member is always appreciated. Please keep the articles coming, or over the next few months you may be reading about how many of my wife's Christmas presents I managed to hide in my TR4A's boot in the weeks preceding the big day, or worse still, what they were.

Wishing you all a **TRIUMPHANT** New Year!

Bern

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HAPPY NEW YEAR!

I hope you've all had an enjoyable festive period and had the opportunity to spend plenty of time with your family, friends and your Triumphs. Firstly I must fulfil my promise from last month and let you see a picture or two of Adrian's Herald all done, so here it is all washed, polished and ready to go back, and one of it safely home after the drive from Devon to Sussex.



This month I have something from regular contributor Robin Moore regarding his road trip to Cumbria in his very smart Escort-powered Herald. If you haven't read the details of this restomod, track down Courier magazines from November 2021 through to May 2022 to get the full story.

HESCORT ON TOUR

Our son had booked us five days in Cumbria in September this year as a 25th wedding anniversary present. We had planned to take our normal car, but my wife suggested that if the weather was OK, we should take the Herald. We kept an eye on the weather leading up to our departure date, and with luck it looked like a majority of the time would be dry.

The car was being used regularly, so apart from checking the usual things beforehand I had no reason to think it wouldn't manage the trip, but imagine my surprise when I undid the radiator cap and it fell apart – the rivet had corroded away. I did try to find a replacement, but to no avail so I decided to drill out what remained of the rivet and rivet it back together again. It worked, but would it last the trip?

With the car all packed – my wife is disabled so we had her electric mobility scooter in the boot and a double foam mattress topper to make the beds a bit more comfortable for her – with the luggage on the back seat under the wind deflector, we departed. Cambridge was our first sightseeing stop. For this we had decided to travel across country, travelling through Halstead and Haverhill with the hood down and the exhaust booming off the buildings. We arrived in Cambridge and unpacked the scooter to meander around the streets of the city, stopping for lunch at a café overlooking the college buildings



Definitely somewhere we would come back to and explore in greater depths.

We now had a long drive up the A1 all the way to Blyth services. We had stayed there before and knew it was basic but comfortable. I took the main roads for this part of the journey to reduce the time in the car for my wife. Travelling at a reasonable 55-65mph we covered the miles quickly. It is funny driving an old car along multi-carriageway roads as cars pull up next to you to smile and wave, van drivers give you a thumbs up. We did miss out on the disabled parking at the hotel, but I managed to park right outside our room window, which was good. It rained



overnight so I was glad to have put the roof up, and the cars in the disabled bays were covered in bird poo, so perhaps we had a lucky escape!

We left Blyth and were heading across to Cumbria, driving through the heavily built-up areas through Barnsley and skirting around Leeds and Bradford. We had decided to stop at East Riddlesden Hall, a National Trust property. This is a fascinating old manor dating back to the 17th Century. It even had its own priest hole, and had been saved from demolition by two brothers who bought the building and restored it. We were about to look around the gardens when the heavens opened. Fortunately I had put the roof up, so we retreated to the café and had lunch. The staff were really helpful and assembled the ramp so my wife could get in with her scooter. Oddly, as you walked over it made the sound of frying bacon, a ruse I think to make you feel hungry.





The rain had got properly organised when we left and drove the rest of our journey to our lodgings near Lupton. The weather did brighten up as we got nearer, and once there we unpacked and drove up to Kendal to buy food for our stay.

The first morning started as all holiday mornings should – with a fried breakfast. Suitably fed, we headed to Kirby Lonsdale. The weather was bright and sunny so the



top was down. It is a lovely old market town on the River Lune. We walked up the river and headed into town, stopping for tea and cake.

Leaving Kirby Lonsdale we headed North though Whernside using the single track roads though the Dales and the spectacular scenery, stopping occasionally to take photos before ending up at Hawes where we looked around the market stalls and



stopped for coffee and cake again. This is home to Wensleydale cheese, so a tour of the factory was a must and I thoroughly recommend it. We bought so much cheese! It was dark by the time we arrived home, so we ate and retired for the day.

Thank you Robin, it's great to see members getting out and about in their cars.

WORKSHOP UPDATE

Last month I left you with Rob's Spitfire repaired and in primer. This was all painted, and door, bumper and trim



refitted. A quick wash and polish and it was ready for Rob to collect.

Then it was straight on to the next job, and this is one with a great back story. Local Devon member Miles Coward asked me if I would take a look at his mum's Spitfire that had been off the road for a number of years, and I was delighted to. The car was bought for her 21st birthday and was used until the late 1980s, when it was parked up in a barn – and that's where it's sat ever since. Miles has done a great job of stripping the car and getting it delivered to me. Whilst it has rust in all the usual places (and some more!), it is also very solid with some great panel gaps and doors that line up and shut beautifully. This car will be with me for a while, so more to come with this one in

the coming months. See you next month,

Darren



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MK3 OUTER DOOR HANDLE FAILURE

Happy New Year to all you GT6 enthusiasts out there. I hope 2025 gives you plenty of opportunity to get out and about in your car, or if you are restoring one to get it closer to being back on the road.

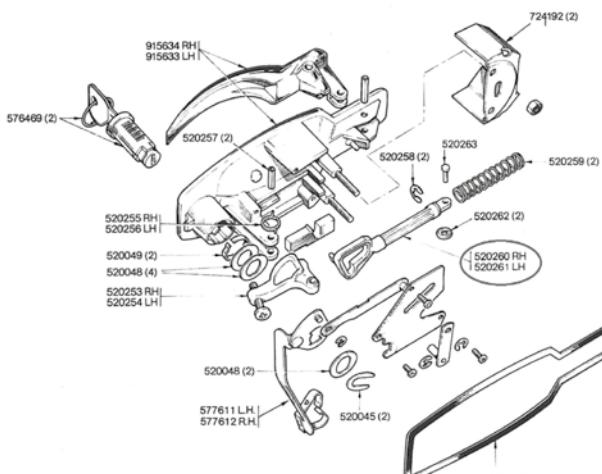
Last summer I was at an event in my GT6 and tried to open the driver's door. There was a snapping noise and the handle stopped working. The GT6 Mk3 has the same design of outer door handle as a MkIV/1500 Spitfire, and there is a known weak point in the design where a plastic rod tends to break within the handle. I had this part fail on a Spitfire back in the 1980s and thought that would be the problem with



Door rods cast in aluminium alloy as an aftermarket, stronger version.

stronger version. However, having searched for the part I could only find a lefthand one for sale, ie the passenger door in the UK.

Without stripping out my door handle to check, I just assumed it was the weak operating rod that had failed. I put up with it for a while, using the inner door handle to open the door via the window while trying to decide whether to buy a new door handle assembly. My decision was made more difficult as the door handles only seemed to be available as a pair from most reasonably priced



Door handle extract from the Factory Parts Catalogue.

my car. It wasn't, but more about that later! The plastic operating rod as part of the door handle, part numbers 520260 (RH) and 520261 (LH) are a weak design and tend to crack in the rear section which acts as a cam. As well as being a weak and poor design, the original parts have also been unavailable for some time. At one time the part was available upgraded cast in an aluminium alloy as an aftermarket and

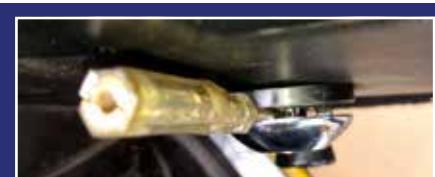
suppliers, at least as far as the driver's side handle goes. For some reason only the left hand handle was available separately, except from one supplier who was charging almost as much for the driver's side only as others were charging for a pair! There are also two versions available from some suppliers, a 'cheaper' (although not that cheap) aftermarket version at a shade under £200 or an original OEM pair at over £300.



New handles are available as a pair, but they are fairly pricey!

The alternative was to look for a used one at an autojumble or on eBay.

Eventually I purchased a handle assembly on eBay for just over £20. The chrome was a little pitted, but it was in fully working condition. I then proceeded to remove the existing door handle from my car. To do this you need to remove the window winder handle by carefully pushing the retaining pin out. Full details of how to do this and how to reinstall the door handle have been covered in my articles before, (see the September 2021 Courier, available for download online from the TSSC website if you don't have a copy). Reinstalling is pretty fiddly so it's well worth reading the article!



First remove the window winder.



Then remove the escutcheon trim from the inner door handle.



Next prise off the door card...

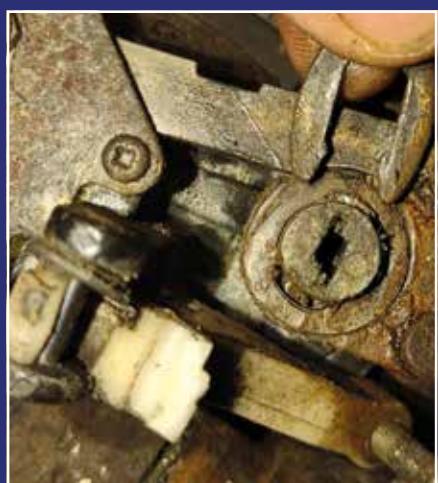


... and once the door card is removed you can access the door handle from inside the door.

Once I had completed all the steps pictured so far, I removed the door handle and found that it wasn't the usual rod failure, it was the quadrant cam that operates the door latch which had snapped. This is another weak plastic part. The part is actually available for about £5 (part number 520253 for the right hand handle). However, the left hand version part number 520254 is no longer available!



The failed plastic quadrant cam.



Removing the circlip on the lock...



...and the circlip and keyed washer removed.



The door handle is secured by a clamp held by two nuts.



The quadrant cam is available new.



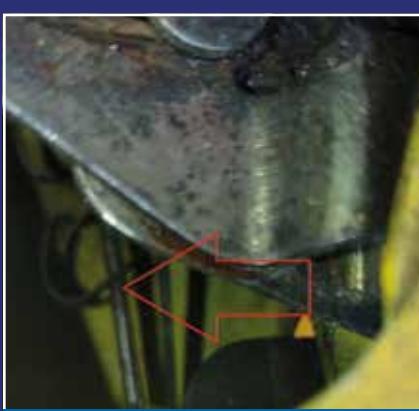
the door handle using the clamp and ensured the lock operating split pin was engaged. The door card, inner door handle escutcheon trim and window winder were also reinstalled. I now have a fully functioning door handle again.



And this is the clamp removed.

I could have ordered the part and repaired my existing handle, but as I had a replacement from eBay, I went ahead and replaced the whole assembly. In order to retain my existing key, I swapped over the lock barrels. The lock is retained by a circlip and keyed washer.

I then replaced the lock barrel, reinstalled

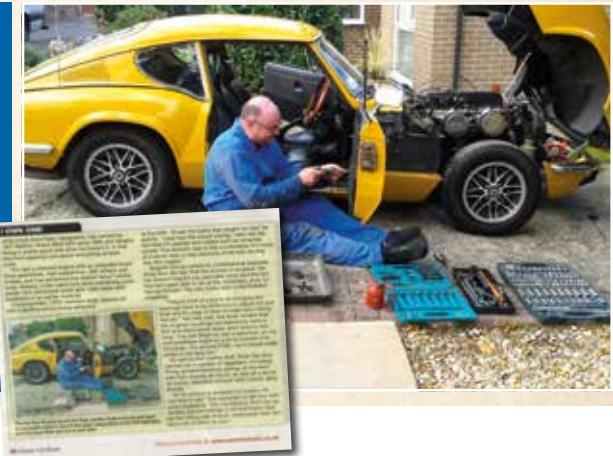


This is the split pin connector that operates the lock arrowed.

FROM THE ARCHIVES

Andy

This month's archives picture is from 2011 and shows me working on the door of my car. If I remember rightly I was replacing a door lock mechanism that had gone faulty. The picture appeared in an article for Classic Car Buyer magazine back in 2015 when they interviewed me about GT6 ownership.





HAPPY NEW YEAR AND THANK YOU!

It's time again to wish you and all your Vitessees a Happy New Year and to look forward to another year of classic car ownership, with hopefully plenty of days out 'doing more with your Triumph.'

The first line-up of Vitessees to bring in the New Year is straight from the TSSC website, so a big thank you to whoever snapped this wonderful line up of cars sparkling in the spring sunshine to help us dream of those warmer days coming up. On closer inspection, the grass looks recently cut; in fact the tyres seem to be sinking into the grass, so I hope

everyone got their cars home OK without wheelarches getting covered in grass cuttings and mud!

For a bit of a preview of 2025, apart from reports and photos from meets and shows, once the season gets going I have some interesting articles lined up on various subjects such as a Ford T9 gearbox conversion, How many left?, a 3-litre Vitesse and a wedding number in the spring. Hopefully there will be a steady stream of technical snippets thrown in, including some contributions from Vitesse owners. Even if you have just a few photos to

share, I am happy to put some words together to create an article – often a snippet fills a gap and can reach the Courier pages quicker than a *War and Peace* marathon.

And thanks to all who have got in touch via the info@vitesse.co.uk e-mail address. Overall, the subject matter has been very diverse, but the main recurring themes last year were on buying, steering, overdrives and various upgrades.

I have much enjoyed my first year at the helm of the good ship Vitesse. Although a bit apprehensive at the start of the year, getting involved with the local South Warwickshire area and meeting lots of folk on the TSSC stand at Stoneleigh last February and the day before at Gaydon has really helped me grow into the role. So a big thank you to all who have helped to smooth the journey.



VITESSE QUEST FOR 2025 – LOW AND HIGH MILEAGE CARS

Now for something on which I would love to receive some feedback from members in the coming months. During 2024 I came across several low mileage Vitesse 6 cars, in reverse order they are:

**1965
Conifer Green
Saloon - 20,795 miles
British Motor Museum, Gaydon**

This is a sunroof model in original condition with the slotted chrome wheel embellishers and is still shod with what must be the original 5.60-13 Goodyear Custom G8 crossply tyres.



**1962
White/Black Duotone saloon
19,373 miles**

Owned since 1996 by Nick Taylor of Worksop

An early single dial car dating from October 1962, Nick purchased this from the estate of the first owner with only 14,000 miles on the clock. It came with a lot of history including PDI sheets and early service records, with the last dealer service in 1978. It was taken off the road and stored in a garage until the owner passed away in 1996. It was still fitted with the original crossply tyres when Nick bought it, and is all original inside including the mottled carpets, plus a factory fitted overdrive although no badge on the rear for some reason. Nick used it as a daily drive for eight years when classic cars got tax free status, he then stripped and restored it to near concours standard for his daughter's wedding last year.



**1963 Gunmetal coupé LHD
only 6912 km (4295 miles)**

TSSC HQ, Lubenham

A one-off special order for a wealthy French chateau owner, this car must have led a charmed life doing short local trips from the chateau. The low mileage can be explained as it is believed that the wipers stopped working possibly in the mid-1970s, following which it is likely that it was put at the back of the chateau's old coach house and left to gather dust. Maybe the local 'mécanicien automobile' could not source the parts from England, who knows? More to follow in a future Courier article on this unique motor car, which dare I say is even rarer than a Vitesse estate...



So, I hope you have worked out the quest now which is to send in details of low and high mileage cars for each of the Vitesse 6, 2-litre and Mk2 models. Of course, there will be many cars out there for which the mileage cannot be substantiated, but I leave it to individuals to determine whether they have sufficient records to back up their car's total mileage such as MoT certificates and service records. Rest assured, the TSSC auditors won't be knocking on your door!

TRIUMPH & MG SPARES DAY

This event is being held on Sunday 9th February. The first major event of the year, it marks time to go searching again for that elusive part and meet up with fellow members at the TSSC stand. I am always staggered by how many manage to drive

their classics to this meet in early February, often quite long distances. It will be different if there is snow and salt on the roads in the days running up, but fingers crossed there will be another excellent turnout to help sustain this popular event.

2015 INDEX

And finally, here is the 2015 Index, compliments again to Des Sowerby....

January **Mk2 Cylinder Head Change**
Detailed description of removing cylinder head

August **Couldn't Give a Hoot**
Troubleshooting horn problems.

February **Where Are They Now?**
What happened to the Press cars?

September **Triumphfest UK & Seats**
Account of Triumphfest.
Alternative seats for a Vitesse.

March **It's Electric!**
Description, development and maintenance of electrical system.

October **60s Retro Boy Racers**
SAH tuning modifications. Different wipers and steering locks on 1971 Vitesse.

April **A Mixed Bag**
Two Press cars found. Spin-On oil filter. Production numbers.

November **Restoration of KPR 779G**
Story of a restoration.

May **Soft Top – No Heater 1**
Account of a trip to Portugal – Part 1.

December **Good Memories**
Readers memories of their cars.
Some 1970 Vitudes had wider wipers.

June **Soft Top – No Heater 2**
Trip to Portugal – Part 2.

Stay safe and keep firing on all six,

Dave T

ROLLING ON – HERALD WHEELS AND TYRES

PART 1

Happy New Year! I hope you all caught Andy Cook's timely coverage of tyre specifications in the GT6 column in December's magazine. Certainly one of the most important fitments to any car is to have safe and effective tyres, and this becomes particularly important in winter. However, equally critical is having the right size tyre and wheel combination, and keeping them in good condition is vital. Significantly this includes having the tyres properly fitted and then the assembly dynamically balanced; the latter is more difficult than you might imagine – these days many tyre fitters are rather in a rush and may not fully true up the tyre on the rim, preferring just to add further weights to balance out a rushed fitting process. With carefully fitted tyres, my 948 wheel refurbishment was completed with very careful centralisation of the tyres, thus it only needed relatively small weights mounted on the centreline of the inside of the wheels.



My refurbished wheels with Pirelli Cinturato tyres from the classic range by Longstone Tyres.

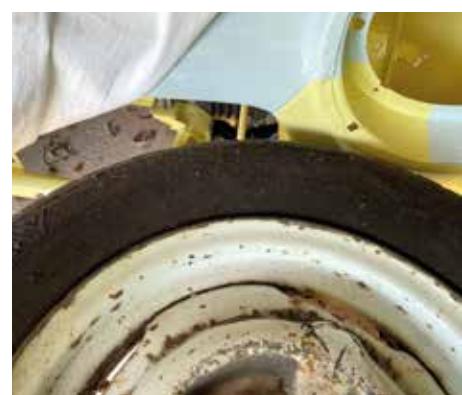
The first edition of the 948 workshop manual provided the key details for our early Heralds. This included special tools required for tyre removal and fitment; the latter included a tyre tourniquet to ensure correct bead seating and tyre centralisation. It is vital to note that from new the Triumph Herald continued with the Standard 10 format of the Dunlop system of a disc wheel where the fitment to the wheel centre was sealed so that tubeless tyres could be used, but there was no captive bead edge on the wheel, thus keeping this part of the rim in good condition when changing tyres is essential. Intriguingly in one of my other areas of activity, that of cycle maintenance, there has been a lot of discussion over the past two years as to the use of tubeless tyres with internal sealant on a lot of bicycles. There are some with a bead engagement edge, but this is more expensive, particularly on carbon wheels, so many have no beading. The risk is that at higher pressures and under significant load, the tyre could unseat. I think I got close to this in my Vitesse 6 in an Autotest once!

COLOUR WHEEL FOR WHEEL COLOUR – SILVER OR WHITE?

The pictures of my refurbished wheels (left) may have surprised you. Wheel colour is an aspect that is much debated, but is of great interest to me for my personal car that my father had new from June 1960, thus I will add here to years of argument. Many people have argued that the earliest Heralds had silver wheels and only later changed to white, yet my father's car was delivered with white wheels; furthermore, they were Sebring White as per the two-tone colour being Sebring White and Pale Yellow. The key point is that when Triumph later changed to white wheels, they used Spa White for all cars. I do not think that my father made it as a special order; indeed, I had forgotten that in the complete *Guide to the Triumph Herald and Vitesse* (to which

I have referred in writing this article), Mike Costigan indicated that very early 948s were occasionally fitted with wheels painted in the predominant body colour. This was done on all the late 1950s two-tone Standard 10s and Pennants, but according to Mike by June 1959 the factory had standardised the use of silver grey on the Herald. Mike also indicates that during the 1960s, very occasionally a Herald or Vitesse would come out of the factory with black wheels.

Personally, I like the way the wheels register better with one of the colours of the car so have stuck my neck out and had my wheels refurbished in Sebring White. When I unearthed the wheels from my store I could tell which had come for my father's 948 as not only was the hue of the white different from the 1200 wheels I had tucked away, but there was a Letraset number discreetly applied to each wheel with a touch of Joy lacquer over the top; my father had done this to aid his wheel rotation system for normalising wear!



SPECIFICATIONS

The following are key specifications for our wheels and tyres. By way of a reminder, from introduction the tyres would have been crossply rather than radial. The 948 Workshop Manuals stated: 'The vehicle is fitted with 5.2in x 13in tubeless tyres on pressed steel wheels. Recommended tyre pressures are as follows:'

Coupé**FRONT** - 19 lb. per sq. in (1.35 kg/sq. cm)**REAR** - 24 lb. per sq. in (1.7 kg/sq. cm)**Saloon****FRONT** - 19 lb. per sq. in (1.35 kg/sq. cm)**REAR** (2up) - 24 lb. per sq. in (1.7 kg/sq. cm)**REAR** (4up) - 28 lb. per sq. in (19.7 kg/sq. cm)

Compared to modern motoring, the pressures do seem very low, particularly for the front; however, no changes were made to this segment in the supplement introduced with the 1200. Period road test reports confirmed these pressures, many also indicating Dunlop Gold Seal tyres being the standard fitment. Essentially throughout production of both the Herald and Vitesse, a

standard pattern of pressed steel disc wheel was used with minor changes to suit the use and power of the vehicle fitment. I will move on to wire wheels in a separate article next month, but in essence these were not listed in the Herald Parts Manuals but could be taken as an option from the Spitfire range.

ORIGINAL PART NUMBERS**Herald 948 Disc Type wheels 3.5D –**

Wide slot

Road Wheel (Saloon and Coupe) 302341**Alternative** 303804**Wheel nuts** 110890**Nave Plate (Hub Cap)** 122806

It is unclear if there was any difference in the 'alternative' wheel, but intriguingly Rimmers and other more recent suppliers of spares tended to use the part number 303804 to reference early wheels. It is possible that 302341 was for the Standard 10 in carry over for the introduction of the Herald and that 303804 had very minor differences or came from a different factory. Nevertheless, the first version featured four wide slots around the circumference of the central disc plate. These slots measured 4 1/2in long and 3/8in wide. The rim width (inside bead edge to bead edge) was 3.5in, at the time given the specification as a 3.5D rim.

ALONG CAME THE HERALD 1200



My Herald 1200 (before conversion to the Brabham replica).

The wide slot wheels were continued as the fitment for the 1200 from introduction until November 1964. At that point there was a change in the design to one with a slot of the same length, but with the width reduced to 1/8in. The change occurred from chassis number GA1644781. Thus, the early Herald 1200 Parts Manual lists the same items as for the 948, however it does include the following:

Road wheel Heavy Duty 304259

These heavy duty wheels were fitted as standard to the Estate and Courier, along with tyres of 5.6in x 13in, but obviously could be ordered for other cars as required. They were clearly stamped with 'H' and 'D' either side of one of the wheel stud holes. I am reasonably certain that they were of a slightly thicker gauge steel, but have not proved this. The same wheels were also

fitted to the early Vitesse 6, but in July 1962 the Vitesse made the change to 4 1/2in wheels with the 1/8in narrow slot. Although they got the tyre size correct for the Estate, many of the period Road Tests made the error of thinking the wheels were still 3 1/2D width, whereas the Heavy Duty wheels were actually 4 1/2in, now with the industry standard J designation for width. Indeed Mike Costigan states that the Herald Heavy Duty wheels were

3 1/2D, but I am certain that the fitment of the 5.6in x 13in tyres would have looked too wide on a 3 1/2in rim. Please come back to me if you have measured either the thickness or width of early Heavy Duty wheels. Certainly the cross range Workshop Manual for Herald, Spitfire and Vitesse 6 first published in July 1962 indicates that the wheels for Estate and the Vitesse were 4 1/2J. Note also that the recommended front tyre pressure has increased slightly to 21psi.

Also in the Herald 1200 Parts Manual the following are listed for special order:

Nave Plate Triumph Medallion	113256
Securing Bolt	128348
Lock Washer	WL0208

These were the Triumph 'world' symbol as used on the Triumph 2000. Some people have chosen to add these as it is a simple matter of drilling the centre of the nave plate, but only achievable if you have managed to obtain the medallions, which used to be quite rare but have now been reproduced.

MODEL		HERALD 1200, 1250, 1360 Convertible/ Coupé/Saloon	HERALD 1200, 1360 Estate Car	VITESSE Convertible/ Saloon	COURIER VAN	SPITFIRE	
WHEEL RIM		3J	4J	4J	4J	3J DISC or 4J WIRE WHEEL	
TYRE SIZE		5.20 x 13 in.	5.60 x 13 in.	5.60 x 13 in.	5.60 x 13 in.	5.20S x 13 in. or 145SR x 13 in. CROSS-PLY RADIAL-PLY	
P R E S S U R E S	Front	lb/in. ² kg/cm. ²	lb/in. ² kg/cm. ²	lb/in. ² kg/cm. ²	lb/in. ² kg/cm. ²	lb/in. ² kg/cm. ²	lb/in. ² kg/cm. ²
	Rear	21 1.48	21 1.48	22 1.55	15 1.06	18 1.26	21 1.48
P R E S U R E S	Front	24 1.7	25 1.75	24 1.7	25 1.76	24 1.7	26 1.83
	Rear	21 1.48	21 1.48	22 1.55	— —	— —	— —
P R E S U R E S	Front	28 1.97	30 2.1	26 1.83	— —	— —	— —
	Rear	— —	— —	— —	— —	— —	— —
COURIER VAN PRESSURES		SEMI LAIDEN				FULLY LAIDEN (4 Ply Tyres)	
		FRONT	REAR	FRONT	REAR	FRONT	REAR
		lb/in. ² kg/cm. ²	lb/in. ² kg/cm. ²	lb/in. ² kg/cm. ²	lb/in. ² kg/cm. ²	lb/in. ² kg/cm. ²	lb/in. ² kg/cm. ²
		15 1.06	25 1.76	15 1.06	32 2.25	15 1.06	36 2.53

NOTE: All Models. The maintenance of the pressure differential between front and rear tyres is essential for correct steering behaviour

Workshop Manual for Herald, Spitfire and Vitesse –
Wheel and Tyre specifications.

AND NOW TO COMPLETE THE SET - THE 12/50

Sometimes referred to as the GT version of the Herald 1200, when introduced in March 1963 the wide slot 3½D rims from the rest of the 1200 range were used. However, this is where Spa White was used as the wheel colour to go with the smartening up of this upmarket version. With possible confusion in the factory between 1964 and 1965, other models were fitted with white wheels, as you will have noted in the picture of my 1200, which was registered on 4th June 1964 and had white wheels from new.

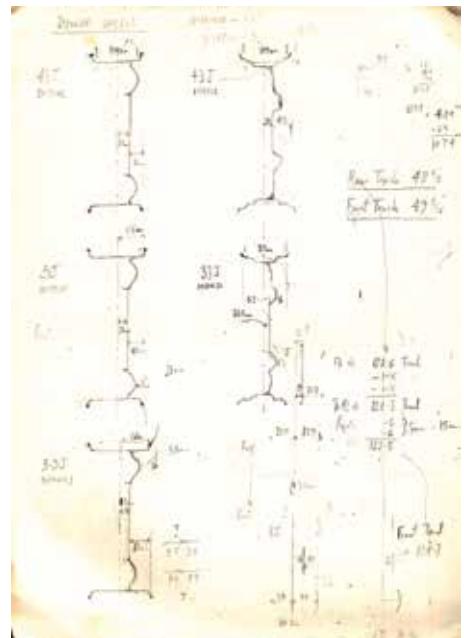
So far I have not mentioned wheel trims, held in place by the edge of the nave plate. Many people believe these were introduced with the 12/50, but that is incorrect. A trim with 12 rectangular slots was fitted to the Vitesse 6, although a trim was not officially added to the Herald until the arrival of the 13/60, where a trim with 35 round holes and an oval for the valve were fitted. Obviously either of these can be added to a Herald, but do fit better

on a 4½J rim as that is what they were designed for.

A MODERN TOUCH

To finish off the subject of steel disc wheels, I just need to point out that if you want to keep your car with the correct period look but are struggling to find wheels in good condition, it is possible to get a replicated wheel from a number of the spares suppliers. The rim has been recreated to be as close as possible to the original Triumph one. The centre has also been given four concentric slots, but the pressing is simplified and rather than being part of the pressing, nave plate retention is by three small, shaped studs mounted on the disc of the wheel. The only downside is that it is only in a 5½J size, and whilst that does allow use of wider low profile tyres, it will look modernised. More on that subject in a couple of months when covering alloy wheels.

That is it for this New Year edition, back next month on the challenging aspects of fitting wire wheels to a Herald.



My Reference Notes from the mid-1990s comparing the Triumph wheel sizes and the offsets.

Adam

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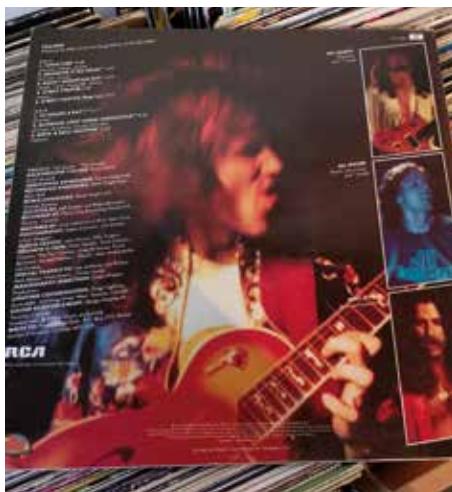


Spitfire 4 | Mk2 | Mk3

MUSICAL TRIUMPHS

Sitting in front of a blank screen at this time of year can be a bit of a struggle. I currently have Christmas preparations in the back of my mind and a long list of things I still need to do, whilst most of you will be reading this after all the festivities are over and you're looking forward to the cold, wet winter to be over so that those cars can come out to play again. So to start filling that blank page, I had one of my periodic rummages through items I had previously tucked away.

First up, I had an email a while back from regular correspondent Keith Lister who sent me the picture below and said: 'I saw this record at The Depot, Weedon today while we were out with Tracy and Nigel Hawes and thought you might like it. I hadn't heard of the band.' (Funnily enough we were at the Weedon Depot in 2023 – we visited when stopped at Weedon while we were on our narrowboat.)

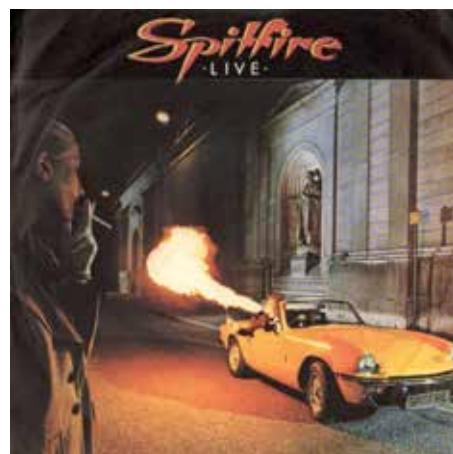


I was able to let Keith know that I had actually heard of them, and had mentioned them in my December 2005 article – although I wouldn't expect anyone else to remember that. This usually useless memory thought I could remember some others like this, but searching for the word 'Triumph' or 'Spitfire' in a folder of over 20 years' worth of articles isn't a great deal of help. However, I did manage to find that one, and a couple more.

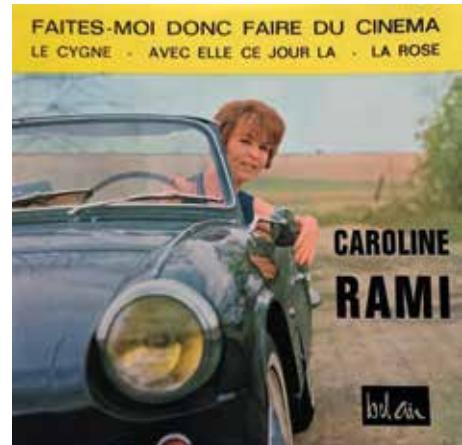
From December 2005 I discovered a cassette called Just a Game by – you guessed it – Triumph, produced by Mike Levine and Triumph for Attic Records in 1979. So, now for the even more difficult questions – does anyone know Mike? And whatever happened to this Triumph?"



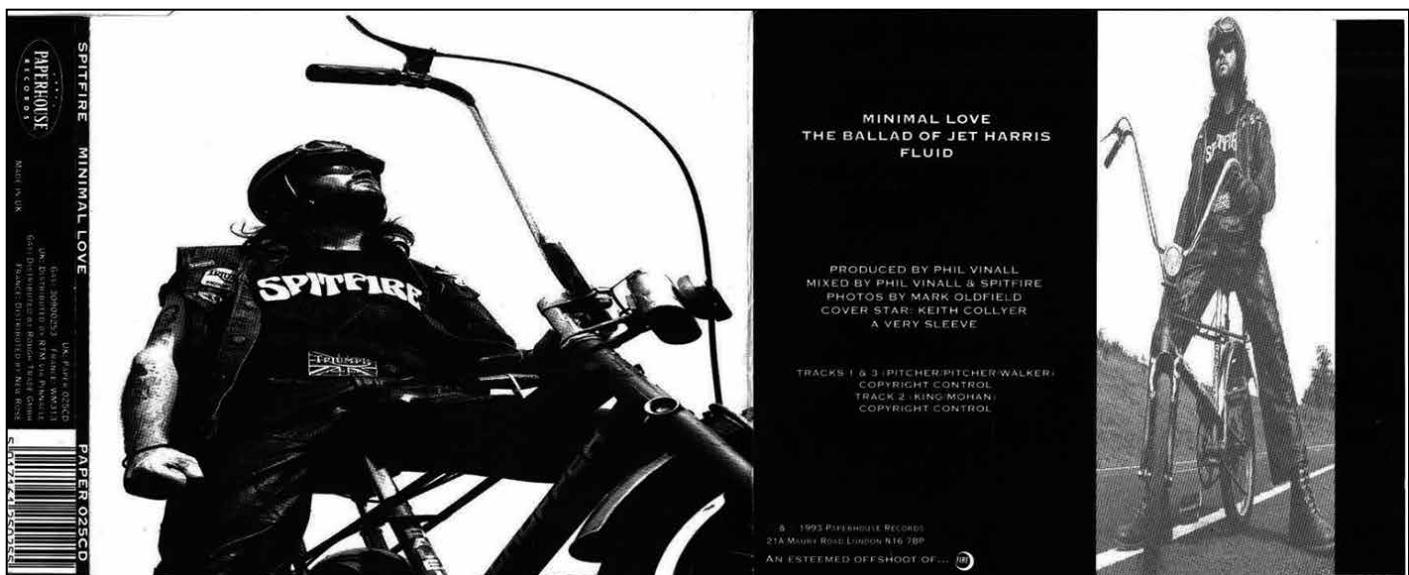
From March 2011 I found this 7in picture sleeve record sent to me by Chris Apostolides, found when he was going through his old singles.



From November 2019, this one was sent by Vivien Thompson, previously a member of CoM together with her husband Victor, then living in France. She wrote: 'Thought this may be of interest. We came across this record at a toy/scale mode fair at La Couronne near Angouleme in France. The cover shows an early Spitfire. The stallholder told us he believed the record was circa 1963 and his mother had owned a Spitfire like this. The music is of indeterminate quality, however I think it's a lovely period thing and well worth 3 Euros.'



And stretching the theme a little, an email I received in September 2006 from Rob Frith said: 'I know you like this kind of trivia. I found this CD single [pictured overleaf] at a boot fair, and had to buy it. As well as the Spitfire T-shirt, if you look closely at the biker's belt buckle, you will find that it's a Triumph logo (unfortunately the bike version), but purely coincidence? The music's a bit ropey, but for 25p it's no great loss! Out of curiosity I Googled it, and it seems you can buy a copy on eBay for £22.05! The band was Spitfire, and they issued a couple of albums and some singles in the 1990s.'



SO CAN ANYONE ADD TO THIS **ROLL CALL** OF **MUSICALITY**?

By the way, if you'd noticed the lack of other people's actual Triumph Spitfires in these pages this month, this is a reminder that if anyone had thought about putting pen to paper – or these days fingers to keyboard – about some aspect of their Triumph ownership, these long winter nights could be the perfect time to do so and give me or

one of our other Register Secretaries a nice wee gift.

On another subject entirely, if you want a project for the winter months and your car needs to be treated to a new set of tyres, I have some further suggestions for recycling the old ones pictured here.



AND **FINALLY**

After a lot of soul searching and being aware that I have a very large dental bill coming up, I have decided that I need to sell Sybil, our 1962 Spitfire 4.

She is no show queen, but a sound car, restored about 15 years ago. She is one of the most recognised round tail Spitfires – most adverts featuring a

powder blue Mk1 are of her as photos are held in various photo libraries. If you are interested in becoming her next custodian, please contact me.

Suzie





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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

Happy New Year, and welcome to 2025, a year that will, I hope, be full of action, events, fun and excitement for you and your car within the TSSC. As always, we will be here to ensure you can fulfil all your motoring dreams this year with the peace of mind that comes from knowing that your car is covered should the unthinkable occur.

This year, we will continue our pledge to work closely with the Club, consider all your feedback, requirements and requests, and ensure that we offer an insurance scheme tailored to your needs.

Many of you take your vehicles off the road during winter, often for vital maintenance or upgrades before the new season begins. I hope you managed to steal yourself away from all the festive fun to complete some of those jobs!

Winter is also a good time to re-evaluate your car's valuation, especially with the ever-fluctuating market for classic car prices we are seeing recently. Triumph Sports Six Club Insurance works directly with the Club's valuation service to obtain the agreed value at which you can insure your car. A TSSC Agreed Value valuation represents a figure that you should insure the replacement of a car for. It is the value that you might have to pay to get a car of comparable status in all the areas you currently have today if you had to replace it. It does not simply represent the market value of your car if you were to sell it, but the cost of buying another just like it if you were forced to

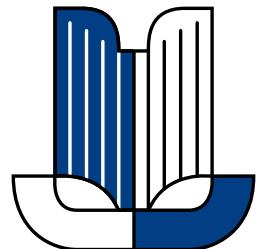
try and replace it – a major difference between our offering and non-specialist cover. You can find the exact process for obtaining this valuation printed elsewhere in The Courier or online at: <https://www.tssc.org.uk/tssc/valuations.asp>.

Amazingly, many fewer of you use the Club's valuation service than actually insure their cars with us. So make sure that you are taking advantage of this great member's benefit to make sure you are not under-valuing your Triumph!

If you are starting to plan your events for the year ahead, remember that most mainstream insurers might not cover you for displaying on show fields or taking part in convoys. Non-specialist insurance often classifies these car shows or road runs as 'rallies,' and they simply don't understand the difference. We do, and we know that these activities are core to the enjoyment of your car, so we urge you to check the small print and get specialist insurance through your Club to ensure you are protected from nasty surprises.

In a year that will see the Le Mans Classic take place, plus the copious adverts in the club magazine and wider car press for tours and trips into Europe this summer, you'll be pleased to know that through the Club scheme, you are also covered for those. We offer a 30-day fully comprehensive cover in Europe, including breakdown cover. This will not only insure you for the duration of your trip but, if you have an issue, will relay you to a suitable repairer abroad or, in the worst cases, repatriate your vehicle safely back to the UK and offer you alternative transport for your onward journey. Therefore, going abroad in your classic doesn't have to be stressful with your Club insurance scheme.

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



TRIUMPH SPORTS SIX CLUB INSURANCE

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

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

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HOW MAY I HELP YOU?

Happy New Year to one and all – I hope you all had a great Christmas, and that your Equipe had plenty of pressie which you can fit up before the show season starts.

A quick update on the Bond printed cushion I mentioned in my last article (pictured right). I was wondering whose car it was, then a recent email gave me the answer. I now know that the car used was AOJ 339B belonging to Phil Brow, who wrote: 'The Bond on the cushion is our car, identified by the wheels, mirrors, and my wipers park to the nearside. I thought you might be interested in this.'

Now, I thought I would start the New Year with a question – what can I do for you? Well, first I can answer many questions which are Bond or small chassis Triumph car related. There are not many jobs I have not done to or with the cars over the years as I have been involved with Triumph Heralds and then Bonds since I was about 10 years old.



Secondly I have a lot of spares for Equipes, mainly body panels and mechanical items. I have kept various bits, wings, bonnets etc in case they are of help to fellow owners, and this has helped a number of owners who have had an accident or are just restoring a car. Ideally I need to reduce the amount I have further.



I also have lists of parts sources for the various models which have been put together with the help of other enthusiasts over the years. If you would like a copy of these, please let me know and I am happy to forward a copy to you.

I hold and maintain a register of Equipes which goes back to the late 1980s, and I am always keen to hear of 'new' cars that are not on the register. I especially like to find whole cars rather than a photo of one which has departed this world, but both are of interest to fill the register out more completely. It currently holds full or part records of over 800 cars out of the approximately 4380 which were originally made, so not a bad proportion, although of course many of them no longer exist except in someone's memory. In that regard, there is a bit of 'news' which I

COURIER NO	JAGUAR NO	CHASSIS	DATE TESTED
2366	B1C 7895440	CARRY	10-2-66
2367	" 78748 "	ECTUS	"
2368	" 78780 "	WHITE	"
2369	" 78797 "	"	"
2370	" 78801 "	"	"
2371	" 78795 "	"	"
2372	" 78784 "	"	"

will come back to later in this article.

I have an extensive archive of Bond related documents, including copies of Bond factory records and the Production Committee Minutes – extracts from these minutes can be found in old Couriers, and rather than reproduce these again, I would direct you to the back copies of the Courier which are available online. You need to look at those between April 2000 and June 2005. If there is specific information you are

looking for, please let me know. In truth I have not been through everything I have – I find keeping up with work and keeping the cars on the road leave little time for research. One day I promise myself I will get everything out and go through it.

I have a copy of the Bond Road Factory Road Test records. This handwritten

document lists each car between Serial Number 05 101 and S8 3121, so covers the 2+2, 1200 and a few 1300 4s models. The information includes the Engine Number, Serial Number and the date on which it was road tested at the factory. If you would like a copy of the extract relating to your car, please contact me – but not all at once, please!

I do also have new spare parts for the cars, which I have sourced or have had reproduced, including chassis plates, bonnet scoops for the 4s and 2 litre cars, 2 litre seat diaphragms, bumpers and a few badges. In the last few years we have held a Bond Equipe Weekend, which has been a very pleasant experience and great to get a few cars out and about. I would like to see this grow a bit involving more owners. I set up the Bond Equipe Group on Facebook as a way of bringing more owners together and hopefully help spread the word about Equipes – it is growing slowly, with 145 members currently.



Now moving on, on the Bond Owners Club Facebook page, a sad looking 2+2 has been featured. This is a 'new' car to the Register, and interestingly and/or oddly it is F registered and DVLA shows it as being first registered on 4th October 1967. I know nothing about the car, but suspect maybe that it had been taken abroad and

received this registration when returning to the UK – this was not an uncommon occurrence at the time.

The Facebook page it was originally listed on (Vergessene Auto-Oldies & Raritäten/Rotten Cars) appears to be German, and many of the cars in the photos certainly could also be European,

so I suspect the car is resting abroad somewhere. It does look quite complete, but will be quite a challenge to restore. Hopefully there is someone out there mad enough to take it on – I hereby set you the challenge!

Guy



INTERNATIONAL NEWS



AN ISLAND IN THE SUN

We're mindful as we pull this report together early in December 2024 that it is our final 'normal' article since picking up the International Liaison role in 2020. It's been a tremendous role to hold and we are grateful to the TSSC for allowing us a special report next month to look back at some of the things we've reported on, to say goodbye and to reveal our successor. But this month we have a super report of a visit to Malta by TSSC stalwarts Nigel and Di Hill, written by



Di and introduced by our industrious Malta contact John Pullicino, who set up a special meet up to mark the occasion.

Said John: Towards the end of last summer, I was contacted by Nigel and Diane Hill who informed me that they would be visiting Malta. I took this on board as an official visit from TSSC and worked for the best turnout possible, inviting all members to welcome them. The event snowballed, with a few members from Old Motors Club wanting to participate, thanks to the efforts of Dennis Agius. With all plans laid out and promising weather, unfortunately Elizabeth and myself could not lead this great Triumph event due to unforeseen pressing family matters. So the event is best left to Nigel and Diane to describe, but we gather it was thoroughly enjoyed by all.

So over to you, Diane.

Nigel and myself hail from Nottingham. Last November we enjoyed a wonderful

visit to see the beautiful island of Malta. We had visited before during our honeymoon as we got married last May and we both love Malta, but this was the most amazing journey we had.

I contacted John Pullicino, the local International liaison contact for Malta, ahead of the visit and John organised a local Triumph event to welcome us on the 16th November. We met in Attard, a central village on the main island of Malta, and were greeted by a wonderful group of owners and their Triumphs. The cars were all very shiny in the Maltese sunshine, outstanding cars and a credit to their owners who enjoy and have the pleasure of driving these cars with passion on road trips.

Unfortunately John couldn't make the run to lead the visit as usual because unfortunately his son was taken ill at the time of our visit, but he kept in touch throughout the event and managed to pay a visit with his lovely wife Elizabeth. On this



occasion Aldo Pace took the lead for the road trip, along with his sister Graziella and Scottie the Westie dog. Our rides were in a beautiful Triumph 2000 Mk1, assembled in Malta and driven by Dennis Agius who also brought along another two Triumphs, all restored by himself.

To wave us off on our adventure, a group photo was a must for us all. We had a gentle run in the sunshine up to Dingli cliff tops. On our route to Dingli, we passed through Rabat and by the old capital walled city of Mdina. We later visited the city ourselves after the group visit.

We had a great guide in Aldo to lead us around the winding streets of Malta – he is also involved in the Malta classic car scene organising various events around the islands. Richard and Margot joined in their Triumph Spitfire 1500 which I think most of our UK friends would be very envious of as it looks like it has just come off the production line. The interior of this car was absolutely stunning in my opinion, but who am I to say?

The Maltese islands are breath-taking, and

the inhabitants a friendly bunch of amazing people. Both Nigel and myself are truly honoured to have been made so welcome and to have had the pleasure of doing a run out with Triumph owners who share the same passion with us. To round off our day in the sunshine, we had lunch at Malta's finest brewery experience, the Farsons Brewery, although we are saving their tour for a future visit.

Unfortunately we couldn't make the following Sunday trip to Gozo, but we know from pictures and chatting that there were about 120 classic cars on this small island and if you look on Malta's Facebook page you can see the beautiful photos – it looked like they had a wonderful day.

From the bottom of our hearts we want to say a huge 'Thank you' to all in the Malta classic car scene for making us feel so welcome to their beautiful island. We will surely be back again to see you all and have now made friends on Facebook. A special thanks also to John Pullicino for organising this event and for being the TSSC



INTERNATIONAL NEWS



representative for Malta, and to Aldo for the planned route and also to Dennis for our ride of the day.

Thank you to John, to Nigel and Di, to Dennis Agius, to Aldo Pace and to all who made such efforts to ensure that the day was a

success, to write and to share such lovely photos of some of the super Triumphs to be found in Malta. Please keep sending reports on you and your Triumphs to the usual email address – international-liaison@tssc.org.uk – members around the world really enjoy hearing from you and we promise that

nothing will be lost as the email account will be passed on to our very worthy successor, whose name we will reveal next month and who will be keen to have material for the March Courier and beyond.

Jezz and John



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www.mgandtriumphsparesday.co.uk

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*all advance bookings are subject to a booking fee



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

The booking form is available from www.tssc.org.uk under the events tab.

Derwent Valley's 35th Peak Run Weekend 19th to 23rd June 2025

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 34th 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 or by emailing Bryan: derwentvalleytssc@outlook.com

SPECIALS

Trevor Collett



A RARE BIG CAT

I do like a book. Looking behind me as I type, a quick count along my bookshelves comes to around 250. They are all non-fiction, and two subjects make up the majority – British natural history (my other hobby and one which pre-dates my interest in cars) and cars. A subset of the subject of cars is books on kit cars and specials. Interest in kit cars and motoring specials is a niche within the broad interest in general cars, so there are not that many books published on this sub-set. I can't be certain I have every single one, but it's probably close.

One book that I refer to quite regularly is A-Z of Kit Cars, sub-titled: 'The definitive encyclopaedia of the UK's kit car industry since 1949.' It was published in 2012 and the author is Steve Hole. On page 146 of this tome there is a photo of a blue car, with its registration number redacted. It is labelled as a Leopard Craft. This is what Steve wrote about the car: 'Nice Brooklands-type, thirties-inspired Bugatti-meets-Alfa-esque boat-tail, created by Reg Croysdill of Salisbury, a friend of

Mike Hawthorn in the late '50s. Based on Triumph Herald mechanicals with the company located in the wonderfully named Cheese House. A superb piece of kit that deserved to sell in much larger numbers, but ultimately was probably a little bit too

expensive to produce. Leopard Craft 1991. Approx 4 made.'

When I read this in 2012, I'd never heard of a Herald-based car call Leopard Craft. I added the name to a list of cars that I needed to find out more about. Roll forward to 2024. In a conversation with Roy DeBoise, a new friend I'd made after randomly coming across him and his Lomax kit car in the car park of Ryka's Café



at the bottom of Box Hill, it turned out that he knew the owner of the very blue Leopard Craft car in A-Z of Kit Cars. It turns out the car's current owner lives not very far from me. You can imagine it didn't take me long to contact said current owner, with a view to finding out more about the car and a further view of writing it up for this magazine.

For one reason or another, that hasn't happened yet, but it's in progress. Meanwhile, my research for my first article of 2025, which involved a trawl around the internet, came up with a reference to the sister car of the blue car, which is currently being advertised for sale. So I will now show you the sister car, which was made after the blue one.

The car, which is red, is advertised on eBay and on carandclassic.com (and possibly elsewhere) by a dealer based in Lytham St. Annes. I paraphrase the seller's description, which my research has discovered has been largely taken from an article on the car from August 2018 in Classic Sports Car magazine (which was, I'm pretty sure, a different publication to Classic & Sports Car that is still going today):

1930s Brooklands Special Evocation

Stunning recreation of a pre-war racing car, one of only three built. Its design was influenced by the Alfa Romeo 6C 1750 GS Testa Fissa, which are incredibly rare and sell for millions.

The 'Croysdill Special' takes its name from the gentleman who built it, William Reginald Croysdill, who led an amazing life, including racing at Brooklands pre-war in his self-built special and serving in Bomber Command, first as a navigator on Lancasters and then with 96 Squadron as a radio operator on Mosquitos.

After VE Day, 'Reggie' turned to motor sport, because nothing else provided the adrenalin he had experienced during the war years. In 1951, at the Goodwood Members' Meeting, Croysdill, in a Lamgia (an MG-engined Lancia chassis with a Rochdale body) came an impressive third behind the winner Mike Hawthorn at the wheel of a Riley.

Being a skilled engineer, he set up and ran a successful boat building business on the south coast and in the 1990s he decided to build himself something



along the lines of the cars he used to race, with bespoke bodywork and using contemporary, well proven and reliable underpinnings from the British motor industry.

In 1995, aged 74, Reggie retired to Toulouse, driving to his new home in his classic racing car. Accompanying him in another Croysdill Special was his friend, who was delivering it to Reggie's wife Vera, as she was already settled over there.

In 2000, Guy Greenway, Reggie's godson, brought the car back to Britain. In 2010 he carried out a full re-commission of the car.

Now over thirty years old, it presents in a suitably faded/aged condition and could easily pass for more vintage origins. Understandably, it is prodigiously fast, with its powerful 2-litre straight-six engine.

To be clear, as far as is known this car contains no genuine Alfa Romeo components, as in common with the builder's earlier production prototype, modern running gear was utilised, in this instance from a Triumph Vitesse donor.

A one-off opportunity to acquire a historic racing car with fascinating provenance at a sensible price. If you like flying, this is as close as you're likely to get with a driving licence!

Back to me... There's some interesting history there (if you Google Croysdill Special you can find the full Classic Sports Car article), but very little about the car's mechanics. In the photos of the car in the

ads the number plate is redacted, but it doesn't take much surfing to discover that it is POL 439G (there are some videos of the car on YouTube as part of the current sale, where the registration is plain to see). Checking the number on DVLA and DVSA shows the car is still described as a Triumph Vitesse, it is taxed and it passed an MoT in November 2022.

The recorded mileage at that last MoT was 39,952. The earliest MoT for the car recorded on the DVSA site is May 2009 (when the list of failure points was extensive) and the recorded mileage then was... 39,952. The asking price for the car is £18,995.



As I said, in the not too distant future I will show you the only other existing Leopard Craft/Croysdill Special car. I plan to explain more of the mechanics and construction details of that car.

Trevor

SOCIAL MEDIA



heraldspecial



trevor.collett.7140



THIS MONTH'S REPORTS FROM THE TSSC AREAS

Triumph Sports Six Area Liaison Officers: Paul & Christina Girling

Email: tsscareas@gmail.com Tel: 07584 000442

Happy New Year to you all!

It looks like the TSSC is going to have another busy year. As well as the national events like the MG & Triumph Spares Day, NEC shows, Le Mans Classic, Silverstone etc, we also have a good selection of TSSC area-organised weekends. These include the Isle of Wight Weekend, the Dales and Peak Runs. September is looking busy with the All Triumph Day at Shuttleworth, the 5th Tour of Devon as well as a few others still to be confirmed. Make sure you

keep checking out the events page on the TSSC website for events as they get announced.

All of these are a great excuse to get away for a break with your Triumph. Make sure you do more with your Triumph in 2025!

Paul & Christina



ANDOVER

We had a full house at the Clatford Arms for our lunch meeting in November, being joined by two new local members, Karen and Steve. With us, them and Ed arriving a little later than the others, they had to keep adding extra tables and chairs to the row to fit us all in. A good problem to have. And even better was eventually having eight classics in the car park, and in November too! It was a lovely bright sunny day, but cold, so well done everyone. We all had a good chat and general chin wag – it is nice to get out and see everyone.

Our 2 Litre Equipe was a little wobbly on the way down though because the support return spring for the throttle broke. However, since this was a cable tie around the starter motor which had been there for about 10 years, I should not complain. Jasper suggested doing the same but with a large

Jubilee clip which I will try – as we write this, it is a reminder that it has not been done yet!

Ed gave us a brief update, saying: 'I have the TR6 diff back from Hardy Engineering who refurbished it for me and it feels much tighter. I've fitted it, but I need to do a bit of welding on the back end of the chassis while I've got the car up in the air. Interestingly, Hardy recommended I use EP140 gear oil in the diff which is considerably thicker than the usual EP80/90 which I would have used. It will be interesting to see what difference it makes.'

I mentioned this to Guy and he said that as he's been using the thinner stuff for the last 50 years and it has worked, he's happy to go on with that. Although it will be interesting to hear other people's views – does anyone else use thicker gear oil? And have you noticed any improvement?

Just as we were writing this, we realised that Guy and I will be

away for the first week in January, the week our next meeting is due. Having sent a quick email around our regular attendees for a straw poll, it's been agreed that we will move the meeting to a week later on 15th January. This should give everyone a little longer to get over any post-festivities blues, and to fail quietly at a New Year's Resolution or two, plus give us all something to look forward to mid-month.

NEXT MEETINGS:

15th January at 12.00 –
The Clatford Arms, Goodworth
Clatford, SP11 7RN.
9th February – MG & Triumph
Spares Day, Stoneleigh.

Guy and Suzie



Gorge and across the Somerset Levels to a garden centre for lunch and refreshments. Once Christmas is done, the winter won't be over, but many will start looking with eager anticipation to the next rally season.

Stay safe,

Dave

CAMBRIDGE

The weather for December's meet was mild and it had rained earlier in the day so there should have been less ice and salt on the roads, but we only managed three Triumphs and an MX5 in the car park with most, (me included), opting for a modern. That's absolutely fine – you don't have to come in (or even have) a Triumph to always be welcome with us. And yes, I'm looking at you Samuel – he's on the lookout for a Spitfire, but he's got rather comfortable with his Mk5 Spit aka MX5 that he bought while he looked; it happens to us all.

My own car made too much noise from the crankshaft fan clunking on the radiator that I'd



recently refitted, (obviously poorly,) for me to risk it getting worse and slicing through the cooling cores, so I came in my Audi. Mark didn't come in his lovely Vitesse, but he did fill us in on his visit in it to the club HQ open day on Sunday. Apparently around 200 members enjoyed the hot lunch and the museum tours, plus the chance to chat to other members from across the country. Mark had decided to take his Vitesse on the 140 mile round trip in order to clock up some of the 500 miles he needs to do after changing the head gasket before he re-torques the head bolts. He had the valve seats hardened and it all skinned to a beautiful perfection as part of the work, which sounds like it all went to plan as he reported that it's running like a Swiss watch.

Andy said he was trying to work up the enthusiasm to change the rubbers on his Dolly Sprint suspension for polyurethane equivalents. He's hoping that this will help him make a decision on whether to sell it by growing his love of driving it.

Toby reported that the NC500 trip around the western edge of Scotland has moved by a week, in part because of clashes for others but also because it clashes for him with one of the few car events that his wife likes going to – we all agreed that that was a far more important thing to maintain and not miss.

Mike reported that his car is starting to get ice on it under his car port in the cold weather, not because of something he's changed on the car, or car port for that matter, but because a boiler upgrade to a more efficient condensing one meant less wasted heat to keep his car outside toasty too.

Someone had spotted a TR5 advertised at TRGB for twenty seven grand, which we all thought was a bit of a bargain and some wondered what the back story to it was. More than one of us was working out what moneyboxes at home they could raid to try and buy it.

Much discussion was had about the stresses electric cars are putting on the cabling infrastructure and whether hydrogen might be a solution. Hopefully the losses in current hydrogen extraction processes can be reduced and storage and delivery can be improved so that it stands a better chance of competing with electric. We

touched on Jaguar's new move to quirky top end luxury cars and were generally disappointed with what we've seen so far, but want to see what comes of it. Conversation went on to heat pumps and their efficiency and tuning thanks to one of our member's in-depth technical knowledge.

Next meet is January 6th at the Plough from 8pm, and I'm expecting Farren to bring his Spitfire in for an insurance agreed value valuation, so bring your car too if you need one. A week before that is the iconic New Year's Day meet on the Green at Barrington from Noon on the 1st.

Tom

CHESHIRE

Happy New Year to you all.

It's definitely winter time, as it's either wet and windy, very wet and very windy, or cold. Even snow has been seen. So, for our meeting we had no Triumphs (or Bonds) in the car park. Adrian gets the prize for the oldest car (which also transported me), which has a gearbox that is getting noisier each time I get a lift in it. I must point out that I have not done any maintenance on said gearbox!

Hark the Herald has made a little progress since last month, now only needing the propshaft, exhaust system, gearbox cover and back wheels replacing before a test drive. I discussed the use of the hexagon bar, which facilitated getting the driveshafts back on the diff. Paul advised me of his use of a piece of wood as the jacking implement, but the next day I needed to ask about this piece of wood once again.

Monty seemed happy that his speedo gave the same results as his GPS smartphone speedo. If my memory is correct, he also said he was getting 2000rpm at 70mph, which my abacus suggests means a 2.22:1 diff ratio. We need to check the numbers.

We also touched on the subject of aging tyres, and of cracks in tyres. It seems that tyres develop cracks and/or go 'hard' according to a random algorithm. I have checked and found no cracks on my Triumphs, but their ages are now both in double figures. Adrian has acquired a set of 5J wheels to replace the 5½ J wheels on the GT6, which have been catching on bodywork.

Stoneleigh is on the horizon on

February 9th, 2025. It may be that I have to go and get yet another diff!

Our next meeting is on Thursday 2nd January at the Cock and Pheasant.

Henry

CORNWALL



I would like to wish you all a very Happy New Year, looking forward to catching up with old members and new ones too.

I have produced an event list for Cornwall which I have added to our group io account, added to our events page on the TSSC site and emailed out to those for whom I have an email address.

As I am writing this report in early December, I shall have news of our Christmas Dinner and Dance in the next edition. Here is our news for our November outing, which was just great for me, driving Malc's 2 Litre Vitesse once more. On a good note, my Spitfire's brake servo has been replaced by Rimmers and Malc is on the job fitting it for me.

The run out was kindly organised by John and Jane this month, and took some of us by surprise because there was no mention of a pub lunch, no Sunday roast or favourite tipple by a log fire, this was a picnic run! Well, once over the shock, thankfully many of us did turn up at Porthtowan and we had 10 wonderful cars for our convoy. It was dry but a bit grey and cold on the North Coast and several of us ladies had already decided we would be eating our picnic in the car.



We set off across country to the outskirts of Redruth, through Scorrier Woods, passing through the old mining village of Carharrack, briefly joining the A393 before quickly turning off for Stithians Village, taking a turn off down a very long single (grass in the middle) track lane, thankfully meeting no oncoming traffic. Just at the end of the lane, it opened up to reveal a dual line of very old trees, quite bare of leaves and wood dark from the wet weather, with twisted trunks – an impressive sight to see.

We came out at Longdowns and turned off for Mabe Burnthouse, heading via the outskirts to Pendennis Point at Falmouth. We did make a brief pit stop up on the hill, a great vantage point looking down on to the Docks and Pendennis Ship Yard, and found that young Sam who was driving his newly acquired stunning Spitfire and who has recently joined us on some meet ups, is working there and did an apprenticeship at the ship yard – great to hear. We drove around the point, parking along Castle Drive.

I'm thankful to say that after our relatively short run, the weather had dramatically changed. Well, it was Coast to Coast and it was positively balmy, so no thought now of lunching in the cars. It was glorious, calm, sunny and to top it off after just a few steps down to the beach, we had exclusive use of a cafe's seating area as it was closed – a real bonus, how a day can change!

It was great to see some newer faces joining us again, Grant and Marcia, Mervyn and young Sam. Thank you to John and Jane for pushing us out of our comfort

AREA NEWS

zone. It is always great to get together and centred around our wonderful classics. And thanks Claire for your writing this report, it's been a very busy few months for me, so much appreciated.

WHAT'S NEXT:

January

Thursday 9th – Club Night.

Sunday 26th – Car Run being organised by Geoff and Bev.

February

Thursday 13th – Club Night.

Sunday 16th – Car Run being organised by Tristan and Trudy.

March

Thursday 13th – Club Night.

Sunday 23rd – Car Run being organised by Des and Wendy.

Happy and safe motoring,

Carol

DERWENT VALLEY

It was good to see everyone at the Christmas open day at the club HQ on December 1st.

The New Year's Run is due to be on the 5th of January. This year it is Notts' turn to organise. We will be starting at the usual point, Sainsbury's at Ripley DE5 3QP. We will be meeting at 9.30 for a 10am departure.

The 2025 Peak Run will begin on the 19th of June and finish on the 23rd, with the run itself on Sunday the 22nd. Booking forms will be available on our website or by email from derwentvalleyssc@outlook.com in the New Year.

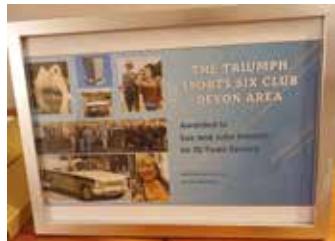
Our first meeting of the new year is going to be at The Sitwell Arms at Horsely Woodhouse (DE7 6BN) on the 5th of January. We will be having our next few monthly meetings at this venue.

Bryan

DEVON

We'd like to wish all our Devon members well for the coming year – 2025 already – where did that come from? Check the WRAPPING of your January Courier for this year's annual membership sticker. Duplicates can be obtained from HQ or from me, but at a small cost.

John and I really were short of words at our AGM in mid-November! We were completely overwhelmed to be presented with this amazing collage of some



of our maybe 'finest' moments put together by Lorraine Adams, together with a range of goodies which we are thoroughly enjoying. Cards from both North Devon Area members and South Devon! Thank you all so much. Not only that, but a video message from Chris Gunby – and John has taken note of the final part of his message: pregnancy or death!

The Star was packed with members and we even had two Triumphs in the car park, Rob Lingard's recently acquired Vitesse and Steve Woollett's 2000 (both pictured below). We bandied around ideas for our 2025 programme, finalised menus for Christmas, re-elected John and I as Area Organisers again and elected Jon Chartres to replace our current Treasurer. Our AO's report can be found on the Club website, together with a report from the Treasurer, as will our draft programme of events for the year. So many wonderful members have come forward offering to organise something, and we are indeed grateful to all.

Alas Storm Bert scuppered our planned Inter Club Skittles at the Waie Inn – cancelled in the interests of safety. We hope to rearrange, probably in the New Year. At least that means we get to keep the trophy for a few weeks longer.



WHAT'S NEXT

Sunday 5 January – we return to the Smugglers Inn at Dawlish for their wonderful carvery – make sure we know you are coming as they get very busy. Prior to that, Rob Lingard is arranging a shortish drive to the venue, meeting at 11.30 to leave at 12.15 from Occombe Farm Café, Preston Down Road, Paignton TQ3 1RN. Meet in the top (signed) car park and there is space in the café for approximately 20 people for coffee etc. Full details will also be in emails and on the TSSC Devon Facebook page. Alternatively, meet us at the Smugglers for 2pm.

Wednesday 15 January – James and Heidi at the Star Inn, Liverton TQ12 6EZ are delighted to continue to host our monthly meetings, which will continue on the third Wednesday of each month. So our January get together will be on Wednesday 15th. The food is great and not too pricey, and if we eat there it supports the pub massively.

Sunday 9 February – we will return to the Sportsmans Inn on the way to Dartmouth for lunch, which is booked for 12 o'clock so we are not driving home in the dark.

Also, we are planning a breakfast meet in March and a trip to the County Classics Museum in Taunton on 29th June. The 2025 Tour of Devon will be on 21st September. And we have amended our original thoughts on Drive It Day in April, and 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.

Looking forward to enjoying our cars with you all in 2025!

Sue & John

NORTH DEVON

November was an interesting month weather-wise. First a load of snow, then Storm Bert. Bert's effects meant that Sue had to cancel the planned annual inter-club skittles event at the Waie Inn, and I found myself having to deal with damage at my dad's place where I had to replace a fence panel and some guttering, and had to notify some neighbours that they had lost their fascia board. On top of that I had further challenges at home where I had to rescue my Clarke garage which had taken off and landed in what was our chicken run (fortunately

we don't have chickens any more so there were no casualties). Hence I've made no progress in the garage recently. And at the time of writing, we're bracing ourselves for Storm Darragh!

Fortunately December started well. Our club meeting on 5th December was attended by various brave souls who fought their way through another stormy night to take part in the pre-Christmas quiz. Miles came the furthest, and it was great to see him. Darren is currently restoring Miles' mum's Spitfire which she has owned since the 1980s, and showed us pictures of his rotisserie which should make the job much easier. Lee and Malcolm looked suitably festive in their Christmas jumpers and were crowned the quiz champions of 2024. Last year's winners John and Kay were our runners-up, but Darren and Miles were only one point behind them. Simon and Max were our fourth team.



There will be NO North Devon meeting in January due to the festive period, so the next meeting will be on Thursday 6th February 2025.

Happy New Year!

Andy and Darren

ESSEX

Our monthly club meet in November was at The Astronomer in Braintree; we had our area AGM and started early celebrations for Christmas with a raffle and a quiz. Myself and Sue were voted back in as Area Organisers, and we spoke about car shows in 2025 that we may book to go to.

This year's Christmas meal was at The Ferry Boat Inn. We had 32 members and there was the Christmas spirit all around, with lots of lovely food and plenty to catch up with.



Our next Monthly Club Meet is on Sunday 12th January, 12 noon at The Astronomer, Avenue E, Braintree CM7 7AA. Contact Mike for details.

Mike and Sue

GATWICK

Happy new year – let's hope this proves to be a better and dryer year. I hope your Triumph got all the pressies it needs.

We're starting the year as we intended to continue, ie using our Triumphs. We're planning a New Year's Day drive, which will probably have happened by the time you read this. Le Mans is coming together, just waiting for the club to get back to us on details. Justine has kindly offered to look into ferry crossing times and costs.



The Christmas meal at the Cowdry Arms was superb, with excellent food and company, but sadly no Triumphs due to dreadful weather.



Looking back on our summer, this was at Newdigate show back in July, and Justine with her beautiful race spec GT6 Mk1, both looking great in the sunshine.



This is Brian's Spitfire MkIV back in June having its first run (after some years off the road) to Bletchingly. Brian – it's looking superb in the sunshine!



At Leonardslee Gardens classic show in June now, and this saw more sunshine for Justine and Dudley's cars to enjoy.



Finally it is Brian's MkIV again at Bletchingly, but this time in the rain.

Hopefully you'll bring your cars out again soon. Having said that, Justine is currently looking to change her gearbox to a five speed.

This month's meeting is on Tuesday 14th.

See you soon,

Tony

GLoucester

Happy New Year – hope you get your Triumph out and about this year, more than ever before.

Firstly I feel I should apologise for the lack of communication from the Gloucester Area recently. But guess what my New Year's Resolution is... Anyway, thank you all for your continued support over the last year. We have managed a few good events, runs out and a camping weekend, so well done all.

There have been a few restorations finished – Colin's Vitesse and Gareth's Herald, so it has been good to see them make it to the road and to a couple of events.

Vicky has been busy booking ferries for those that wish to

participate in the TSSC trip to Le Mans in July. If you are not booked on and would like to go, please shout up and we can find out if there are any crossings left. It is always an amazing trip.

I have some Gloucester Area Triumph calendars for sale, so please let me know if you would like one and haven't had the opportunity to get hold of one yet.

New Year's Day will see the Steam Up Gathering at the Fromebridge Mill. It starts at 11.30am onwards, and if you are intending to grab some food at the pub, you are advised to book a table because they will be busy. If you haven't been to a monthly meeting at the Fromebridge Mill, then why don't you join us on the 3rd Monday of the month? The next one is on January 20th – Triumphs are not compulsory, just bring yourself along.

FORTHCOMING EVENTS

Wednesday 1st January – Fromebridge Mill 11.30am onwards Steam up & Classic Car Meet.

Monday 20th January – Gloucester Club Night at the Fromebridge Mill 7.30pm onwards.

Sunday 9th February – MG & Triumph Day at Stoneleigh.

Monday 17th February – Gloucester Club Night at The Fromebridge Mill, 7.30pm onwards.

Sunday 23rd February – Run Out.

I hope to see loads of you out at events in 2025, maybe in your Triumphs!

Jane

M25 EAST

Hi all, and firstly, welcome back readers to all things M25 East. We've been away for a while due to various things, but we're back now and raring to go. Happy New Year to one and all, let's make this year one to remember.

There's loads of planning being done regarding shows and weekends away etc, and show forms will be winging their way to you over the next few weeks. If I haven't already got your email address, then do let me have it.

I'm writing this just after getting back from the Club's Xmas Open Day. It was good to meet up with pals from other areas and spend loads of money in the shop. Six of us from our area went up and

we decided to make a weekend of it, arriving Saturday lunchtime for lunch, beer and Prosecco in the Foxton Locks Inn and then having a walk around Foxton Locks before heading off to our Premier Inn for more drinks and chuckles.

As most of you know, my gearbox and O/D is in for a rebuild, so I bought a new clutch while we were at HQ (amongst other things) and now I've got the joys of putting it all back together. I was going to make a start today, but it's too blooming cold. Must get on with it though as Donna wants the conservatory back.



John's Herald is awaiting its overdrive gearbox.



Meanwhile, the conservatory is developing a very 'garage' feel.

There are a couple of trips that we are organizing in the new year if anyone fancies joining us. Firstly to the MG and Triumph Spares Day at Stoneleigh on Sunday 9th of February. This is traditionally a boys outing as the girls don't think much of looking through rusty Triumph bits all day. It's a good day out, and if you fancy going, there will be a few of us and we normally try to car share if possible (modern car) and stop on the way for a full English. Even if you don't need anything, it's still a day out and we do have a laugh. Tickets are available on the MG and Triumph Spares Day website.

Another trip that we're planning is a visit to Ypres and Paschendaele in Belgium. This is on the weekend of the 16th-19th May. We plan to camp at a site on the outskirts of Ypres that caters for campervans, motorhomes and tents. They also

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rent out lodges. On the Saturday we will be visiting the Paschendale WW1 museum, and Sunday we will be spending the day in Ypres. The town is in easy walking distance of the campsite with plenty of bars and restaurants. There are already a few of us planning to go, but if anyone else would like to join us, then please contact me.

Next month I'll be able to report on how our Xmas Shenanigans night went, but that's all for now folks.

John

NEWBURY

Happy New Year to you all. I hope you didn't eat too much over the festive season. I guess a New Year's resolution would be a diet, well that's if you believe in New Year's resolutions. As we are on the subject of food, our Christmas meal is happening too late for the for the Area News deadline, so I am afraid you will just have to wait until next month to see if somebody ate Ian's turkey hat by mistake!

As it's a bit early to look at future events, I thought it would be a good idea to look back at last year. Ian has organised excellent runs, the Christmas meal and our roaming meets through the summer months which have now become a very enjoyable fixture of our Area. Mary's excellent raffles always add something extra to our meetings, especially when it involves a large bottle of white wine and Helen F. Our Scribe, Robin has decided to stand down this year for family reasons. His humour has made the Area News an amusing read, thank you Robin for your hard work over the years. To me, all our activities this year were enjoyable, and with the space available I thought it would be good to mention three.

In early June Ian organised a visit to Lasham. With lots of sun the weather couldn't have been better, and to make it even more enjoyable we had a run to the Poacher Inn for a nice Sunday

lunch beforehand. After we had been fed and watered, it was on to the Lasham glider airfield which is situated just south of Basingstoke. Once there, we were given an interesting and informative tour of the museum and history of the gliders on display. With two Stags, two TR7s, a TR6 and a TR3A, this event must have been the only time we didn't have a Herald-based car in the run, which proves the Newbury Area members have a wide interest in Triumph cars.

Moving on to the Inter-Club weekend in late June. Now it's a multi-club event we have a lot more variety in the types of classic cars on show, plus the Malvern site felt like we were getting back to the old Stafford days. We had the normal smoky BBQ on the Saturday, met friends we probably only now see at the Inter-Club, find the spares we had been looking for and admired all those different makes of classic car. The Area members' cars at this event were three Vitesse, a Dolomite Sprint, a Stag and a TR6. For me it was my last year camping. Mind you, I said that last year, but this year Mary will ensure this actually happens!



At Malvern we arranged the tents in a circle with a space in the middle to socialise, part of the camaraderie this area has always had.

In August Ian gave us a run through some beautiful countryside to the historic Crofton Pumping Engine. Tim had given us a date the engine was likely to be in full steam so we could see it working in all its glory. Our luck was in, and we all found it very impressive to watch this 19th century machinery at work pumping the water up for the canal. It had been put into service that day because the modern



The Triumphs at Lasham – Ian arranged a patriotic red, white and blue line up, which was fitting as we were on an ex-WW2 airfield.



Visiting the historic Crofton Pumping Engine.



electric pumps had proved to be unreliable. To make a change from the pub lunch, we had a pleasant picnic in the grounds of the site.

It was a cold and crispy night on 27th November when we had our meeting at the Craven Arms, which was the last one this year before the Christmas bash. I have included a few areas covered at the meeting. We had heard the news media reporting a rapid fall in sales of electric cars. Most members thought they were too expensive when compared with conventional cars and they lacked range. Chris let slip he had fulfilled one item on his bucket list in having just bought an Aston Martin. When we went into the car park to leave, there it was – a superb car that made a noise only Astons make. We all sent our regards to Peter and hope he is on the mend after his hip operation.

Well, now we have to wait a few months before the season starts again, but in the meanwhile don't forget our meetings on the second Wednesday of the month at the Two Water Mills and the fourth Wednesday at the Craven Arms.

Dave

NORFOLK

The Norfolk Christmas meal was held in December with 30 members attending at The Gamekeeper, Old Buckenham for a very nice meal which seemed to be enjoyed by all. To keep us amused during the courses we had a 'feely bag' quiz won by Bill and Angela. There was only one Triumph in the car park, so thanks to Evaldas and Tim for bringing their 1300 along bedecked with Christmas lights (this has now become a bit of a tradition, long may it continue).

Our next run-out is on Sunday 5th January with our



annual brunch run, starting at Wymondham library (NR18 0QB) between 9.30 and 10am ending up at Wroxham Barns. This is always a popular event, with around 30 Triumphs attending last year. There's no need to do the run, by all means just turn up at the finish, but we will need to give numbers for those wanting brunch. More details will be sent out via email and on FB the first week of January. Hopefully, it'll be slightly less damp than last year!

Finally we still have a few calendars available for just £10 each. If you've been on a run, I can almost guarantee your Triumph has made an appearance. I'll endeavour to bring them along to the January and February meetings. Let me know if you want one.

FUTURE EVENTS

Sunday January 5th – New Year brunch run to Wroxham Barns (in lieu of a January meeting).

Thursday 6th February – Monthly meet sees us returning to the popular Worlds End at Mulbarton.

Paul & Christina

NORTH EAST

Welcome to 2025! We all hope that this year will be a bit better than the last – towards the end of the year more shows were cancelled due to the poor weather, so let's hope 2025 turns out to be bright and sunny all year and we can look forward to driving our cars in the dry.

By now those that have attended Morpeth Fair in the past should have had the invite to attend this year's show, so that's the first event pencilled in on the calendar. In December the possibility of a European event was mentioned, but nothing has

been planned on that one yet. I know Le Mans is on again this year and also Laon, but also a trip to Ireland was mentioned – more discussions on this to follow.

Pauline is cracking on with the Herald and has set a target of Drive It Day to have it completed. She still has a fair way to go, but she also has four months to complete all the work.

Finally to all those members out there who don't attend any of our events, come along and meet us – we don't bite and we always have the kettle on. Remember, the club is for all to enjoy, and the more that you put in the more you will get out. We have some knowledgeable people in our group when it comes to our cars too, so they may be of help.

Best wishes for 2025.

Geoffrey

NORTHERN IRELAND

I trust that this area report finds you well as we enter the new year of 2025 and that you received what you wished for at Christmas, including any Triumph items.

Our last classic car run of the season took place on Saturday 2nd November with a good turnout of seven cars at Dunsilly, Antrim. It was good to see Daphne and Robert (T) as well as Edgar and Joan (P) again after a while away. After leaving the park we made our way through the Milltown area to the Castle Road to join the M22 for a short period before taking the side roads to and through Moneynick to cross over the Roguery Road. This brought us to the Grange village that left us with a fairly straight run to the Moravian Village of Gracehill and then to our first stop Creative Gardens at Galgorm.

Refreshments over and on our way again to the Lisnafillan area past the home of a late member Albert Glenholmes, if I remember correctly, and then bypassing Cullybackey on to the Craigs area. This then gave us the opportunity to travel along the hillside as we used the Carclinty and Mullan Roads to bypass Rasharkin down below. Our next turning point was at Mullan Head, with the Broad Stone craigs (Court Tomb) just before it on our right, as we then dropped down to Finvoy area. Next up was the familiar location of McLaughlin's Corner, now a car dealer, as we made our way to follow the Tamlaght and Gortgole



Roads and mirror the path of the Lower River Bann to Portglenone Marina for our next stop and a photo opportunity.

On the road again from the marina brought us to Clady to then use the quaint roads in the Innisrush and Tamlaght location before basically doing a U-turn to take the Eden and Dreenan Roads to bring us to Gulladuff for a straight run to Bellaghy. Once through the village we took the Deerpark Road to bring us straight to the A6, keeping Lough Beg to our left as we did so, to eventually join the M22 for a straight run to our final stopping place, The Boathouse, Antrim on the shores of Lough Neagh. Once again, another good meal here that appeared to be enjoyed by all. Even better the bill worked out OK.

The last event of the year was our AGM and Planning Meeting for 2025. As well as the usual members there we were joined for the first time by Paul (M) from Bangor the owner of a Spitfire and a return visit from Brian (A) who gave us an update on his 1967 Vitesse saloon that included the fitting of all his windows and surrounds.



Paul has volunteered to look after our websites and general internet publicity and, thankfully, Michael (K) will act as Treasurer for the incoming year after submitting our accounts for 2024. I should also mention that we were also joined by my son, Simon. As has become the norm this last while I was very quickly proposed and seconded to remain the Area Organiser for Northern Ireland. In view of this I would like to thank, once again, all those who supported the area and myself throughout 2024. It was good to see, and a surprise to me, that I was presented with one of the TSSC 'Thank You' Awards for 2024 by the club during their AGM.

I recently was sent a few details from Varin Marshall as follows: 'It is with a heavy heart that I am going to sell my late father's cherished 2.5 Vitesse. For any of you that know the car, it's a beautiful machine! In the picture the cosmetic aspect does not do it any justice, but underneath and running gear the car is tight and solid on polybushes and Spax sports suspension, new Uniroyal rubber all round. New starter motor last month. MoT'd 3-4 years ago, drove from Hillsborough to Enniskillen no problem 2-3 years ago (where it is now), gets driven but not enough! Lots of fun and great memories in this car. There would be less than 5000 miles on the engine since being built in the 90s. Any very serious questions are welcomed. I'm wanting to get no less than £4500 for it as it stands with the number plate that's worth in and around £1200-1500 on its own.'

Call Varin on 07834 358049.



Well, that's about it for the year, so just a few details of what is planned for you for 2025.

EVENTS DIARY

There will be NO Area Meeting in January due to the clash with New Year's Day.

Wednesday 5th February

– Area Meeting.

Saturday 22nd February –

Annual Dinner, Ballyrobin Country Lodge, Aldergrove.

Wednesday 5th March

– Area Meeting.

Saturday 15th March

– Area Run (North Antrim).

It is hoped that we will have our Weekend Run from Saturday 17th to Monday 19th May, staying in the Mullingar, County Westmeath area.

Douglas

NOTTS

We are sorry for being a little quiet in our write ups, but we have been busy with our meet ups, car outings and visits. So back in October there were a lot of Notts members who attended our

meeting at the Bird in Hand pub at Blidworth for a good selection of chats and curries. It was a very enjoyable evening, having new members join us – Steve and his family who recently purchased a Spitfire from one of our Derwent Valley previous members.

Our November meeting was a lot smaller as Christmas is upon us already. We met at the poplar Kingsway pub in Kirkby's in Ashfield. We've had no drive outs as winter is always a quiet time for us all. There are a few members booked in on our Christmas feast at the Horse and Groom pub in Moorgreen Watnall – I'll chat about that one in the next edition.

November was the 40 year celebration of the Classic Car Show at the NEC in Birmingham. It was a great busy weekend on the stand and we saw lots of old faces and some new ones.



For me and Nigel we managed a week's holiday in Malta where we met the lovely TSSC members of Malta who kindly took us out for a drive and lunch at the Farsons Brewery. Stupendous weather and hospitality of the Maltese. Look at the international write-up on what we got up to.



A few events coming up. So January Sunday 5th we have the annual New Year run out, starting from Sainsbury's at Ripley. The postcode is DE5 3QP. Please be there from 9am to pull away for ten o'clock. We will have a stop off for coffee and cake to finish at the final destination.

Our next Notts area meeting is on 22nd January – look out for What's App and text messages to find out where we will be meeting.

Wishing a very happy new year to you all. Lets do even more with our Triumphs.

Nigel and Di

AREA NEWS

OXFORD

Happy new year to all!

As we look forward to the events and gatherings of 2025, we will post everything on our Facebook page – TSSC Oxford. A few of us will be attending Le Mans Classic this year – if you'd like to know what it's like or would like to join in, please let us know. It's a great trip and an amazing event. Hopefully the details will be out by the time you read this.

From speaking with other members, we are aiming to visit other area events/weekends as well as some coming our way. What a great time to meet others from the club! We will also be attending the club HQ for the AGM in April. It's a great opportunity to visit the collection or pick up parts from the club shop. If you'd like to get involved or know more about the area get in touch with us.

Thomas & Julian

PETERBOROUGH

The November meeting was our AGM. After the apologies, the treasurer's report was delivered, then the process of re-electing the AOs began. Charlie and myself were both happy to continue in those roles and were duly proposed and seconded. I will also continue to act as treasurer. Colin gave us an update on upcoming shows and a report on the NEC Classic Car Show.

By the time this reaches you, we will have enjoyed our Christmas dinner at the Bluebell. I hope you all had a pleasant Christmas and New Year and look forward to seeing you back at the Gordon Arms on January 13th.

This month's My Car & Me story comes from Sav Fasulo.

Hi, I'm Sav Fasulo. Engineering and mechanical repairing of vehicles has been my life and my business. My interest in Triumph cars began with a blue Spitfire IV with chrome wire wheels which featured in the 2011 and 2014 editions of the Peterborough Area calendar. I made a lot of improvements to the car over the time it was in my possession, but I had developed a hankering for a TR. A white Triumph TR6 came along and a lot of time was spent on getting it the way I wanted it. During my ownership of the TR6 a Mini Pickup came up for sale which needed a nut and bolt restoration – and a great amount

of bodywork to get into mint condition.

One of the Peterborough Area's long term members, Brian Lawson, had restored a Spitfire 1500 and illness had befallen him so he was no longer able to maintain it, and I acquired it. Sadly Brian didn't get the chance to see it again as he passed away earlier in 2024. I am gradually bringing it back to its former glory and renovating the parts which had deteriorated from standing for some considerable time. Hopefully Angela and myself will get some miles and smiles from spring of 2025.

Steve

SCOTLAND EAST

See this month's News pages for a report following our AGM, which was held the day after the print deadline for the Area Reports.

Alan

SCOTLAND WEST

Five members of the TSSC Scotland area made the trip down to the Classic Car Show at the NEC near Birmingham. On the journey south I managed to buy a bearing puller for a Triumph Herald which we then picked up on route to the show. Please remember that TSSC Scotland have a spring lifter and a spring compressor that is available for members to use.

The NEC classic car show was again a huge show and we were there all day on the Friday, but we did not manage to see everything as it's that big. What we did see however was really impressive and there are lots of photos on our Facebook page if you are interested. The show is now a fixture in my diary each year.

In terms of upcoming events,



we have the following in the early part of 2025:

Triumph and MG Spares Day at Stoneleigh on Sunday 9th February – let me know if you would like to attend.

The Classic Restoration Show at the NEC on 21st-23rd March – if anyone is thinking of going, please let me know.

The TSSC Club AGM is on 13th April, so if there are any issues you want me to raise with the club please let me know. I propose to attend the meeting in person.

We held our annual AGM on Thursday 5th December at the Harvester restaurant in Glasgow. We did not get our usual spot as it had been turned into Santa's Grotto, but we had a good turnout of members for the AGM. I will be the AO again for 2025 and was proposed by Iain Macpherson and seconded by David Waite, so we will be a registered area again this year.

Drive It Day in April will consist of a run up to Aberdeen for the Scotland West team, while the Scotland East team will organise a more local event. Please feel free to join whichever event meets your needs. (On the weekend of 25th April.)

The Stirling and District Show is planned for the 11th May and I have already made contact with the organisers. The Doune Hillclimb event on the 18th May looks to be a great weekend event, and will be organised by the Scotland East team and the TR Register. The Thirlstane Castle event in early June will also be organised by the Scotland East team, while I will be organising the Glamis Castle weekend on the weekend of 11th July – more details in January 2025.

Can I take this opportunity to thank all of you who have supported the club during 2024, and look forward to our motoring adventures together in 2025.

Dave

SHROPSHIRE

November's main group meeting at The Danery – Ride & Joy was a terrific success. This is a classic car and motorcycle pub located just outside of Bridgnorth, Shropshire. So good a time was had by all that we've decided to move our December meeting there on Sunday 29th between Christmas and New Year. Fingers crossed for dry weather and

thereby a great turnout as all will be welcome.

Shropshire Spitfire fund raising efforts have continued fabulously. We are now only approximately £350 off our £3500 interim target, and we have also now received much valued support and a very generous donation from the national TSSC covering the cost of the Signal Red paint. Our sincere thanks to the whole of COM, our Club Chairman and others at HQ Lubenham involved in approving the donation, it is very much appreciated.

We continue needing as many donations as possible so that we can achieve our goal of helping the Severn Hospice through the car's restoration. There is a Quiz Night planned for Monday 3rd February where not only are we looking to raise funds, but also hold the draw for our raffle at which people, including those TSSC members who purchased tickets at the recent NEC Classic Car Show, will find out if they have won a ride in the restored car at the forthcoming NEC Practical Classics Restoration Show on 21st-24th March. The draw will be done by Karen Miller, the daughter of the original owner of the Shropshire Spitfire, for whom it was originally bought in order for her to learn to drive.

We continue to be very appreciative of any support and all donations TSSC members feel they can give. In order to make this easy, we now have a convenient QR code. Please do consider supporting us, and we'll keep the whole membership updated on our continued progress next month.



Use this QR code to donate to the Shropshire Spitfire project.

Happy Christmas and Happy New Year to one and all from everyone here in Shropshire.

Bill, Kevin, Simon, David

SOMERSET

Hi all, hope you had a great Xmas and New Year. Have you made a New Year's resolution to attend

TRIUMPH SPORTS SIX CLUB

a couple of club nights and/or events in 2025? With over 125 members in the Somerset area, we only seem to see a handful with their cars. Our first club night of 2025 is Thursday 9th at the Lime Kiln. As usual it's the second Thursday of the month; see you there? Here are a few other 2025 dates for your diary:

9th March – Somerset Festival of Transport, Frome.

19th-20th April – Beach Lawns WSM.

27th April – Chepstow Classic Car Show.

27th April – Drive It Day. I'll put together an event as usual, great start to the season!

2nd-5th May – Abbey Hill, Yeovil.

17th-18th May – Steam on the Levels.

7th June – Burnham Car Show.

13th July – Sedgemoor Show.

2nd-3rd August – West Somerset Railway.

7th September – John Haynes Classic Car Show.

27th-28th September – Somerset Festival of Transport, West Woodlands.

Haynes Breakfast Club is the first Sunday of the month, each having a theme. A couple of dates of interest are 1st June for Convertibles; 6th July for 1980s; 3rd August for 'British.' There are a lot of other smaller breakfast clubs popping up too, Upton Bridge, Lime Kiln Knowle to name a couple. If you have any more, let me know!

Cheers,

Steve

NORTH STAFFS

I hope you all had a great Christmas.

After 14 years as the area organiser for North Staffs, I regret that having had some health issues it's time to pass the post onto new blood. There has been a fall in engagement from members and I think it's time for someone with fresh ideas to take over the role anyway. It's been a pleasure to have enjoyed many of the trips and shows we have been to as group of TSSC members, and I hope to continue to see many of you in the future. Please do get in touch if you would like to consider taking up the AO role, or contact Area Liaison Officers Paul and Christina Girling.

Wishing you all the best for 2025 – keep driving the dream.

Dave

SUFFOLK

There were seven of us for the December meeting in the Sorrel Horse and just one Triumph in the car park, which of course was Brian in Lightning as he's the hardest of all of us for all year use. It was a frosty night and my excuse was it would take longer to defrost the car to drive home than to actually drive home, meaning it was Citroen transport for me.

The big news of the evening was that Colin has finally started the newly rebuilt engine in his Mk1 2.5PI after being off the road for seven years. He's even managed a short drive up and down his road. It wasn't entirely straightforward, as the engine was quite tight and need a few attempts with ever increasing batteries and jump starts to even get it to turn over. Then, with the usual PI issue of running on two, then slowly increasing the number of cylinders until the fuel system was primed, it was ready for that run. The only issue was that the overdrive wasn't working, which is a newly rebuilt 28% unit. Hopefully that's just an electrical issue. The car also now has Stag brakes, so it should be well prepped for any events Colin might want to attempt next year.

I went to Ipswich Foxhall stadium to watch a friend's son take part in bangers, but a pleasant surprise was that one of the other formulas racing were Historic Stock Cars. This meant there were plenty of Triumph 2000/2500s in the line-up, alongside MG Magnettes and Ford Cortina Mk1s and Mk2s. The racing was great, and the contact rules and strengthening of the cars means these old warhorses are raced for many years. Unfortunately, the Triumphs didn't win and all three races were won by the same (very rapid) MG Magnette.



Robin is planning to update the brakes in his Zetec powered Herald. A recent trip to the Lake District showed that some improvement is needed, especially as the car is automatic, meaning the lack of engine braking gives the actual brakes a much harder time. His plan is to use Citroen Xantia discs, Princess four-pot calipers and Mintex pads. There was a bit of a discussion about master cylinders and whether the four-pots will need more fluid to get them actuating. He also showed on Facebook someone who was giving away a Herald body tub for free. Although stored in a garden, it looked very solid, but I imagine it will be snapped up by the time this is published.

Mike brought along a box of goodies from a garage clear-out and instigated an impromptu mini autojumble. I got myself a pair of 5.25 halogen headlights with bulbs, and Lindsay snaffled the six-cylinder oil filter elements.

And with that I hope you had a very Merry Christmas, a happy New Year and see you on 7th January.

Russell

EAST SUSSEX

Only a short report this month as activities have tailed off a bit due to the time of year and the weather. However, somebody had suggested a breakfast meet and a few people were only too happy to venture out. This was at Custom Café on Sunday 1st December and was, believe it or not, a rather wet affair. However, four Triumphs and a Saab braved the rain and sat proudly in the car park. Good to see Andy and Lynn out and about again after Andy's hip replacement, now that he is allowed to drive again, albeit in his automatic modern car.

Having been approached by Magnificent Motors, Eastbourne I have requested eight spaces for Saturday 3rd May 2025. We won't know if we have been successful until mid-January. If you wish to come and display your car, then please let me know.

Having found out that a group of car enthusiasts meet

monthly in nearby Forest Row, Wendy and I popped along on Sunday 10th November to check it out. In November the monthly theme (in addition to classic cars) was Supercars, and as we arrived to park up, they directed us to park with the supercars (right next to the coffee van as well). Are Triumphs finally being acknowledged as supercars?



Our 2.5PI estate parked with other supercars...

Whilst scrolling through the internet I came across a job lot of 2.5PI spares on eBay and my offer was accepted. So we collected the parts one Saturday morning and were snapped by a motorist who belongs to a website where photos of strange cars spotted on the road are posted.



...and snapped on the way to collect some spares.

The Club Meeting night on Wednesday 4th December saw a good gathering with 23 people enjoying the pub food and pleasant company. Most of the chat was about the Xmas Lunch and New Year's Day drive and lunch. Having recently extended an invitation to any 2000/2500/2.5 Register members to join us at our meetings, Mick Tully from Brighton came along with his 2000 Mk2. Nice to meet you, Mick.

EVENTS HAPPENING IN

JANUARY 2025:

Wednesday 1st – New Year's Day drive out. Meet at Lewes car park by the brewery.

Wednesday 8th - Monthly meeting (shifted due to New Year's Day being on the first Wednesday in January).

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

AREA NEWS

NORTH WALES

So, Christmas was upon us and everyone seemed to be scattering to the four winds: family, friends and holiday breaks. Most of our classic cars are now cosied up in their garages for the space of the holiday season, but of course not forgotten.

The Stag Owners Club traditionally meet close by, and on the same day as Border Classics each month, but had few members actually attending due to the huge area that it (like the TSSC) covers. Since there are quite a few Stag owners in our Club, a few weeks ago the SOC approached us to suggest that we might like to include them in our meetings. This has proved very successful, increasing their footfall while swelling our numbers significantly. It is interesting to see other clubs' newsletters, their format and content. Ours, I must say, now bears up very well in contrast and is much admired.

To cheer me up no end, my Spitfire can now turn a sharp corner without the awful grinding noise I mentioned a couple of months ago, having had some TLC from the garage I use. It was so wonderful to get her back and driving beautifully. For people like myself, who do not have the know-how or who don't have the confidence to remedy such problems themselves, it is so important to feel confident in the mechanics to whom you entrust your vehicle. It is much appreciated when they fully understand the workings of classic cars and are willing to take the time to explain the problem, display the offending parts and describe what has been done. So now it is happy driving once more! Thank you, Phil and Chris at Marchweil Garage.

Unfortunately, Andy's 'Talk and Tinker' day in November had to be abandoned at the last minute. After a promising evening where the sky had been a bit lowering but nothing unusual, on the morning of the event we woke to a significant amount of snow, around four inches, which was definitely enough to put me off venturing out in the Spit. (I still can't get over imperial measures, even though I taught maths for years!) So, as well as other people's cars and their minor difficulties, my overdrive problem (probably an electrical fault in the gear stick), plus a radiator drainage and

timing inspection which we'd been going to address, the event is in abeyance for another time. A great disappointment for all of us.

The November Lunch Run organised by Neil on the 26th was up to his usual standard. He finds the most unusual venues to meet. This time it was Walk Mill, a flour mill just outside Waverton that provided a lovely cuppa (and cake of course), plus we could buy home-milled flour and cold pressed rapeseed oil to take home. The run finished at the Cholmondeley Arms, which was once a small primary school. In fact one of our members was a pupil at the school as a youngster.

The organisation for the Christmas celebrations went on apace – a lunchtime get together and an evening of food and entertainment (on our meeting evening). When pubs demand a deposit per head in advance it is quite difficult to organise. The runs are fairly simple with a good large-scale map and the addition of Beeline and Google, but as far as booking a venue, numbers can limit you (we regularly get 20 plus members) and menu choices at a reasonable price are sometimes difficult to source. But I mustn't grumble, I do enjoy it.

Remember, there is no meeting in January, so looking forward to the area meeting in February. Details of meeting times, venue and contact are to be found at the back of the magazine under Area Directory.

And on this note I hope everyone has had a lovely Christmas break and that happiness and health follow you through the year!

Julia

SOUTH WALES

Here in South Wales, AO Meg is taking a career break and TSSC TR2-6 Register Secretary Bern will be standing in until someone else comes forward. At the AGM all members thanked Meg for her hard work over the last few years. Sandra also decided to pass on her treasurer role if someone would take over, which ex-AO Al decided to do – a big thank you was also delivered to Sandra for her hard work over the past few years.

If any South Wales member would like to receive information about runs, shows and events that our area will be supporting

during 2025, please contact me by email and you will be added to the emailing list. If this issue reaches you by Christmas, we have a run on a day yet to be decided between Boxing day & New Year's Eve and another run mid-January.

The only other items for comment are that we would like to welcome new member Elin Hooper and her beautiful Spitfire Mk3 into our club, and Tony Pontin was captured on camera polishing up the underside of his car – my, does he like shiny things!



Geraldine the Mk3 Spitfire with new member Elin.



The Magpie at work – where's my shiny scribe gone?

Merry Christmas from sunny South Wales

Bern

SOUTH WARWICKSHIRE

Nice to see a good few faces at the last meeting, including some that we'd been missing for a while – Dave B back from his travels to France, Neil and Julie M, Adrian, and Dave H. No club cars because it was a bit on the cold and dark side and the gritting lorries had been out, but it was warm inside the club and the guest beer was very nice.

Although it was the normal first Tuesday, only a couple of days earlier some of us (Martin B and his wife, me and Charlie, Neil L, Dave T and Mike P) had met up at club HQ in Lubenham for the Xmas open day on 1st December. Believe it or not, it was the first time I'd visited HQ (I know, I know!) so I finally managed to tick that off my bucket list. Very nice to see the place and the cars. Ones that stuck out for me are the

ex-McGowans' GT6 Mk3 (Pimento Red, absolutely mint, perfect factory spec), the grey Vitesse convertible that Hugh restored (absolutely mintier than mint, with the best panel gaps that have ever been seen on a Herald-chassis car – unbelievable!), the four-door Herald prototype (designed for the Indian market where apparently it was a no-no for ladies to sit in the front, therefore four doors were a necessity), and the Vitesse coupe (the only one ever built by the factory, according to the factory build records). There was also a rather nice Herald estate in the same colour as Owen's new project – inspiration maybe, although I think Owen is going for rather more patina than the HQ one has!



Also at HQ was a bring-and-buy stall manned by Thomas Cope (Oxford AO) at which I picked up a cheap Stag DVD and a bare motorised Herald cutaway chassis which my boy Charlie found fascinating, while the club shop was open and there I bought some wheel bearings and brake pads for the Vitesse. There was also free food and drink, and a chance to look at all the interesting museum items such as the prototype Stromberg carb made by Dennis Barbet to work around all of the SU patents.

I'd picked up Dave T on the way, and while we were there, Dave (who is Vitesse Register Secretary in case you didn't know) and I had a good chat with Chris Gunby about the Vitesse Coupe, and we might be going for a repeat visit on that score some time in the new year. I also received valuation training from

Jane, so I'm now able to value your cars in person for agreed value insurance purposes under the club insurance scheme. Jane also valued Martin B's GT6+ for him, which was another job ticked off the list. All in all, a productive and very interesting trip. Oh, and on the way back when I dropped Dave back home, I saw his Vitesse and it really does exists! Looks very nicely painted too from what I could see under the covers and boxes. Shouldn't take that long to get the glass and trim back in once the garage extension is finished. Come on Dave, maybe 2025 is the year it finally makes it back on the road?

So drawing to a close, by the time you read this we'll have had our Xmas dinner at The Crown, Harbury on 17th December – it's the pub next door to the club. Should be as good as it was last year, ie. very! I'm looking forward to it. In fact the thought is making me quite hungry as I write this...

Anyway, I think that's all for this month. A new year awaits, and I'll see you on the other side! I hope you all have a fantastic Xmas, and get whatever Triumph parts and items for your toolkits that you've written to Santa for. Next meeting is Tuesday 7th January 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 carpark on your right. Just ring the doorbell to be let in). See you then,

Mark

WESSEX

First off is to wish you Happy New Year. It is difficult to comprehend that we are now a quarter of the way through the 21st century! It has not helped having years like the last one – waiting week on week for events, only for them to be cancelled one by one. We

will gloss over that though, as I'm sure we all found plenty of other things to occupy our time. Such as the Classic Motor Show at the NEC. The article in last month's magazine will give you a flavour of what it was about. From a personal view, it was a long day for me, Trevor and Gary, starting at 5.30am and getting home at 10.30pm. There was plenty to see, and we had to keep going to get around everything. A lot of time was spent rummaging through the autojumble, a lot more than we were expecting.

Trevor had a good response to the Christmas dinner – comments next month, along with events on New Year's Day. The December meeting fell on Boxing Day so it was decided to give it a miss. That's about it, never a great deal to say at this time of year.

Martin

NORTH WILTSHIRE

During another lively meeting in early November, Craig addressed those gathered with some ideas for trips out next year. The Saturday breakfast meet seemed to be popular, and it was suggested that we should extend that to include a decent run out too. These plans will be formalised once the winter months have passed.

I collared those present to get some updates on their cars. Colin, reporting on Ben's part (as he couldn't be with us), told us that Ben's aim now is for a fully rebuilt engine for the Spitfire which should produce a healthy 130bhp if all goes to plan. The fit will include Weber carbs, new pistons,



Ben's Spitfire pictured at Castle Combe.

big ends, con rods together with an improved oil pump and reground crank. The intention is to have this all ready by the end of this year!

Tony's TR6 has had a repaint job on the hard top, electronic contactless ignition and a new fuel pressure regulator. Meanwhile, Tim had completed the Ten Countries Run in his Stag and was relaxing with a few local trips to Poole and Bibury's Classic Motor Hub.

Callum is planning to replace the 1500 engine currently adorning the Herald Coupé with a more original 1147 unit. His swing spring experiment is still ongoing, with the probability of further modifications to come. Pete told us that he is putting Lambda sensors into his Spitfire 1500's exhaust manifold, which he also intends to wrap, the overall aim being to improve mixture control and add heat insulation. My GT6 is going in to my friend's bodyshop for some minor fettling – and that concludes our collective aims and aspirations for this month. Our Christmas meal awaits us on Tuesday 10th of December. Season's Greetings to one and all.

Jim and Craig

WORCESTER

Hi everyone. Firstly, Happy New Year and I hope you didn't overindulge during the festive season.

Obviously I wasn't able to attend the December meeting owing to an accident the previous week that led to me taking co-codemol and being advised not to drive if feeling sleepy. However, I did manage to come along to the Fish and Chips evening on 30th November. It was a very enjoyable evening, meeting up with everyone. Nice to see Richard and Marcus – Richard had the pleasure of test driving the new Ferrari FUV, whatever that is. At a starting price of £313,000 it needs to be something special!

With the extras, it costs an awful lot more. Anyway, that puts things into contrast with our Triumphs.

So now is the time to put things right before the lovely spring weather arrives. (Yes, I know, ever the optimist, but we can only hope!). See you all at the next meeting on 8th January at the Oak. Take care everyone.

Stef

NORTH YORKSHIRE

Hi all, and best wishes for the New Year.

We are now in the depths of winter, so thoughts turn towards the maintenance jobs that we promised. Mine are hopefully just general oil and fluid changes, as well as petrol smells on the Midge when the tank is full so I will be checking the sender unit.

On 9th February it's the MG & Triumph Spares Day, so I hope to go down and find the spares that I didn't know I needed. It is always a good day out, giving inspiration to get into the cold garage and get on with those jobs we have been putting off.

With a full year ahead of us, it would be good for as many of the North Yorkshire members as possible to get together and plan events. Some like car shows, others driving trips, pub lunches or competitions, so please let me know what you prefer. As I have said before, we are here for the members, so it will be good to hear your thoughts.

Keith



From our meetings at the Motorist.

NEXT ISSUE DEADLINE

All contributions for the February 2025 issue of *The Courier* must be received by 8th January.

Email: editor@tssc.org.uk



Area Directory

For area meetings please check with your AO

SCOTTISH AREAS

SCOTLAND CENTRAL WEST

1st Thurs, 7.30pm

Dave Fray: **T:** 07557 659311

E: dave.fray25@gmail.com

FB: TSSC Scotland

Harvester, Hillington Ind Est, Glasgow G52 4DR

SCOTLAND CENTRAL EAST

2nd Mon, 7.30pm

Alan Wells: **T:** 07845 823064

E: alangeorgewells@gmail.com

The Hawes Inn, 7 Newhill's Road,

South Queensferry EH30 9TA

SCOTLAND NORTH EAST - Last Thurs eve

Danny Stroud: **T:** 07823 539047

E: dannystroud@sky.com

Various - Contact AO

NORTHERN AREAS

CHESHIRE - 1st Thurs, 8.30pm

Henry Jones: **T:** 01625 425845

E: rhenry.jones@ntlworld.com

Cock & Pheasant,

Bollington Cross SK10 5EJ

CUMBRIA - Last Sun, 12 noon

Nigel Entwistle: **T:** 01229 717544

E: n.entwistle@cwgsy.net

Roy & Ann Ross: **T:** 01229 316501

E: roy.anne@tiscali.co.uk

FB: TSSC Cumbria

See report in Cumbria Area Report

LANCASHIRE - Last Tues, 8pm

Kevin Makin: **T:** 07946 045869

E: kev.makin@hotmail.co.uk

Dennis Petty: **T:** 07951 727747

E: jdpetty@talktalk.net

Hoghton Arms, Blackburn Rd,

Withnell PR6 8BL

LIVERPOOL - 1st Tues, 8pm

Mark & Tracey Lamb: **T:** 07975 591421

E: mlamb2486@gmail.com

Vikings Landing, Stonebridge,

Liverpool L11 2BD

MANCHESTER

New AOs Wanted - contact Paul Girling

E: tsscareas@gmail.com

NORTH EAST - 1st Sun, 10.30am

Geoff Dent: **T:** 07733 440201 -

E: geoff.dent14@gmail.com

Deryck Beadling: **T:** 07939 068976 -

E: deryck.beadling@yahoo.co.uk

FB: Triumph Sport Six Club (TSSC)

North East

W: tsscne.wixsite.com/tsscnearea

MES Training, Blackmoor Court,

Durham DH1 5ES

WIRRAL - last Thurs, 7.30pm

Richard Lloyd: **T:** 01516 253172

E: rullroyd@yahoo.co.uk

The Red Fox, Liverpool Rd, Thornton

Hough, Wirral CH64 7TL

NORTH YORKS

Keith Warren: **T:** 07534 820155

E: warrenktr6@yahoo.com

FB: North Yorkshire

The Greyhound - 4th Tues 8pm

82 Main Street, RICCALL YO19 6TE

The Motorist - 2nd 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

David Smith: **T:** 07770 650802

E: davesmith.triumph@hotmail.co.uk

Graham Moody: **T:** 07544 537048

E: ggmgt6@gmail.com

FB: Leicester & Rutland TSSC

The Curzon Arms, 44 Maplewell Road, Woodhouse Eaves, Leicestershire, LE12 8QZ

LINCOLNSHIRE - 2nd Tues, 8pm

David Samways: **T:** 07709 565118

E: davesamways@gmail.com

FB: TSSC Northants Area

Overstone Manor, Sywell, Northants NN6 0BB

NOTTINGHAM - 3rd Wed, 8.30pm

Nigel Hawes: **T:** 07879 491778

E: nigeljhawes@gmail.com

FB: TSSC Northants Area

Overstone Manor, Sywell, Northants NN6 0BB

OXFORD - 3rd Tues, 6.30pm

Thomas Cope: **T:** 07972 039532

E: imp064@yahoo.co.uk

FB: TSSC Oxford

Julian Hall T: **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@nobles.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 Embrey: **T:** 07701 049881

E: david.embrey@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: triumphsportssixstaffs@gmail.com

SOUTH STAFFS

New AOs Wanted - contact Paul Girling

E: tsscareas@gmail.com

WEST MIDLANDS - 1st Tues, 6pm

Ken Heaton: **T:** 07766 837630

Farmer Johns, Streetly, Sutton Coldfield

SOUTH WARWICKSHIRE - 1st Tues, 7pm

Mark Smith: **T:** 07989 104324

E: oilymark@protonmail.com

Harbury Village Club & Institute,

Harbury, Nr. Leamington Spa CV33 9HE

WORCESTER - 1st Weds, 7.30pm

Vicky Dredge: **T:** 07745 299457

E: vickydredge@yahoo.com

FB: Triumph Sports Six Club

The Oak, Worcester Road,

Upton Snodsbury, WR7 4NW

EASTERN AREAS

CAMBRIDGE

Tom Hartley: **T:** 07795 436149

E: tom.hartley@homepages.co.uk

FB: TSSC Cambridge

The Plough, Green End, Fen Ditton, Cambs,

CB5 8SX - 1st Mon, 8pm

ESSEX - 2nd Sun, 12 noon

Mike & Sue Titchen: **T:** 07860 708356

E: miketitchen@aol.com

FB: Triumph Sports Six Club Essex Area

Various venues, contact AO for details

M25 EAST - 3rd Sun, 12 noon

John Hill: **T:** 07938 526324

E: herald1360@btinternet.com

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 9JN

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 & Magpies, Coleshill,

Amersham HP7 0LU

CANTERBURY

New AOs Wanted - contact Paul Girling

E: tsscareas@gmail.com

GATWICK - 2nd Tues, 8pm

Tony Locker-Lampson: **T:** 07775 564427

E: rowfantgardencare@hotmail.co.uk

The Crown, East Street,

Turners Hill,

Nr. Crawley RH10 4PT

HANTS & BERKS - 1st Tues, 8pm

Alan Fulbrook: **T:** 07795 096394

E: alan.fulbrook@ntlworld.com

The Tweseldown, 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.triumphsix.club

FB: Isle Of Wight Area Triumph Sports

Six Club

Middle weekend, alternate Sat pm,

Sun noon, announced via email and so-

cials or contact Jo and Roxo 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: <

AREA DIRECTORY/WHO'S WHO

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, Khole, 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

1st Tues, 7.30pm
Bern Littlewood: **T:** 02920 315260
E: bernard.littlewood1@ntlworld.com
FB: Triumph T.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

AUSTRALIA (Queensland)	Richard Graveur
AUSTRALIA (Victoria)	Richard Stewart
BELGIUM	Stefan Vandendijk
DENMARK	Morten & Lillian Hildebrand
FRANCE (Poitou Charentes)	Victor Thompson
FRANCE (Central)	Ray Lomax
GERMANY	Hans-Georg Stumpf
ISRAEL	Michael Kaye
ITALY	Pietro Noe
JAPAN	Shinichiro Nakano
NEW ZEALAND	Grahame McIver
MALTA	John Pullicino
SOUTH AFRICA	Karl Illenberger
SPAIN	Dulcie Crabbe
SWEDEN	Odd Hedberg
SWITZERLAND	Robin La Barre
UNITED STATES	Ben Blaney

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benblaney@gmail.com

WHO'S WHO

TSSC Council of Management 2024



Chris Gunby
Chairman/
Gen Sec



Tracey Hawes
Financial Lead



Paul Girling
Area Liaison



Nigel Hill
Events & Shows



Tom Hartley
Director



Jane Rowley
Director

TSSC Headquarters



Lisa Marley
Membership
info@tssc.org.uk

TSSC HQ

Sunderland Court, Main Street, Lubenham, Leics LE16 9TF
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Monday to Friday.
Closed to the public on Fridays.

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WATCH THIS SPACE FOR FURTHER UPDATES



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

TSSC Museum

Open Monday to Thursday



Council of Management 2025 Meetings

Sunday 19th January / Sunday 9th March / TSSC AGM – Sunday 13th April 2025
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, Roy Ross, Bill & Jo Sunderland, Frank Spencer, Victor & Vivien Thompson, Peter Williams

WHO'S WHO

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

Steve Payne

47 Tiverton Drive, Horeston Grange,

Nuneaton Warks, CV11 6YJ

T: 07885 449609 (6 to 7pm)

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

Julian Rowell

6 Stainmore Grove, Bingham,

Nottingham, Notts, NG13 8SF

E: acclaim@tssc.org.uk

STAG

Situation Vacant

Do you have a passion for Stags and could you fill this role? If so, please contact the editor at editor@tssc.org.uk or call:

07771 675719.

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

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E: archive@tssc.org.uk

YOUNG MEMBERS CO-ORDINATOR

Conor Lukeman

14 Quinton Close, Redditch,
Worcester B98 0EL

T: 07758 539750

E: youngmembers@tssc.org.uk

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Paul & Christina Girling

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

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E: tsscareas@gmail.com

INTERNATIONAL LIAISON SECRETARIES

Jess Smale & John Lay

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

T: 0781 107 3138

E: international-liaison@tssc.org.uk

EVENTS & SHOWS

Nigel Hill

32 Hollyhill Road, Selston,
Notts NG16 6EF

T: 07976 163006

E: nigel.hill@hotmail.co.uk

PUBLIC RELATIONS OFFICER

Vicky Dredge

Kingcott Farm, Alcester Road,
Flyford Flavell WR7 4DF

T: 07745 299457

E: pro@tssc.org.uk

COURIER Classifieds

FOR SALE

GT6



1970 GT6 MKII O/D

Member owned 26 yrs, restored by MW Restorations (receipts) 1996, garaged and used since; TSSC valuation £20k; elec ignition, Webasto, squab seat, Minilites etc. £12,995.

David Reeves. (Newbury, West Berks)
Tel: 07887 815163

SPITFIRE



Mk3 Spitfire

1969 car. Year's MoT. Dry stored for the last 10 years. 52,150 miles believed to be correct. 11 previous MoT certificates. Microplas hardtop. Needs respraying. £5250.
Nigel Ind (North Wilts)
Tel: 07860 532974



Spitfire MkIV

1974, Wedgwood Blue, 1296cc, good runner, recent electronic pump and pressure sensor fitted. Detachable hardtop and other bits. Contact for details. £7000. Jenniferaber_9776 (Pinner, Ruislip). Tel: 07949 727477

VITESSE

Vitesse Mk2 Convertible

Abandoned restoration. Rolling chassis and much restoration to bodyshell, but remainder of car needs completing. Offers around £1500. Steve Rogers (Blandford Forum, Dorset)
Tel: 07968 159713

HERALD

Triumph Herald 13/60 Estate

One owner 47 years. Super original low mileage. Easy restoration project. Four new tyres. Valencia blue/black interior. Stored 32 years. £1650.
Paul Friedman (Kent).
Tel 07377 936572



1968 Herald 13/60 Convertible

Owned 24 yrs. Much loved classic. Stainless exhaust, double duck hood, Vitesse bumpers and door cappings. MX5 seats and wind deflector. Bodywork needs attention. £2000.

Richard Eagle (Tyne and Wear)
Tel: 07876 035568



Herald 13/60

1967, owned for 35 years, dry stored for 15 years+, runs but does not drive (clutch stuck to flywheel). Complete. V5. Ideal project. £1750.
Youngs57_2663 (Nottinghamshire).
Tel: 07950 990777

TR



TR4A

1967, IRS, original UK car, O/D and Surrey top. Great fun driver's sportscar. Sorted, reliable, ready to go (2000 miles in summer 2024). With bumpers, hub caps, bespoke roof, leather - so much new! Peter Bird (Suffolk)
Tel: 07958 100633



TR6

1975, Carmine Red. Sorted injection, owned for the past 15 years, pile of work completed. TSSC valuation £30K. Q and A by phone/email. Offers over £23K. Joe Lees (West Midlands)
Tel: 07778 023833

KIT CARS AND SPECIALS



RAW Striker and Trailer

It's not a Triumph, but I need more space for a Vitesse! Engine is a supercharged 20V Toyota 4AGE. Includes trailer, two sets of wheels etc. Richard Clouting (Reedham, Norfolk)
Tel: 07502 990695

STAG



Mk1 Stag

Owned since 2008, genuine reason for sale. Mk1 Triumph Stag, manual overdrive, full engine rebuild costing £10k 2022/23. £10,500 ono.
Graham James (Essex).
Tel: 07834 734602

CARS WANTED

Vitesse Mk2 LHD

I would like to acquire a LHD Vitesse Mk2 convertible. I am located in the US. I will consider importing.

Email: jackvtr2020@gmail.com

Spitfire Mk3 KKM 181E

KKM 181E was my first car bought circa 1980. Now in my 50s, I want another Mk3 but I am looking for KKM 181E first. Any information very much appreciated. Jim Ropkins (Orpington)
Tel: 0034 647 495422

Spitfire

Any mark Spitfire, from restoration project to good condition. Please call me if you have anything for sale. Roland Andrews (Warwickshire)
Tel: 07884 314760

PARTS FOR SALE

Dolomite Sprint alloy wheels

Set of five plus nuts, 13in 5.5s with tyres that are old but with good tread. Used condition. £200. David Robertson (Glasgow). Tel: 07773 817638

Triumph Spitfire 1500 gearbox

Four-speed gearbox removed and replaced with an OD gearbox. Working when removed, dry stored since then. £200ono. David Robertson (Glasgow)
Tel: 07773 817638

Inner Tubes

Five brand new Michelin Airstop inner tubes, 175/185/70-13 (TR13). Will post

at additional cost. £80. Jeanna and Nigel Ind (North Wiltshire)
Tel: 07860 532974

Four chrome wire wheels and tyres 4.5Jx13in. Showing signs of age. With splines, nuts and spinners. Tyres are legal but out of date. £175. Jeanna and Nigel Ind (North Wiltshire)
Tel: 07860 532974

Bond Equipe windscreens

In good condition. A few available for collection. Keep a spare, you never know! £100. Jeff Baker (Potters Bar)
Tel: 07930 322831

GT6 wheels

GT6 5.5J steel wheels, professionally refurbished. Look stunning. Fit GT6, Vitesse, Spitfire, Herald. Can post at cost. £400.

Paul Friedman (Kent)
Tel: 07377 936572

Herald/Vitesse NOS driver's door. NOS offside Herald/Vitesse door, small areas of surface rust but structurally sound. Dry stored last 45 years. Free, but needs to be collected.
Stephen Horsefield (South Cambs)
Tel: 07899 672960

PARTS WANTED

Herald 1200 Headlamp Cowls

I'm looking for a mint, unpitted set, even the brass remanufactured ones.
Graham Middleton (South Armagh, NI)
Tel: 07478 033552

Vitesse 4.5J steel rim

Only one needed for my spare wheel.
Gary Flinn (Derby) Tel: 07825 269136

Vitesse tow bar

Any condition ok. Gary Pearson, (Nottingham) Tel: 07366 014833

Spitfire Mk4 1500 Front Bumper

Must be in very good condition, no dents, good shine, captive nuts all clear, won't matter if reverse side has surface rust. Gary Pearson, (Nottingham)
Tel: 07366 014833

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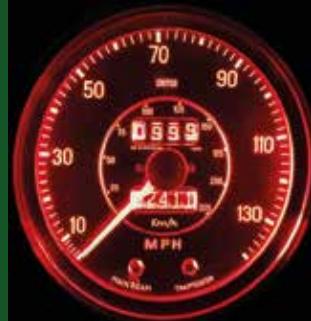
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