

THE COURIER

THE MONTHLY MAGAZINE FROM THE TRIUMPH SPORTS SIX CLUB

ISSUE 540 JULY 2025

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THE TRIUMPH SPORTS SIX CLUB

FROM THE EDITOR

In this issue's News pages, we hear that Dave Evennett is the new Area Organiser for the recently-revived Wirral TSSC. As well as restarting the monthly meetings at the Cottage Loaf in Thurstaston (7.30pm on the first Thursday of each month), Dave and his friends also hope to revive the longer runs the Area used to do, taking advantage of the scenic North Wales and Cheshire countryside on their doorstep.

And why not? As Dave said to me: 'We bought these cars at the time because we thought they had so much going for them, and I'm sure many of you – like me – still think we made the best choice. These days there is a desire by many of the current generation to own a 'modern classic,' but I think our cars have more than enough appeal to still attract attention and desire from younger people so long as we can get them out and be seen locally with them more frequently. What other make can offer such a wide range of beautiful shapes, sizes and colours as Triumph? These cars were so advanced and well appointed that they can still be suitable for use in today's traffic conditions. I think we owe this to the future

of these lovely cars and am hoping our Wirral members will all join us.'

The point about the cars still being more than capable of mixing it with modern traffic is a good one and applies to most Triumphs. I am always baffled when people plan for a 20 mile journey in their Triumph as though they are setting out on a three-month expedition into the wilds of Mongolia, then seem almost surprised when their car makes it there and back again in one piece. To be sure most old cars need regular use – and after decades of potential neglect often a period of rectification – before becoming reliable, but get on top of the maintenance and they'll be dependable as well as enjoyable.



Simon Goldsworthy

Editor
editor@tssc.org.uk

TRIUMPH SPORTS SIX CLUB SHOP & MUSEUM
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CLUB SHOP - Open on selected days only, see page 63 for details

TSSC MUSEUM - Open by appointment only

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Members joining/renewing by Direct Debit can expect their fee to be collected by the TSSC on the nearest working day to 15th of the month prior to their membership expiring.

For full membership options, see the website at www.tssc.org.uk

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Monday, Wednesday and Friday 12noon - 5pm

Tuesday and Thursday 9am - 2pm

TSSC INSURANCE VALUATIONS

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

Email valuations - please download the form from the TSSC website, www.tssc.org.uk, and email to valuations@tssc.org.uk clearly marked as Valuation in the subject line.

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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 month's photo was sent in by Helen Crowter, who says:

'This is my Herald 13/60, which I've owned for nearly three years. His name is Professor Plum, and he looks very different now from when I first got him. Back then he was mechanically sound, but needed repainting. I did this myself, following about a year of sanding and preparing in my spare time. He is a joy to drive and I love the responses I get from other drivers out on the roads. This photo was taken at The Oaksmere Hotel in Bromes on their driveway. It was a lovely autumnal day and I couldn't resist the photo opportunity!'



CHAIRMAN'S COMMENT

IT IS THE END OF AN ERA FOR THE TSSC AS WE SAY 'FAREWELL' TO TRUDI PRETTYJOHNS

What were you doing on the 1st January 1980, forty five years and six month's ago? On that day, our very own Trudi Prettyjohns was starting her first day working for the TSSC. The club was not even two and a half years old at the time, but was growing very quickly and the team needed more help.

Over the years Trudi has had just about every job going in the office, from membership secretary to office manager, and has seen and helped the TSSC grow into the fantastic club that it is today. Sadly though, by the time you read this Trudi will have had her last working day with us and will have finished working with the TSSC at the end of June.

I need to make a point here that Trudi has not retired, but we have come to an arrangement that Trudi will move on to pastures new. I would like to say a massive 'Thank you' to Trudi for a lifetime of dedication

to the Triumph Sports Six Club. It really is the end of an era to not have her at TSSC HQ any more, but don't worry because she won't be disappearing completely – Trudi is coming to Classic Le Mans to help us in early July, and will be around at events and open days moving forward.

Life is tough for any business or club at the moment, but if we make the right decisions then we will prosper into the future. Your Council of Management work tirelessly to make sure we are making the best business decisions for the club, and when we need to cut back, we are prepared to make those tough decisions. Therefore, the CoM will be taking on Trudi's many roles and doing the work between us all.

By the time you read this, we will be days away from leaving for Classic Le Mans and the biggest event of the classic car calendar.

The TSSC are off to France with approximately 100,000 other classic car fans from around the globe. We will yet again be taking over Tetre Rouge campsite near the Dunlop Bridge on the most famous racing track in the world. The TSSC team will be there, looking after our members for what is always a memorable trip. I look forward to seeing you all at the club hospitality tent.

Yours sincerely,



Chris Gunby
TSSC Chairman

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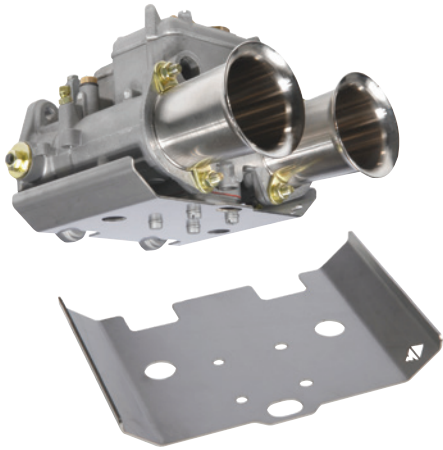
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If you have fitted one of the Weber DCOE or DCO/SP range of carburettors to your Triumph, then you may like to know that Webcon now manufactures a heat shield for them. Designed to help alleviate fuel handling problems, particularly on non-crossflow engines where the carburettors are directly above the exhaust manifold, it deflects the heat around the carburettor. Made in the UK from 1.6mm stainless steel and sold under the part number 9990398700, it retails for £26.87. One heat shield is required per carburettor. For further details call 01932 787100 or visit www.webcon.co.uk

WIRRAL TSSC

Dave Evennett is the new TSSC organiser for Wirral in the north west. This area has been dormant for a while now, but from Thursday 5th June Dave, with a few local friends, began what they hope will become a more active area again. The group will be meeting in the Cottage Loaf Pub in Thurstaston, Wirral CH61 0HJ at 7.30pm on the first Thursday every month. Dave also hopes to bring back the longer runs that the group used to do. So if you are in the area, why not go along and support the revived group? The next meetings will be on 3rd July and 7th August, and details are in the listing on page 60.

OPEN DAYS IN LUBENHAM

The latest HQ Open Day was held on Sunday 8th June, and it saw lots of folks having a catch-up with a friendly atmosphere about the place. It was a great opportunity to buy spares from the Club Shop, and Di was kept busy all day. Tea, coffee and nibbles were also available, and as an added bonus the nice weather encouraged a good selection of Triumphs in the car park too. The next Open Day will be on Saturday 19th July, so why not come along for the opportunity to visit the shop and museum, as well as a chance to meet up with other members?



EVENTS

JULY 2025

5: Triumphs at the Motorist. North Yorkshire TSSC and other Triumph clubs in the area have teamed up with The Motorist at Sherburn to put on a Triumph Day. All Triumphs are welcome. See www.themotorist.com for more details.

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

AUGUST 2025

1-3: Sunshine Rally. Greetham Community Centre, Great Lane, Greetham LE15 7NG.

Please email J.muschialli@ntlworld.com for a booking form. See p10 for more.

8-10: TSSC National Weekend. Based at the TSSC HQ in Lubenham. Brand new for this year with loads of pick-and-mix options. See page 11 for more details.

22-24: Silverstone Festival. Epic track battles, festival vibes, three nights of great live music and so much for the whole family to enjoy together. www.silverstone.co.uk

SEPTEMBER 2025

6-7: Beaulieu Autojumble. National Motor Museum, Beaulieu, Hampshire SO42 7ZN. The biggest outdoor sale of motoring items this side of the Atlantic. www.beaulieu.co.uk

7: All Triumph Day @ Shuttleworth.

See the advert on p10 for more details.

12-14: Norfolk Camping Weekend and Mile of Triumphs. See advert on p10.

21: Fifth Tour of Devon. Please email your Name, Triumph Model, Club and Phone contact to tourofdevon@tssc-devon.org.uk. See advert on page10.

HQ OPEN DAYS

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

Please email events to editor@tssc.org.uk

AUCTION REPORT



Morris Leslie: 1973 Spitfire IV – £2200 + fees.



H&H: 1966 TR4A – £21,938.

Morris Leslie had a number of Triumphs in their sale on 17th May. One rarity was Lot 727, a Triumph Mayflower. The £2500-£3250 estimate looked realistic enough, but the bidding fizzled out at £2100 for a No Sale.

The Spitfires had more luck. Lot 701 was a 1973 example that had been driven to the sale. Offered with no reserve, £2000 was enough to clinch the sale. That was followed by Lot 744, a 1970 Mk3. The bidding for this one started at £2000, but this time it went up steadily rather than spectacularly to reach £3700 for a provisional sale.

Lot 799 was another Spitfire IV from 1973, this time looking very smart in white with wire wheels. Also driven to the sale, this one also had an MoT valid until August. It was estimated at a very conservative £1000-£1750, so it was no surprise to see that it beat the top estimate. Even so, the hammer price of £2200 still looked like a very good deal.

A few days later, H&H were in action down in Buxton. We were quite taken with Lot 25, the 1972 GT6 Mk3. This looked to have had a lot of money spent over many years maintaining and improving it, with some sensible (and expensive!) upgrades such as CV-jointed driveshafts. It also rode on original and immaculate steel wheels rather than Minilite-style modern replacements, something of which we definitely approve. With an estimate of £14,000-£16,000, the seller may have been



H&H: 1972 GT6 Mk3 – £10,583.

a little disappointed by £10,583 all-in, but the buyer must have been delighted.

Another white beauty was Lot 62, a 1966 TR4A. A genuine home-market car, this too had seen a lot of time and money lavished on it, including a mechanical overhaul, professional body restoration and a chassis renewal courtesy of TR Bitz. In the vendor's care since 1984, it settled comfortably in the £18,000-£22,000 estimate to cost its new owner a total of £21,938 – money well spent!

At the other extreme was Lot 116, a 1979 Spitfire 1500. Off the road for many years and described as 'Seemingly substantially complete,' it was suggested that as well as being suitable for restoration, it could also serve as a source of spares. Naturally offered with no reserve, it sold for £550. We'd love to hear from the new owner if they do plan on restoring it, but rather fear it may have gone down the spares path.

Finally from H&H, Lot 129 was a 1975 2500S that looked rather smart in Honeysuckle paint with Chestnut cloth interior and the remains of an MoT valid until June. Previously converted from automatic to manual with overdrive, it was clearly a car that was ready to be used. It smashed through its £6000-£8000 estimate, selling for £11,812 inclusive. We didn't see that one coming!

Heading back up north next to Newcastle,



H&H: 1979 Spitfire 1500 – £550.

WB and Sons had a couple of Triumphs in their 7th June sale. One was a familiar face – Lot 143, a nice early Stag from 1971 with the automatic transmission. This was the car that had gone through last time with a £5000-£6000 estimate, but the £4200 top bid back then was clearly not enough to convert from provisional to sold because it was back for another go. It still looked good from a few feet away and we reckon it was a car you could enjoy driving right away, but those paint reactions that had created small rashes on most panels were still the elephant in the room – what would you find underneath? Still with the same estimate suggesting the seller had not changed their valuation, it was once again a No Sale which showed that the buyers hadn't changed theirs either.

Perhaps a more surprising No Sale was Lot 26, the 1980 TR8 convertible. And make no mistake, this was a genuine factory TR8 that had been reimported from North America a couple of years ago and was not a TR7 V8 conversion. It looked lovely on Persian Blue and although there were a few small blemishes that come from use, it really looked very smart. The estimate of £9000-£11,000 seemed very reasonable, but perhaps bidders in the UK were put off by the LHD and European bidders had not picked up on the sale, as it failed to sell. Shame.



WB and Sons: 1980 TR8 – no sale.

HONORARY MEMBER

In the Who's Who listing each month, there is a small box listing TSSC Honorary Members. We thought it would be a good idea to introduce some of these to new members, and we are starting with Chris Allen.

It was a cold morning in February 1974, and I had just got the keys off my boss (a chief ambulance officer) to his Triumph Herald. He had just had the blue light, two-tone horns and two-way radio removed and I had just bought it from him for the sum of £275. VMF 439G was a Royal Blue 1200 saloon. It became Fred the family car and I was smitten. He became our daily driver, used to get to work and for everyday life, not to mention Linda and my honeymoon transport to Cornwall in August 74. Over the years a white stripe was added, Dolomite wheels were fitted along with a Spitfire engine – he was used and abused.

In 1976 I took our new-born daughter home from hospital in Fred, and it soon became obvious that he wasn't big enough. So Fred was replaced with a Ford Escort estate, which



Honorary Member

Chris Allen

turned out to be a heap of junk. I got rid of the Escort and bought a rusty Herald 13/60 estate, TXC 55J. I spent months doing her up and an addiction to Heralds began. I bought a 13/60 convertible with a damaged diff from a national car park in Birmingham city centre for £5, did it up used it for a couple of years before breaking it for parts. That was SPP 781J, and yes I can remember nearly all of the registration numbers!

Triumphs came and Triumphs went. We became a two car family when the 13/60 estate was joined by a Courier Van for which I paid £350. I did up the Courier (1678 VC Phantom Grey), kept it for 22 years and drove it for 100,000 miles. I saved a 1959 948 Coupe from being scrapped (it still cost £500 though!), we undertook a total restoration and kept her 22 years. Even now she's the earliest known coupe on the road. Both the van and coupe are now under the care of our chairman, Chris Gunby.

I joined the TSSC in 1980 after I was approached

by a West Midlands area member, Norman Coats. I became involved with setting up and organising the National Concours for a few years. I judged (and still judge) Triumph concours, I value our cars for agreed insurance and I have been Area Organiser for West Midlands on and off for a number of years. I have owned every variant of the Herald, as well as two GT6s, five Spitfires, three Vitesses, three Dolomites, two Toledos, four 2000/2.5s and two Acclaims. Currently I own a very modified Mk1 2000, 507 MOE, which tows a caravan and travels all over the UK and Europe, plus a Mk2 1200 convertible – 9191 ML – which is nearing the completion of a five year restoration.



In my 45 years of membership of the TSSC, I have travelled all over Europe with my Triumphs and was a guest of honour of the Capital Triumph group of Washington DC in the USA. I have made many friends for life through my Triumph ownership.

WHAT IS AN HONORARY MEMBER?

Honorary Members are individuals who have been given lifetime membership of the TSSC. Whereas Member of the Year is an accolade given for current work, Honorary Members are chosen by the Council of Management for their lifetime's service not only to the club, but to the Triumph movement as a whole. It reflects our gratitude for contributions that have gone above and beyond for an extended period of time.

Honorary Members		TSSC Members of the Year	
Paul Bennett	1980 Chris Langford	2008 Norman Coats	2008
Chris Allen	1981 Mike Mansfield	2009 Peter Coats	2009
David & Rose Herbert	1982 Ray Kelly	2010 Ray Kelly	2010
Thomas Collier	1983 Robert Williams	2011 John Lambert	2011
Martin Cox	1984 Dave Richards	2012 Ray Williams	2012
Robin Evans	1985 John Richards	2013 John Richards	2013
David Gird	1986 John Richards	2014 John Richards	2014
John & Pam Griffiths	1987 Paul Richards	2015 Pippa & Frank Spencer	2015
Leona Grant	1988 John Richards	2016 John Richards	2016
Pip Hogg	1989 Colin Mitchell	2017 Colin Mitchell	2017
Michael Henson	1990 Steve Green	2018 Steve Green	2018
John Mansfield	1991 Paul Gilling	2019 John Richards	2019
David & Rose Herbert	1992 Norman Coats	2020 Norman Coats	2020
Frank Spencer	1993 John Richards	2021 John Richards	2021
Victor & Valerie Thompson	1994 Philip Wainwright	2022 John Richards	2022
Steve Williams	1995 Pippa & Frank Spencer	2023 Pippa & Frank Spencer	2023
	1996 Mark & Jo Ford	2024 Mark & Jo Ford	2024
	1997 Mark & Jo Ford	2025 Mark & Jo Ford	2025

SPITFIRE - HERALD - VITESSE - GT6 - TR2-5 - TR6 - TR7
TR8 - STAG - 2000 - 2500 - 2.5Pi - DOLOMITE - SPRINT



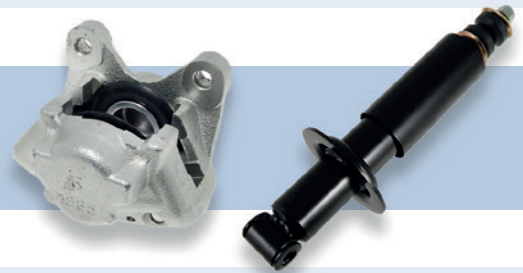
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Saturday - Organised route round beautiful Rutland, BBQ and evening entertainment.

Sunday - Walking trail, show and shine and a raffle.

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

One night £24 per pitch

Two nights £40 per pitch

Extra nights Thursday or Sunday £13 per pitch

Visit just for the day £5 per car per day

For a booking form please contact Jan on 07799 804415

J.muschialli@ntworld.com Pre booking advised!

THE TSSC

National Weekend

8th-10th
August 2025



TSSC HQ
Lubham

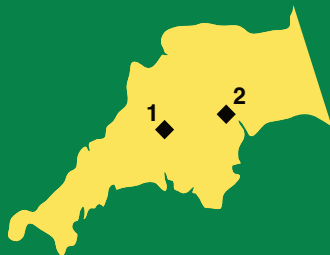
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For more details see the Events section of the TSSC website.

For those that have attended previous MoTs please note we are starting small!

CLUB

QUALITY PARTS



SHOP

& MERCHANDISE

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The TSSC Club Shop will be attending the following events:

July	Saturday 19th	TSSC HQ Open Day
Aug	8th-10th	TSSC National Weekend
Sept	Sunday 7th	All Triumph Day @Shuttleworth
Oct	Saturday 18th	TSSC HQ Open Day
Nov	7th-9th	Classic Motor Show, NEC
Dec	Sunday 7th	TSSC HQ Christmas Open Day

THE TSSC

National Weekend

8th-10th
August 2025



TSSC HQ
Lubenham



Photo courtesy of Wikipedia

Come and join us for the TSSC National Weekend!

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

Saturday 9th – Drive out to **Coventry Transport Museum** with reserved parking and reduced admission, followed by a **Party** and optional **BBQ** at HQ

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JUST A PERFECT DAY FEED ANIMALS IN THE ZOO



Lou Reed wrote: 'Just a perfect day, feed animals in the zoo...' Well, Sunday 18th May was that day for the Devon Area TSSC! Zoo trips have been popular with our members in the past, with previous trips to Dartmoor and Paignton Zoos. However, in my opinion Exmoor Zoo was the best one yet.

Exmoor Zoo near Bratton Fleming in North Devon is not in the typically tourist-filled part of Devon and is all the better for it. The zoo is owned by Danny and Lynn Reynolds and their family. It was obvious from the moment I booked our group visit many months ago that it was run in a very different way to other more commercial enterprises. The

family acquired (rescued) the zoo in the early 1990s when it was Exmoor Bird Gardens. The business had fallen on hard times and had gone into administration. The Reynolds family and their team have systematically improved, restored and expanded it ever since, despite a number of setbacks including two break-ins where they lost a large number of exotic birds.

Today, the zoo welcomes over 45,000 visitors a year, is part of 35 breeding programmes and is home to a number of rare species. It describes itself as 'Home of the Exmoor Beast' as it hosts a number of feline species, including the black leopard.

There were 34 Triumph enthusiasts in our group, travelling from all parts of the county. I arranged a rendezvous in Bideford for those of us in the north of the county and our convoy consisted of Julie and myself in the TR4, two Spitfires (Alan and Janet's gleaming Mk3 complete with newly refurbished seats, plus Malcolm and Mandy's equally shiny 1500) and Geoff and Dawn in their yellow Stag. This was my first proper trip of 2025, as I had only just completed the fitment of carpets, seat belts and a re-upholstered passenger seat to the TR4. My own seat was not going to be completed in time, but that could wait a few weeks – I would rather

be out driving the car! Julie was delighted both with the seat belts (which she had been nagging me to fit) and the very comfortable passenger seat.

We arrived at the zoo early and were greeted by an almost empty car park complete with our own dedicated and coned-off area. The owner's daughter and grandchildren immediately appeared and were very welcoming. The children took great interest in the cars as other members arrived, and we soon had a row of Triumphs on display. The children told me that their favourite cars were the 'red ones' and 'the ones that look like they have funny shaped eyebrows,' (the Vitesses).

We knew that some members were planning to join us later, so soon after opening time those of us present made our way in. A number of us stuck together, others went off and did their own thing. I never did get to see Robert and Barbara Hodgson who arrived later, but I know they were there because they left a note on my windscreen! It was great to see everyone, particularly those who had travelled long distances.

What I loved about the zoo was that it is welcoming, relaxed and really well organised and maintained. Compared to some zoos it is not huge, but there is plenty to see and do; many of us stayed for the entire day and still felt that there were things we hadn't seen. The café at the zoo is run by friendly staff and had a good range of lunch options and all-day drinks, cakes and ice creams. And to round off a perfect day, we had a lovely drive back home in perfect weather with the wind in our hair!

Andy Luckhurst



I BOUGHT IT ANYWAY!

I was warned so many times that owning a Stag would be a labour of love, but finally decided that I would have to have one. I owned Spitfires when they were new. We would rebuild them, even then. I had caught the Triumph bug and now I am able to spend some time on the cars. Having spent ages on the internet and missing one or two, I finally bought one early last year. Two weeks later on the wettest day of late spring it arrived.

It looked very smart and Caroline and I made it sparkle. We drove it very locally and all appeared fine. Then we had a pretty major issue – the brakes failed! An automatic Stag going downhill approaching a junction without brakes was nerve racking, but at least the handbrake was functioning. After a few calls it was taken off to a local garage, the owner of which used to own Standards, had a sympathetic ear and said: 'I always liked the Stag.'

The car is very solid, the engine runs well and sounds wonderful. In the past it had a rebuild and a bare metal respray. The mountains of paperwork that came with the car showed it was rather pampered, but it had seen little use over recent years. So Andy, the sympathetic mechanic, asked me to order loads of parts and began recommissioning the car. We now have new brakes, a replacement alternator, propshaft and differential. The fuel hoses and filters have all been replaced, the water system drained with new hoses here as well.

Over last summer Andy had the car for



more time than I had it. On the occasions he released the car, we took it to a couple of shows. At one outing, on returning to the car it wouldn't start. After a couple of attempts to coax life into it, out came the long screwdriver and hammer – a quick tap on the starter motor and we were going home. The motor was replaced and the car started, but then immediately died. The old motor was cleaned up and swapped back again with no further issues. No-one has come up with why the new motor had a problem and a refund was given. We'll put that down to being on Planet Triumph.

We are starting locally and gradually taking the Stag further afield whilst it gains our confidence. The more things we do to it, the more we use it and the more it needs, but I presume anyone reading this is aware of this through their own experiences. Which brings me back to where I started, but I'm glad I didn't take any notice of the negative comments on Stag ownership as owning the car is so much fun.

Tony Truesdale, Essex TSSC

ENGINE REBUILDING ADVICE SOUGHT

I am having an ongoing issue with my engine overheating, so was thinking of going for a reconditioned unit. I was wondering if anybody could recommend a good company to do this? The engine is an FM prefix 1500, and any help would be appreciated

Crawford Hendy

PS I thought you might like to see a picture from our run at the weekend through Glenshee in the Cairngorms. The wee bear is Reece Da Bear, who is our charity bear raising awareness for children with Batten's disease. Reece sadly passed away last year, but we keep his bear going out and about in the car and on my motorbike.





TR ADVENTURE TO ISLE OF MAN

About 70 miles off the coast of Cumbria lies the Isle of Man. The Irish Sea creates a natural barrier, but we in Cumbria do communicate and keep in touch with some of the TR owners on the Island by email. This year, however, we got together in person and had a brilliant few days.

One TR4, a TR4A, six TR6s, one TR7, a Stag and a Peerless plus 19 people left Heysham on the The Manxman, and about four hours later we disembarked in Douglas and followed the A5 to Castletown. Peter had found Knockrushen House for us to stay in – rather grand with a huge kitchen, dining and living area as well as enough bedrooms for everyone. Mark and Anita, their Mimosa TR6 and their dog Kendal were staying close by.

Rex's TR4A had electrical issues and even after swapping the dynamo and control unit, he opted to navigate in Ken's Peerless and his TR stayed parked up. (He did get home OK, though.) Neil had an issue with the hood of his Stag and it took six of the men to get it sorted. Otherwise, all the cars performed as we knew they would.

The next day we drove back to Douglas and lined up in the pit lane of the famous TT Grandstand. The daughter of the late Peter Saunders met us in Peter's TR6 before waving us off to drive the famous TT circuit, setting off down the hill, turning right at the Quarterbridge, following the race markers, passing trees swathed in cladding and up the mountain road to Ramsey. The road surfaces were smooth and so much better than at home, the white lines being repainted before the race season starts. Clouds and mist slightly spoil the mountain section, but lunch at the well known Creg Ny Bar pub put everyone in good spirits. Then it was off to the Manx Motor Museum in Jurby which had a great selection of unusual vehicles, and lots of motorbikes of course.

The weather at the end of April was fantastic, quite perfect with blue skies, warm and sunny top down motoring at its best. The next morning, Peter led the way and we set off to circumnavigate the island clockwise, enjoying some stunning sea views and rolling fields with not much traffic. We had a bit of

a hiccup in Port St Mary with single track roads and a very tight turn, but nothing a TR couldn't handle! We stopped in Peel for an early lunch, parking looking over to the harbour and the Castle. Ros, Steve, Jim and I opted for deep fried Queenies and chips sitting outside overlooking the beach – lip smackingly good! There was even time for a quick paddle before we headed to Ramsey.

The late Nigel Carine had been quite a character on the Isle of Man motoring scene. His widow Susan had been in touch with John and he led all the others to Susan's lovely house and she entertained the rest of the group for afternoon tea. Nigel's TR6 was still in the garage in pristine condition, and Susan has it serviced every year. Susan is still missing her TR trips. She was delighted to meet us, and we arranged to take her for lunch the next day in one of the TR6s.

The next morning, three cars drove through sunlit lanes bursting with flowers and wild garlic; we collected Susan and sped off for lunch at the fabulous Sound Cafe overlooking the Calf of Man, where we spotted seals

sunning themselves on the rocks. Susan was thrilled to ride in Jim's TR6 and I enjoyed my first ride in Colin's TR7 with its super powerful engine. Susan confessed to Jim that she is still plucking up the courage to drive Nigel's TR6. After taking Susan home, we enjoyed a leisurely afternoon. Jim and I drove out to the peninsular where the once magnificent Castletown Golf Links Hotel looked sad, derelict and neglected. A new owner will hopefully restore it to its former glory. That evening, we had a great meet up with Keith Redhead and other members of the TR Isle of Man Group for a meal at the Sidings Pub in Castletown. Hopefully some of them may join us on a future Cumbria event.

Everyone was leaving the following day. Four people took the 6am morning boat to Liverpool, seven the afternoon boat and the rest of us opted for the 19.45 boat to Heysham which gave us another full day on the Island. After coffee on the prom, Jim and I took the electric tram to Laxey and then went up on Snaefell Mountain Railway. Built in 1895 it has an incline of 16 degrees over a five mile track to the Island's highest point, which was again shrouded in mist. We enjoyed a tasty lunch at the Cafe on the summit, then back down to the sunshine, then past the famous Laxey Wheel before



returning to Douglas. We met a beautiful horse called Erin on her way to work on the horse-drawn trams which travel along the prom linking the electric railway to the narrow gauge steam railway which goes to Port Erin and Port St Mary.

Paul Higgins bought his 1972 TR6 two years ago and whilst he has been on a few runs with us, never an overnighter. He and Alison really enjoyed themselves and urged anyone who hadn't done one to try it— 'You won't be disappointed,' he said.

It was a great few days, thanks to Peter who had the original idea. Super weather, convivial company and TR driving at its best.



Story: Anne Marie Whitehead/Paul Higgins
Photos: Jim McVey and Peter Bonsall

HAZARD FLASHERS



Whilst I found Darren Groves's review of modifications to the Herald 13/60 (Courier, May 2025 p40, 13/60 Model Register) both interesting and informative, I was slightly surprised that he didn't mention hazard warning flashers as a retrospective modification. Whilst these were a standard fitment on Triumphs from around 1970 onwards, they were not fitted to the Herald, Vitesse or the early Spitfires and GT6s. Having recently returned my 13/60 Estate to the road after some 26 years, the thought of being stranded between emergency lay-bys in lane one of a so-called 'smart' motorway – they weren't around in 1999 when my Herald was last on the road – with no means of alerting oncoming traffic to my situation filled me with some anxiety. I therefore decided to fit a hazard warning kit. These are readily available from eBay, and are fairly universal to classic cars of the 1950s and '60s. The one I bought was from Motaclan, and cost the not inconsiderable sum of £33. Strangely it didn't come with instructions, you have to email them after purchasing the unit. Fitting is very straightforward, and simply involves interrupting the three wires which go to the indicator switch at the connectors on the steering column; the brown/green, red/green and the white/green. You also need to find a permanent 12v feed and attach an earth wire.

Charles Henderson

Thanks Charles. Darren was detailing the modifications he's made to his own car, so perhaps he hasn't fitted hazards – Ed.

PHOTO OF THE MONTH

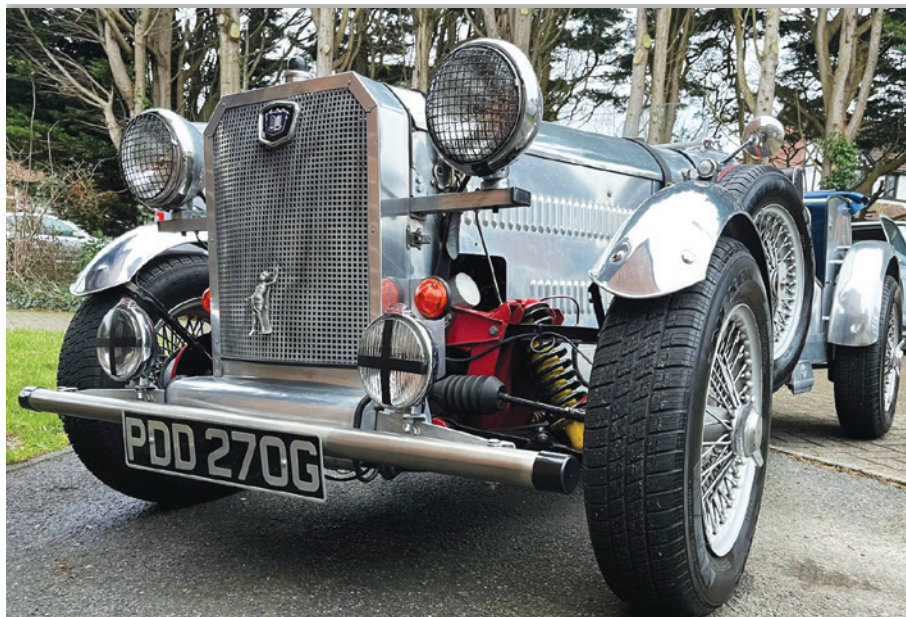
Some more runners up



We have had so many great pictures submitted for our Photo of the Month slot that there is no way all of them can get showcased there. However, that doesn't mean we can't appreciate and admire each and every one. So here are another batch of great submissions that haven't been lucky enough to grab the top spot. Do keep them coming. As ever, send your best photograph together with a few details about you, your car and the picture itself to editor@tssc.co.uk



I was out in my 1959 Herald at the weekend and wondered if you'd like this photo for The Courier. Rich Philpot



This is my Stanbury TT, a 1968 Spitfire-based special which I inherited from my late father in 2021. It was built in the mid-1980s and joined our family in August 2005 when my late father, Mark, purchased it off the back of a lorry. In the two and half years that followed, he carried out a complete nut and bolt restoration prior to being awarded the Best Special at the South of England Triumph show at Leatherhead for two consecutive years. Adam Farley



This is my 1973 TR6 PI fully restored and dry weather use only. I absolutely love her. Dave Mumby



This is my Spitfire 1500 - OWP 383T. Rod Watkins



This is one of the few occasions when John has been 'allowed' to drive Jassy, my much loved 13/60. Sue Franklin



This image was from Classics at Prescott 2024 and was taken by Richard Dredge - I am driving! Dylan Day



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FROM THE *Archives*

Triumph produced a steady flow of press photographs to accompany every new model, every change of specification, promotional activity and attention-grabbing stunt. Usually these images included details of what was being shown, but often this information has been separated from its photograph over the years and we are left to guess at what was being portrayed. Here is a selection of press images and our best guess at what they show. As always, we'd be delighted to hear from anybody who may know better!

»»» HOLD IT RIGHT THERE FOR A MOMENT...

Attractive young ladies were a staple of car photography for decades, but although this shot certainly grabs your attention, we are not sure that the Triumph really needs that much embellishment! It is of course the new Spitfire 4, being unveiled at the 1962 Earls Court Motor Show. Perched rather precariously on the bonnet is actress Janine Gray, a big name in the 1950s and 1960s with a string of film and TV credits. Ms Gray was born in January 1940 and passed away in April 2022 at the age of 82, so that would have made her just 22 years old at the time of this photo – no wonder she can hold a pose like that and still manage a smile. As for the Spitfire, that would have been sharing stand space at Earls Court in 1962 with another Triumph débutante – the Triumph Vitesse 6. It is worth remembering here that while Leyland as a company comes in for a lot of flak, if it had not rescued Standard-Triumph from a desperate financial position in April 1961, we would never have had cars such as these.



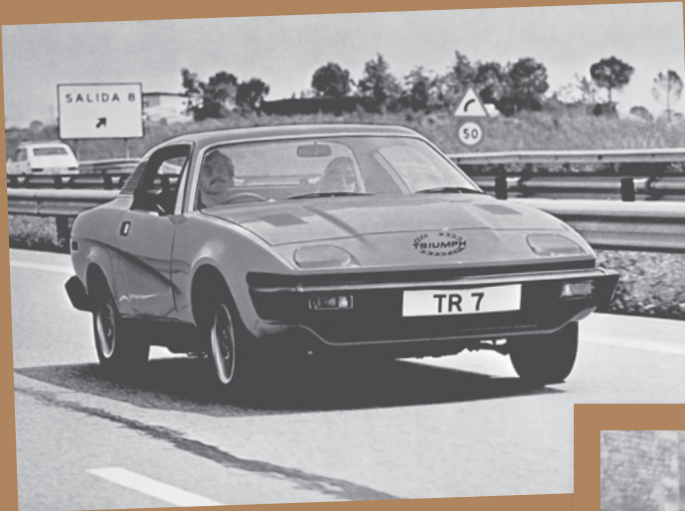
»»» PICK A NUMBER, ANY NUMBER...

Talking of the new Vitesse, here's a lovely shot of the convertible version. The Vitesse introduced the slant-eyed look to the Herald range that was later adopted (without the twin headlights) by the 13/60. The 3VC number on this car is interesting, as it has only been loaned for the photoshoot – it had already been used on a TR4 on the 1962 Tulip Rally, and was one of three (the others being 4VC and 5VC) that happened to be lying around in the press office and were loaned out for the Vitesse launch.

»»» IT'S JUST LIKE A REAL CAR!

The heading above is no slur on the Mayflower's diminutive proportions, but refers to the fact that this is an incredibly realistic illustration rather than a photograph. The Triumph Mayflower was Sir John Black's baby, an attempt to make the razor-edge styling he loved so much on the 1800/2000/Renown family work on a smaller scale. Much as we love the Mayflower today, the proportions looked a little awkward, and the 1247cc sidevalve engine lifted from the pre-war Standard 10 allied to a three-speed Vanguard gearbox gave it stately performance to match its looks. Still, 35,000 sales from 1949-1953 were not to be sniffed at.





TR7 IN ITALY

There was no information on the back of this press photo of a TR7 Coupé, but from the laurel wreath on the bonnet we know that it was a Canley-built car. That narrows down the date, as production of the TR7 started there in October 1978 and lasted until August 1980. We are also pretty certain that it was taken in Italy even though the Triumph is righthand drive – ‘Salida 8’ on the sign in the background is for exit 8 from an Autostrada, though we have no idea which one. There’s also what looks to us like a Fiat 127 heading in the opposite direction – the two-door version rather than the more popular three-door hatchback.

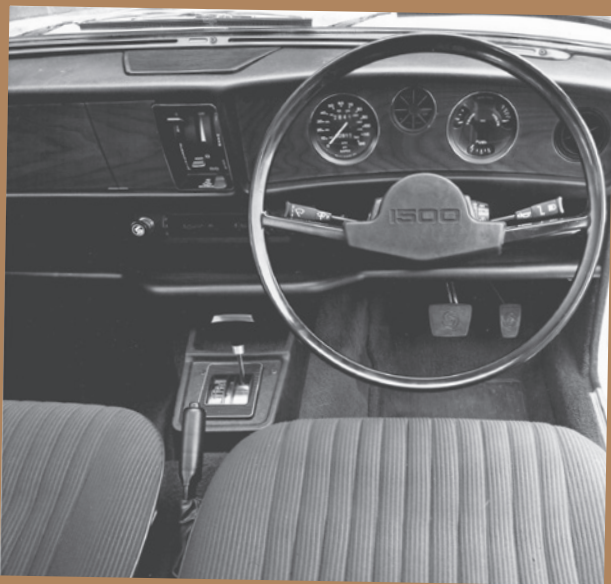
A NEW ERA FOR TRIUMPH

Having essentially gone bust in 1939, the Triumph name was bought by the Standard Motor Co in November 1944 to add a more sporting marque to their portfolio. The 1800 Roadster of 1946 was the first of these new Triumphs to go on sale, but with three-abreast seating up front and two dickey seats in the boot, it was more of a boulevard cruiser than a sports car. Still lovely, though.



FAMILIES CAN BE COMPLICATED!

Triumph always excelled at quality interiors, and this one is no exception. The picture gives a driver’s eye view of the new 1500TC Automatic in October 1973. And that Borg-Warner autobox was a big deal for the company at the time – they had been unable to offer a self-shifting gearbox on the front-wheel-drive 1300 and long-nose 1500, but when the bodyshell structure was redesigned for the RWD Toledo, they made sure the floorpan would accept both manual and automatic options. Then, when the range was rationalised in 1973, the FWD 1500 was dropped and replaced by this new RWD 1500TC – with auto option. Simple!



LIÈGE TO ROME AND BACK AGAIN

This lovely period shot of a TR3A rally car kicking up dirt is just full of drama and excitement. Some years ago I ran it past the late Graham Robson to see if he recognised the car and the event. Naturally he did, identifying it as being taken on the 1958 Liège-Rome-Liège Rally, and adding: ‘The registration KAT 99 was familiar at the time, being owned by a Belgian family called KAT. Occasionally they were drafted in to make a team, but always in that car, not a Works one. It ran on the 1958 Liège, an event where only 22 reached the finish.’ Apparently KAT 99 was one of those 22 cars, Messrs Kat J and Kat P being credited with 17th place.



VITESSES

As far as the eye can see!



The South of England meet (SEM) enjoyed a continuation of the fine spring weather that we had, (definitely now in the past as I write this looking out on low cloud and drizzle,) and this must have helped bring out oodles of Vitesse. I counted 29 on the Sunday afternoon while wandering around with Finlay, who met Hugo (Jane Rowley's dog) for the first time. The two dogs are the same make (flat coated retriever), model (male) and colour (black – Triumph code 11) and enjoyed a refreshing swim in the river at the bottom of the show field.

As is usual at SEM, it was good to see all the different Triumph models lined up separately and my expectations were well and truly exceeded as there were no fewer than 17 Vitesse together. At one stage there were 15 Vitesse convertibles lined up, but there was a good turnout of saloon models too – 10 altogether. For the record, there were six Vitesse 6s, three 2-Litre and 20 Mk2 cars present during the afternoon.

Winner and runner up of the SEM Vitesse Class were respectively Tony Paxton with his 1962 Vitesse 6 saloon in Lichfield Green and Andy Green with his 1969 Vitesse Mk2 convertible in metallic red paintwork, both fine examples of the model. Judging by the number of 1600cc cars at SEM (and Malvern last year), there appears to be increased interest in these original cars, epitomizing 1960s motoring. Tony's car was at its first ever TSSC event and is a very early 'single dial' example dating from July 1962, only three months after production started. It also appears to be a genuine low mileage car, so it would be good to hear more about its history – isn't it great that cars like this are still around? Andy's car has several interesting modifications, including a rollover bar colour keyed to the beige leather interior, with a Perspex wind deflector

shield attached (complete with 'wind in the hair' bear), plus white instrumentation complementing the trim colour and Mota Lita steering wheel matching the veneer dash. And I like the stainless steel mesh grille complete with early Vitesse badge, something that is unique; it's great to see something different.

Another interesting car present was the 1963 Monte Carlo Rally Vitesse in light blue/white duotone. There were four Vitesse rally cars prepared by Triumph's Competition



Tony Paxton's 1962 Vitesse 6 saloon and Andy Green's 1962 Mk2 convertible.



6002 VC is an ex-Works rally car.





A couple of sunroof saloons, Vitesse 6 and Mk2. Note the Street is Neat sticker.



I managed to talk to several Vitesse owners, but with so many cars, apologies for not catching up with even half of you. I'm looking forward to next year's SEM, now a must in the diary.

Department, registered 6001 VC, 6002 VC, 6003 VC and 6004 VC, although they only had a short period in competition. It is believed that the original 6002 VC and 6004 VC cars survive, and the 6003 VC plate is on a replica owned by Canley Classics. The Cyclops style foglamp looks very distinctive and is a unique feature of these cars.

There was some correspondence on the TSSC Forum back in 2020 which is worth digging out if interested. I didn't get round to meeting the owner, but maybe another year.

In contrast to today's anodyne grey, black, silver and white 'colours,' no fewer than ten of the Vitesse were red, either Cherry Red, Signal Red or Damson, the latter being a

particular favourite of mine – my sister's Herald 13/60 estate was this colour. Cherry Red was available from 1963 to 1968, at which point it was replaced by Damson. Signal Red was available throughout Vitesse production. Pictured here are a few of these cars, in particular Vitesse 6 and Mk2 sunroof saloons – dig the 'Street is Neat' rear window sticker, a flashback to 1970s street rodding in the States and Canada, hence the CDN country plate which is not to be confused with 'CND'...

Finally, a couple of pictures of duotone cars (left) show a pair of contrasting Vitesse 6s together and a Mk2 with the bonnet top also painted in white duotone just like the early Heralds, which is another variation. It was interesting that there were several Mk2 cars at SEM with duotone paintwork as owners continue to individualise their cars – this option was discontinued on new cars with the introduction of the 2-Litre model in autumn 1966 as it became less popular, a sign of the times in the swinging 1960s. Note the contrast with the single colour 2-Litre car, but they both have traditional AA badges mounted on the front grille.

Dave T

2019 INDEX

Continuing the index, we are now up to 2019 – thanks again Des.

January	First year owning a Vitesse	An account from an owner
February	The early Vitesse 6, plus So Swing	Changes during the production run of the Vitesse 6. Description of the Swing Spring rear suspension, and of the optional Camber Compensator.
March	Charge and Discharge	Adopt a 1960s driving style to suit a dynamo or fit an alternator.
April	Using Unleaded in your Vitesse	Explanation of how to manage [1] Reduced octane, and [2] No lead in fuel.
May	Experiences	Two owners tell the story of their Vitesse.
June	Why so Low Geared?	Driving conditions in the 1960s suited a flexible top gear. How to fit an overdrive.
July	The Dash that Capped them All	An owner's description of re-veneering and remaking door cappings and dash.
August	Contact Ignition	Explanation of the practical applied theory of the Earth Return (ER) ignition system.
September	When things don't go with a Bang	Ignition system problems and how to check them.
October	Triumph Inter-Club Weekend	Account of this event with photos
November	Retro or Repro Radio	Testing and installing a cheap retro radio
December	Le Tour de Bretagne	Owner's story of a touring holiday



Bob Kelly won first place in the Bond class...



...while Guy was surprised to win second place.

I mentioned in my last article that it looked like May would be a busy month. It certainly was, and as I write this it is not yet over. We started by going to The South of England Meeting on 10th and 11th May, towing our caravan behind my 2 Litre Convertible. The car went well, but either the load or windage on the caravan (or perhaps

a combination of both) did make it run a bit hotter than usual. It was good to meet up with fellow Equipe owners and put some new faces to well-known cars. Oh, and something must have gone wrong as our car was awarded second place in the Concours! Congratulations to Bob Kelly for winning first place with his red 2 Litre Convertible.

Our next outing was to the Bond Owners Club National Rally in Morecombe on 22nd-26th May. This was the 70th anniversary of the first rally, which was also held in Morecombe. This has been a popular venue for the club over the years; I think this is the third one that I have been to there. The BOC is more Minicar than Equipe based, and while I expected that we would be outnumbered by the three-wheelers, I did not expect to be the only Equipe to make it. These days most of the Minicars arrive behind a motorhome, but do give a good showing when out on the runs.

We arrived on Thursday afternoon after 230 miles of top down, mainly motorway driving and found the group set up at the Red Bank campsite just outside Morecombe. Having said 'Hello,' we went to find our hotel in Morecombe. This was not very exciting, but while it did the job, Suzie was regretting not paying the extra £15 a night for a sea view to make up for some of

the hotel's other shortcomings.

The next morning we drove over to the campsite and joined in a run around Morecombe Bay to Cartmel for a coffee and lunch stop, and then on to the Lakeland Motor Museum near Newby Bridge. If you are in the area, this is a worthwhile stop with a good display of cars in an interesting building, with a nice café as well. Interesting exhibits included an Amphicar (appropriate for the Lake District setting and one of the original 'Herald based' cars the TSSC was formed for), and a Bond Minibyke – designed by Lawrie Bond but not made by Sharps

Commercial. On the run back, the convoy broke up a bit as cars made fuel stops etc, but it was another nice dry day.



On the road run arriving in Cartmel.



At the Lakeland Motor Museum.



Amphicar.



Bond Minibyke.



An extract from the video made and posted by the owner of the Bridge House Farm Tea Rooms.

On Saturday the weather was not so good and threatening rain, and whilst we got to the campsite with the roof down, it went up for the first part of the run to the Bridge House Farm Tea Rooms in Wray. The Tea Rooms host regular classic car meetings and we were warmly welcomed by the owner, who was also busy preparing for a classic Japanese bike visit. He then made a video of the cars, which he had already uploaded to Facebook (www.facebook.com/reel/722445516973348) by the time we got back to the campsite.

After Wray, we then went to Ingleton where we visited Lords Antiques, a large building

containing numerous units, and found lots of interesting things. Then it was into the village to get some lunch. During this part of the trip, following six Minicars, I mentioned to Suzie that the Equipe was better equipped than the Minicars in that we had as many cylinders as all six of those ahead – and we almost had as many ccs on our own as they had together as well.

After lunch, and with the weather now dry enough for the roof to go down, we drove

through the village to view the Ribbleshead Viaduct. Lots of cars were parked around the area, and there were lots of walkers around too, but we managed to find a spot to park the car and get a photo with the viaduct in the background.



Six single cylinders ahead of our straight-six.



Ribbleshead Viaduct in the background.



We then made our way back to Morecombe, and to the treat Suzie had planned when she read about the Morecombe Rally – she had booked to stay at the Midland Hotel, which is a 1930s Art Deco building restored about 15 years ago. It was a great improvement on our previous hotel, and very comfortable! That evening we joined everyone for a meal at the local Toby Carvery and were well looked after.

Sunday 25th was to be the main day of the rally, and the cars were all parked up in the hotel car park. Whilst contrary to the weather forecast the day was dry, it was very windy, to the extent that one could only just stand up in the car park, and many hats went flying.

The wind was a shame as it meant that one had to find shelter from it, but at least the rain held off, so that was a blessing.

Prize-giving and awards were held in the lee of the hotel, and again something went wrong as my car was presented with another award! This time it was the Best Four-Stroke – although we were the only four-stroke present! It was a shame that more Equipes or even 875s did not make the rally, and the overall attendance was less than previous years, but we had a very enjoyable time and the car did almost 600 miles without any hiccups, so I'm glad I did the fettling last month!

And finally, a reminder about the Equipe Weekend, which this year is planned to be based near Leeds from



Thursday 28th to Saturday 30th August. At present I only have three confirmed bookings, so if you are thinking of joining us for all or part of the weekend, please let me know ASAP.

Guy



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IT'S ALL A MATTER OF TIMING

The Acclaim can claim a number of firsts for Triumph – the first wholly bought-in design from abroad, the first to have been built in Cowley and the first to have a timing belt rather than a chain being just three of them. It is the last of these three that I want to concentrate on this month – the timing belt.

I must confess that I am not a fan of timing belts. The principles behind them are fine in that they offer quieter running and less need for adjustment, but they also have to be changed more frequently than timing chains. (At least they did in the Triumph era, though I believe some modern belts last considerably longer than some of the flimsy timing chains being used in modern cars.) And changing a timing belt is a job I hate. I don't suppose anybody particularly enjoys the task because it can be a knuckle-scraping experience in a transverse FWD application and there is no room for error, but on the plus side I'd done this job previously on a Fiat 128 and a Nissan Figaro, and the Acclaim's engine bay offered far better access than either of those.

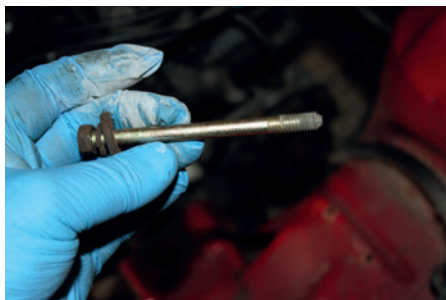
According to my Haynes manual, the timing belt on an Acclaim should be changed at 45,000 miles or 36 months, whichever comes first, and this job was overdue on my car when I finally manned up and broke out the spanners. I had postponed the task by removing the timing cover and deciding that the belt itself looked in good enough shape to remain in use, especially since the Acclaim's engine is not an interference design so if the belt were to snap, it would be an inconvenience that left me stranded rather than a disaster. (In a non-interference engine, there is enough room between the valves and the pistons so that they cannot collide, but in an interference engine the pistons can hammer into the valves if the timing gets sufficiently out of synch, wreaking havoc.) Mind you, as somebody once told me, a visual inspection of the back of a timing belt is rarely very informative as they crack from the inside, and a belt is either circular or straight – there is no on between!

In theory a timing belt change on an Acclaim should only take a professional an hour or two at most, but I had set aside a whole day; in the event, it probably took me between five and six hours in total, going slowly and steadily. I'd heard that removing the engine mounting bolt can be a pig of a

job, so the first thing was to see if this would move, because if it was seized up solid then the whole enterprise could have been a non-starter – you need to move the nearside mount out of the way so that you can feed the belt through the gap this creates between the inner wing and the front of the engine. To my pleasant surprise, the bolts undid easily with just enough resistance initially to reassure me that they had in fact been done up tightly. With that sorted, it was game on.



There are three bolts on the nearside engine mount – two smaller ones on the engine side, and a long through bolt on the body. Allegedly this through bolt can seize.



Without oxy-acetylene to heat it up, a seized bolt could be a major problem. But not only did ours come free, its shank was like new. You've got to love the Acclaim!

The workshop manual is an essential companion when doing a task such as this, so I have only highlighted a few points from my own experience here. Having said that, there were surprisingly two rather important omissions in the instructions contained in the workshop manual which I had open as my safety blanket. One was that it made no mention of the need to support the front of the engine when the mount was removed. Fortunately that is simple common sense, but I would have expected to see it made explicit. The other was that there was no mention made in the section on timing belt



I was also pleased after removing the valve cover to see that the valve gear was in immaculate condition. These engines run cool at the top and mayo can build up.

replacement that the Honda-designed engine rotates anticlockwise, which is the opposite way to most. This might have been mentioned elsewhere in the engine chapter, but again I would have expected it to be made explicit. To be fair there was a factory sticker on the rocker cover to make this point, and it was something I was familiar with anyway.

When removing this timing belt, there are three timing marks that you need to line up. Firstly, there is a notch in the bottom pulley that lines up with a pointer moulded into the plastic timing chain cover which indicates the pistons are at top dead centre (TDC). In fact there are three notches which are meant to be colour-coded: white for TDC, red for 5° BTDC and yellow for 11° BTDC, but no colouring was visible after all these years which is why you need to know which way the engine rotates.



The crankshaft has three notches marked on it. Because the direction of rotation is anticlockwise when viewed from the front of the engine, the third one is TDC.

There are also two notches on opposite sides of the timing wheel on the overhead cam, and these need to be aligned so they are level with the top of the cylinder head. Generally I find this engine to be incredibly well thought out and user friendly, but I must say that all of these marks were a lot fainter

than they needed to be. Cleaning up with a Scotchbrite pad helped make them clearer, but I also applied a little Tippex into the grooves to make them stand out even more.

I still found it very hard to be sure when the timing wheel marks were perfectly level with the top of the cylinder head – there was not enough room to get my own head in there so I could see them head on, and looking at an angle from above distorted their relative positions. In truth it probably doesn't matter too much so long as the new belt goes on in the same relative position as the old given that the engine was running well, but I do like to check and double check on something as critical as this. In the end, a metal ruler placed along the top of the head gave me a marker alongside the timing notch that was much easier to position accurately.



There are also two notches on the camshaft gear. They need to be positioned at 9 o'clock and 3 o'clock, in line with the top of the cylinder head.

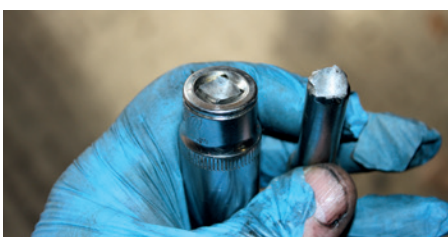
My next problem was to undo the crankshaft pulley nut. I struggled with access initially, until I noticed a big rubber bung in the inner wing. With that removed, I had direct access in for a socket and an extension bar. However, this bolt is torqued up to 85lb.ft. so the engine must be locked to stop it turning if you are to have any hope of undoing it without access to an impact wrench. The recommended procedure is to remove the starter motor so you can lock something into the flywheel's ring gear, but even with the help of Mrs G, we couldn't get it to lock and I was worried about chipping a tooth by accident.

So plan B was an old trick that I had used previously on the Figaro. I took out the spark plugs to make the engine easy to turn, rotated it until the piston in No.1 cylinder was at the end of its induction stroke and then fed as much nylon rope into the cylinder through the spark plug hole as would fit in. Then, when I tried undoing the pulley bolt, the engine only rotated until the piston had squashed the rope against the head, then it locked and allowed me to undo the bolt.

Note that I had chosen this point to feed the



To stop the engine from turning when I tried to undo the crankshaft pulley bolt, I fed rope into No.1 cylinder. This then stopped the piston from rising.



That pulley bolt is of necessity on very tightly, and the first extension bar snapped under the strain of undoing it. Fortunately a Draper one proved to be made of sterner stuff.

rope in so that when the piston squashed the rope, that cylinder was on the compression stroke and so both valves were closed and there was no chance of the pressure chipping the edge of a valve's rim. When I did the same thing to lock the engine so I could torque the pulley nut back up, I inserted the rope when the piston was at the bottom of the expansion stroke, meaning that when it turned backwards as I tightened the bolt up in a clockwise direction, the valves were once again closed. If you were trying this on an engine that rotated clockwise in the more conventional manner, then you would have to reverse those two positions.

One final belts-and-braces step was that even though I checked the timing marks were back in position before releasing the timing belt's tensioner, I also dabbed some Tippex on one tooth of each timing wheel and the



Before releasing the tensioner and removing the belt, Simon marked one tooth on each pulley and the corresponding tooth on the timing belt with Tippex.

corresponding section of rubber timing belt. That way, I could count the teeth between the two marks on the old belt, count the same number on the new belt and put two dabs of Tippex on that too. Then, when refitting it, so long as the Tippex on the belt and the wheels matched, I could be 100% certain that nothing had moved. As I said, belts and braces.



This is why the engine mount has to be undone and pushed into the body bracket – to create a gap through which the old belt can be removed and the new one inserted.



As it turned out, the old belt was unmarked and showed no sign of any cracks even when bent back on itself. It probably could have carried on for years. Probably.



The drive belt for the water pump and the alternator (we all call it the fan belt even on a car with an electric fan!) was showing signs of decay though and was replaced.

With everything reassembled, the Acclaim started up instantly and revved smoothly. Taking it out for a test run reminded me of why I love it so much, because it really is a wonderful car to drive. Not everyone will agree with that assessment of course, but for some reason it suits me perfectly.

Simon

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Rear shock absorber GSA385	£18.00
Rear leaf spring 159640	£120.00
Recon exchange brake caliper type 14	£48.00
Brake disc 208715	£15.00
Brake disc 208715 Drilled/Grooved	£60.00 pair

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

GT6

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

TRIUMPH 2000/2.5 PI/2500

Mk I front wing R/H only 57019/6 (Surface Rust)	£480.00
Mk I front panel (nose cone) 903258	£150.00
Mk II headlamp panel 575894/ZKC1972	£96.00
Mk II bonnet 910507	£190.00
Mk II rear lamp panel 910509	£180.00
Mk II boot reinforcement panel 910505	£150.00
Bonnet seal 613894	£15.00
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Rear centre bumper (estate) for insert 917813	£150.00
Rear quarter bumper (saloon) plain 910158 LH	£96.00
Rear quarter bumper (estate) 923444 LH	£60.00
Rear bumper moulding (saloon) 824479	£36.00
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Dash veneer set 2000TC/2500TC - ZKC1552	£65.00
Dash veneer set 2000TC/2500TC - 730397	£65.00
Boot carpet 728551	£36.00
Recon manual steering rack (exchange)	£96.00
Gearbox (exchange)	£600.00
Mk II front side/flasher lamp 216149/216150	£42.00
HT lead set	£18.00
Clutch kit	£96.00
Rear shock absorber	£20.00
Brake shoes Mk I (axle set)	£48.00
Brake shoes Mk II (axle set) GBS803	£21.50
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2.5PI Rostyle Wheel trims	£120.00 set

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

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AN INTRODUCTION TO OVERDRIVES

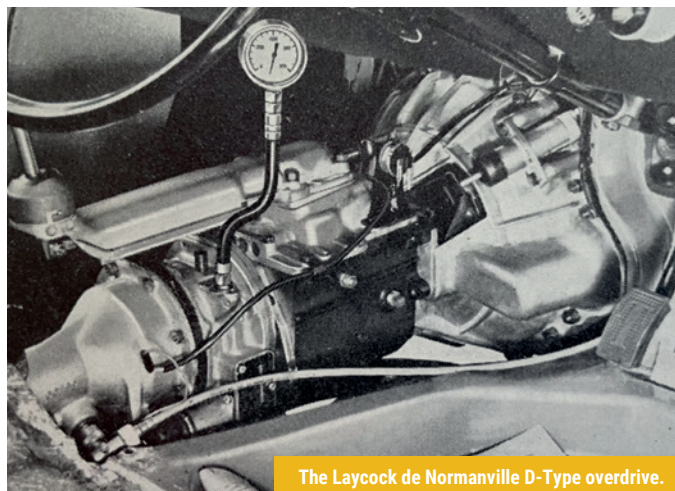
No Heralds were fitted with overdrive at the factory, but it has become a popular modification for many people and so I thought that this month, I would look into the background to this device, its rise in popularity and some considerations when it comes to early Heralds.

The heart of an overdrive unit is from the nature of a sun and planet wheel gearset where the output rotation is at a higher speed than the input; thus a given road speed can be achieved at lower engine rpm. In essence this principle had previously been used as part of automatic gearbox design, and from there it was a short step to consider the merits of adding a single stage device to change the output at the rear of a three-speed gearbox.

Borg-Warner had taken this step in 1934 for Ford and a number of other vehicle manufacturers. From the outset actuation was by Bowden cable, but the concept of

activation by applying electric power to a solenoid came in 1939. This allowed the additional gear to be operated from a switch, normally on the steering column. In the UK in 1948 the idea came to Edgar de Normanville of adding a compact overdrive engaged by a clutch ring to small car four-speed gearboxes. Edgar was an engineer and inventor, also delivering as a motoring correspondent for *The Motor* magazine and *The Daily Express*.

He took the idea to Laycock Engineering of Sheffield to set up manufacture, and it was very quickly adopted by the majority of UK manufacturers as options on some of their vehicles. Ownership of cars was only growing slowly in this post-World War 2 era, not helped in the early 1950s by the Suez



The Laycock de Normanville D-Type overdrive.

crisis and the accompanying petrol rationing, but people were gaining better work through the ability to travel and looking for options to improve their lives. And despite the obstacles, growth in car ownership was still impressive. Consider the following figures for the number of cars on the UK's roads:

1923	c383,000
1930	over 1 million
1950	more than 2.5 million
1960	about 5 million

Adding overdrive to four-speed gearboxes allowed low capacity engines to cruise more efficiently at higher speeds.



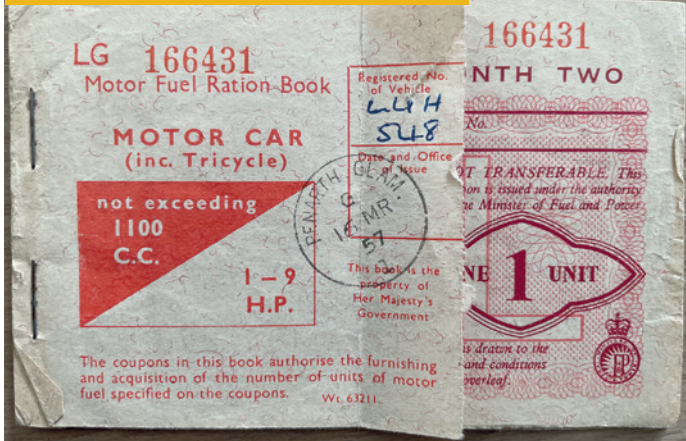
In order to enable motorists to travel farther more quickly, in the 1950s the UK government undertook a program of mass road building to enable a 20th century car-based economy. Unfortunately, this led to

the demise of a lot of railway branch lines, driven by the Transport Minister, Ernest Marples, who pushed for the road system to be developed in preference to supporting the ageing and extensive rail network. Marples

directed Beeching to conduct a deliberately skewed assessment of which branch lines could be closed. Years later it became clear that Marples gained financially through having interests in McAlpine as the major contractor for road building, but the car was on the rise anyway. Britain's first dual carriageway had opened at the London end of the Great West Road in 1925, but it took the expansion post-Suez through the 1950s and 1960s to see even greater expansion. In December 1958, the Preston Bypass, Britain's first ever motorway, was opened by Prime Minister Harold Macmillan, who quoted Robbie Burns and said: *'I'm now arrived – thanks to the gods! Thro' pathways rough and muddy. A certain sign that makin' roads is no this people's study.'*

With this large scale improvement in the availability of good roads, cars needed to be capable of higher road speeds and overdrive gearboxes helped achieve this. It is estimated that over 3.5 million units of various types were made over a 40 year period. It was the availability of a range of sizes, and thus torque capacities, that made the Laycock de Normanville overdrives fairly

Efficient cruising was particularly important when petrol was rationed as a result of the Suez crisis.



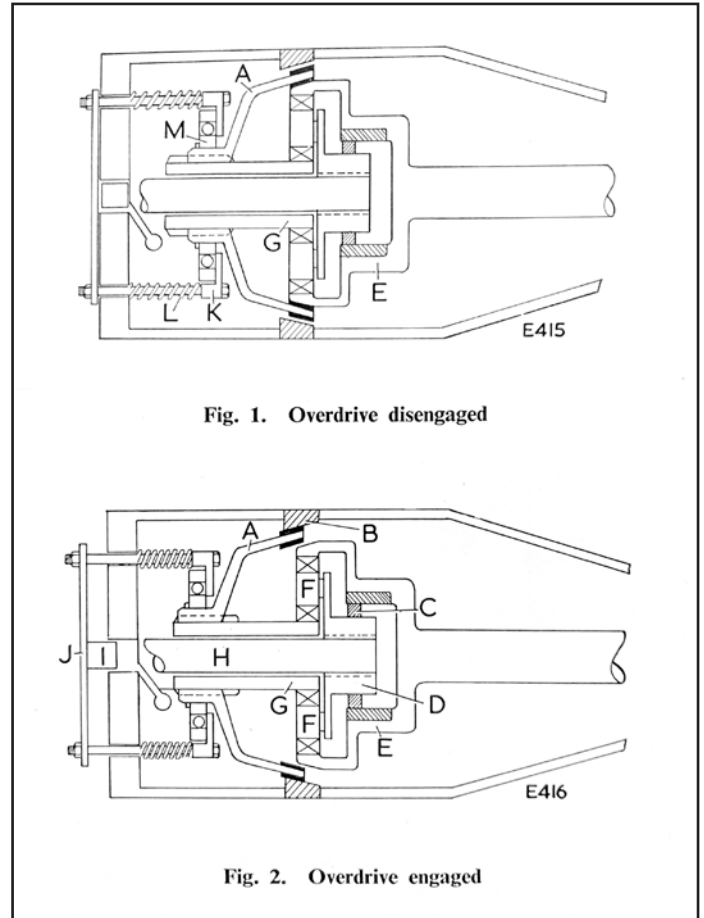
ubiquitous, being used through the 1950s to the late 1980s. Subsequently of course five-speed gearboxes became increasingly available, and in the late 1990s even six-speed gearboxes, then the development of twin clutch pre-selector, servo automatic gearboxes now with seven and even nine speeds.

But back to the 1950s, and as already mentioned above, an overdrive unit is a two-speed epicyclic gear system mounted to the back of the gearbox driving the propeller shaft, (in point of fact 'overdriving' the propeller shaft). It is not as simple as adding one to a standard gearbox as it requires an adaptor plate and a different set of splines on the output shaft; however, with so many units having been made, it is possible to find ones for overhaul and achieve conversions on your Herald to improve driveability and economy.

Or so you would hope! But if you are working with a Mk1 chassis (all 948s and 1200s built before May 1962), then it presents a challenge. The Mk2 chassis was introduced primarily to cope with the power of the Vitesse and had space for an overdrive, but was standardised on the Herald too although OD was never an option there. Personally, I would not mess with trying to fit overdrive to a Mk1 chassis. In fact the general view is that you cannot, but that is wrong because there are two options. Firstly you can cut and adapt a Mk1 chassis and make room for an overdrive, but that will extract strength from a chassis that is already challenged by weaknesses at the rear. The alternative is to accept that you will have to raise the height of the gearbox mount to keep the overdrive clear of the main chassis rails. The compromise here is that you end up with a suboptimal drive-line as

it forces an excessive angle change from the output from the overdrive unit to the propshaft, and then compounds the problem from propshaft to differential.

The point to note is that a universal joint, whilst very effective, is not a constant velocity joint and there will be an effect on rotational speed. It can be calculated that at an angle of 25 degrees, a UJ rotating at 100rpm will cause the driven shaft to briefly reach a maximum speed of 110rpm in the first quarter revolution, then drop briefly to 91rpm in the second quarter. This higher and lower speed variation will be repeated in the next two quarter revolutions. Speed variation



Laycock de Normanville clutch engagement of overdrive.

causes vibration and noise and wears out the bearings, and we probably all know that our propshafts are prone to vibration in standard configuration.

Angles beyond 25° are where the problem becomes significant, but at least we would only be looking at around 15° with a suitably raised gearbox. However, it should

be noted that UJs must be used in pairs so that three shafts are involved – input, intermediate and output. If the input and output shafts are made parallel, then the angle through which the two UJs will be driving will be the same and the speed output will resolve. The problem in the Herald is that there is already an angular change from propshaft to diff, so if we raise the gearbox it does result in a mismatch in angle and a consequent wavering in speed input to the differential.

Having mentioned all of that, my final point is that a D-series Laycock de Normanville overdrive is the norm for a Herald/Vitesse. If however you are running with an engine delivering more than circa 120bhp, it would be better to have a J-Type unit.

Adam

PESKY PRELOAD

Here's a question for you – how much do you know about the set-up of the differential, specifically pinion bearing preload? I suspect the answer from many of us would be 'Not too much.' It certainly was from me – until this month!

Picture 1 shows the pinion shaft running in a pair of taper roller bearings. This is the same principle as the front hubs, and just like those hubs these require correct set-up to run properly. For the diff pinion, this is all about bearing preload, and it is important because excessive preload is likely to cause the bearings to overheat and ultimately fail. On the other hand, insufficient preload will lead to noisy operation (the Haynes manual suggests a clunk when drive is applied), and this noise is likely to get worse and bearings could eventually fail.

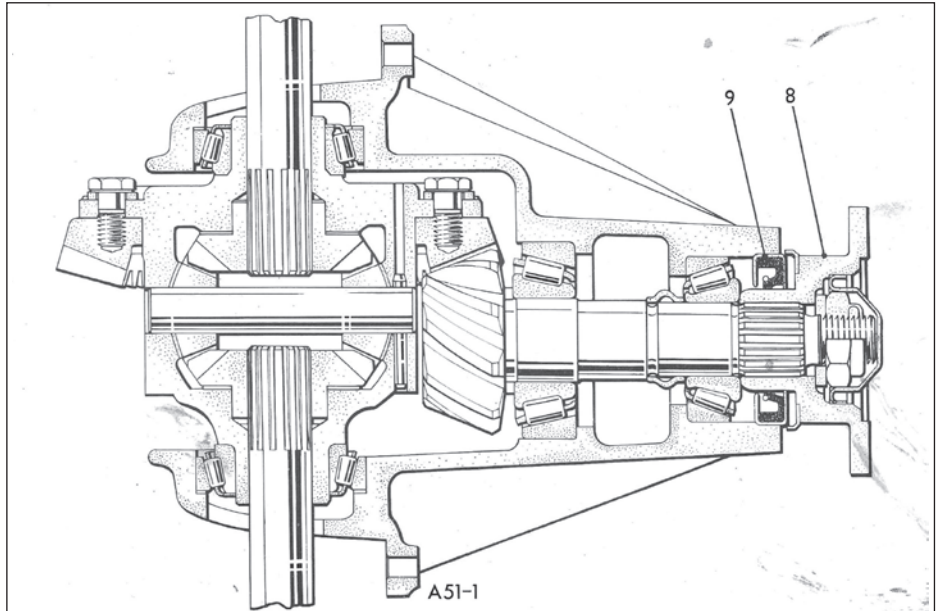
The amount of torque that the diff needs to handle means that margins for successful set-up are narrow. The Triumph workshop manual provides a method for setting differential preload when new bearings are installed. Dependent upon the variant of the diff, pinion preload is controlled by shims (early cars) or a collapsible spacer (late MKIV and 1500) and is secured by the pinion nyloc locking nut.

Also shown in picture 1 is the pinion oil seal. As these age they tend to leak, but can be replaced provided the position of the nyloc nut is noted before removal to allow the preload to be reset to the original value if the diff is of the later collapsible spacer type. This is important since it is possible to further collapse the spacer and thereby increase bearing preload, leading to the problems mentioned above.

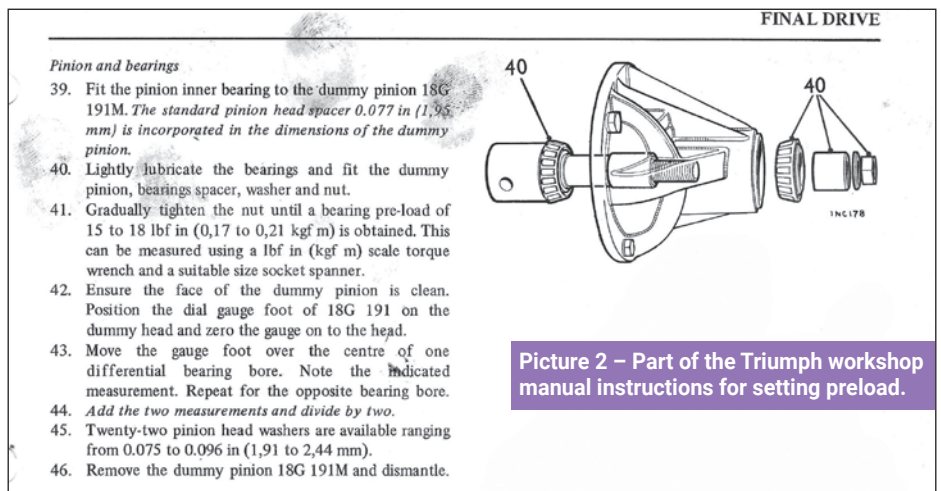
The prompt for all this research was a call from one of our members, Chris, who had extracted the diff from his late Spitfire 1500 in order to change the oil seals, but had forgotten to establish the position of the nyloc nut before removing it and the pinion flange. As a result he did not have the previous reference point to reinstall it.

In addition to research from the Triumph and Haynes workshop manuals, I completed a quick Google search which revealed further useful information from some of the Triumph forums and some YouTube videos. Two especially useful items were:

- The initial set-up routine is designed for



Picture 1 – A section through the differential (late type).



Picture 2 – Part of the Triumph workshop manual instructions for setting preload.

PINION OIL SEAL

– Remove and refit 51.20.01

Service tools: S337 or RG 421

Removing

1. Raise the rear of the car and support securely.
2. Scribe the propeller shaft rear flange and differential pinion flange to identify original relationship.
3. Remove the four bolts and nuts securing the propeller shaft rear flange.
4. Release the propeller shaft from the differential pinion.
5. Remove the nut shield from the differential pinion flange.
6. Using a centre punch carefully mark the flange, pinion shaft and nut to identify original position.
7. Using Tool S337 to hold the differential pinion flange, unscrew and remove the nut and washer. Count the number of turns required for nut removal.
8. Withdraw the differential pinion flange.
9. Extract the pinion oil seal.

Refitting

10. Fit a new pinion oil seal (lip of seal towards axle).
NOTE: This seal should be soaked in engine oil for one hour before installation.
11. Fit the differential pinion flange, aligning the flange marking (instruction 6) to the mark in the pinion shaft.
12. Fit the washer and nut. Count the number of turns and using Tool S337 to hold the pinion flange, tighten the nut until the pop marks are aligned.
13. Fit the nut shield to the flange.
14. Fit the propeller shaft noting the flange alignment marks.
15. Fit and tighten the shaft four securing bolts and nuts.
16. Lower the car.

Picture 3 – The workshop manual routine for changing the seal.

use with new bearings and spacer, not with bearings that have been in service for some time and if used on them would be likely to apply excessive preload leading to the problems mentioned.

- Others in this position have successfully used an approach of carefully and incrementally tightening the nyloc nut until play in the pinion and bearings is just removed and the differential rotates freely when the pinion flange is rotated by hand – but clearly, there are no guarantees.

I had a further chat with Chris and provided the relevant workshop manual pages, Google search results etc. Chris seemed confident and comfortable and decided to attempt the adjustment. Happily, after a couple of weeks Chris called again to update me with progress. He explained that he had taken a 'touchy-feely' approach of careful incremental tightening of the nyloc nut and probing the washer until it was secured by the nut, followed by a further tiny 'nip.' At this point the pinion flange could be readily rotated

by hand and the diff operated smoothly without resistance. The diff was then wrestled back into the car and flanges and spring reinstalled. The car has subsequently completed a couple of successful runs and the diff appears to be running quietly and well. Long may it continue!

It is apparent that Chris is far from the first to find himself in this position, and unlikely to be the last. So if you find yourself faced with a similar problem, maybe this will help.

TRIUMPH SPITFIRE MKIV

John Lee has been in contact with some words about – and pictures of – his lovely MKIV, which has an interesting ownership history. Over to you, John.

Affectionately known as Betty, BET 614L was built in September 1972 in Canley and first registered on 17th January 1973 to Charles Hague and Sons Limited, a soft drinks manufacturer and distributor in South Yorkshire that was founded in the 1950s and run by the father of the former Foreign Secretary and Conservative party leader William Hague. I have had the car coming up to three years now.

Since 2016 the car had been subject to a sympathetic restoration involving extensive re-commissioning and upgrading while carefully managing to retain some patina. Upon return from a professional body shop respray in the original Saffron Yellow, all inner panels and door inner skins were treated with Bilt-Hamber Dynax S50 anti-corrosion wax. The rebuild then followed, with any worn components being replaced including brake pads and shoes, all clutch, brake and fuel pipes, clutch master/slave and brake cylinders, front shock absorbers and coil springs (fitted with polyurethane bushes). There were new GAZ adjustable rear shock absorbers and new halogen headlights, new carpets and new foam to seat backs and bases, plus a retro digital radio. Any worn window and door seals were replaced, as were the front and rear screen



rubbers. Rear fog lights, hazard lights and inertia reel seatbelts added, as well as gas bonnet struts. The wheels were refurbished, and powder coated silver with new 'period tread' radial tyres. Reconditioned SU carbs and a reconditioned gearbox from Fitchetts were fitted, together with a new clutch.

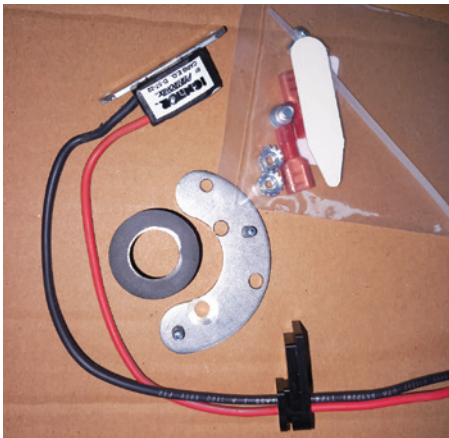
The car was entered into the Classic Car and Motorcycle Show at Thoresby Park in May 2019, winning the silver award in the Sports and Convertible category. The recorded mileage of c36,000 can be traced back through previous MoT certificates and invoices and is believed to be genuine.

Thanks very much for that overview of your car, John. If anybody else would like their car featured, please do send me details of it and some pictures.

Robert



PERTRONIX ELECTRONIC IGNITION



This is the Pertronix ignition kit...

After fitting two of the cheap electronic ignition modules to my Standard Vignale (with the four-cylinder wet liner engine as fitted to Triumph TR2, TR3, TR4 and TR4A cars) and having one fail after 20 miles and the other after two miles, I had reverted back to a points set-up which was very reliable. But I really wanted an electronic system as I have found extremely poor quality issues with most of the ignition parts available. Recently I had to change the points on a Spitfire Mk3 and, after two sets of the brand-new points I fitted didn't provide a decent spark even after ensuring that the contacts were clean, I found that the nylon bush which fits over the distributor pole was already oval. So I ended up having to fit a previously used set of points that the owner had sensibly retained as a spare set and which they carried in the boot of the car. These just needed a good clean up of the contact faces.

I fitted an Optronix system to my TR4A about 18 years ago and it continues to perform faultlessly (famous last words no doubt). I would have fitted the same system to my Vignale except for the fact that two members of South Wales TSSC have fitted the same system to their Triumphs and one failed after a few weeks, while the other one caught fire on the way home from the TSSC

International Show as we drove through the Brecon Beacons. Luckily between all the members on this run we had enough ignition spares for me to convert the stricken Triumph back to a points set-up and we were soon back on our way again. I put these failures (rightly or wrongly) down to the fact that they had been manufactured in a different country with less stringent quality control rules to my 'original' system, and therefore didn't want to risk my Vignale going up in flames. Also, the price for one of these systems had surpassed the price of a Pertronix system, one of which I had fitted for another club member a few years ago and they have not subsequently had any issues.

However, as I had converted my Vignale from positive to negative earth, I wanted to be sure that I ordered the correct module. I contacted the very helpful Mark Hannaford at Pertronix Europe and said that I wanted a system for my now negative earth Vignale, which had a Lucas DM2 distributor. Mark replied to say: 'The DM2 came in two versions, one with a point set that had two fixing screws and one with a single screw and a points post. The two-screw version is the early one, the later one being very similar to the 25D distributor but with a different low-tension clip in the side of the body. Let us know which one you have and we can sort something out for you.'

I replied that my Vignale had the later type distributor with a single screw and points post and that I use the same cap as on a 13/60 Herald. I also sent Mark an image of the distributor with the cap removed. Mark said that he could supply me a module and recommended that I use a Pertronix Flame Thrower 3 Ohm ignition coil. As I already had such a coil, I ordered the module, which arrived the next day.

My preference for HT leads is copper, but when using a magnetic type electronic ignition, copper HT leads can cause electromagnetic interference which can



...and this is the Pertronix Flame Thrower coil.



Copper HT leads must be removed...

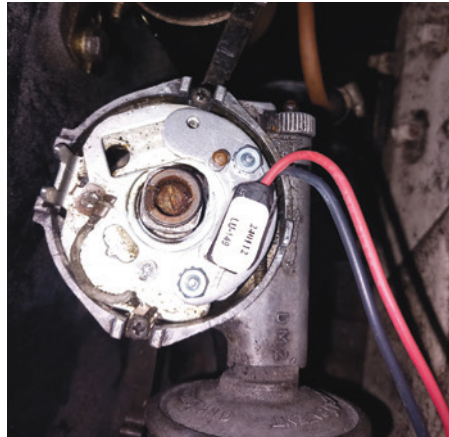


...and were replaced with new silicone HT leads.

cause the module not to 'switch' correctly, and also hasten module failure. As my Vignale had copper HT leads, the first thing I had to do was to change them. I had a set of silicone leads that I had used with the previous electronic ignition modules (the ones which had failed), so these replaced the copper items and I checked that the engine would still run OK. Next, I replaced the existing coil with the Pertronix Flame



The Flame Thrower coil in place.



Here the Igniter module is in place.



All in place – except for one screw.



Points and condenser to be removed...



Magnetic sleeve fitted and gap checked.



...and Igniter adaptor plate in position.



The supplied gauge to set the gap.

Thrower coil, and again after doing this I checked to make sure that the engine would start – by doing this, I would know that if the engine wouldn't start after the Pertronix system was installed, then neither the leads nor the coil would be at fault.

With the distributor cap removed and the battery isolated, the points, condenser and LT lead were removed. After cleaning the distributor base plate, the igniter adapter

plate was screwed in place and the module was fitted to the plate using the supplied nuts on the adapter plate studs. The magnetic sleeve was then located on the distributor shaft, ensuring it was sitting properly, and using the supplied 'feeler gauge' I checked that the gap between the module and the

magnetic sleeve was within the stated tolerance. It was, so the nuts that hold the module to the adapter plate were tightened.

I used the supplied tie wrap to hold the two wires (loosely, so as not to chafe the insulation on the wires) from the module so that they would not foul on anything in the distributor, and with the rubber grommet fitted into the side of the distributor I used another tie wrap to stop the wires from being pulled out of the distributor. There were now only two spade connectors and a pan head screw left, and I realised that I had only used the countersunk screw to fit the adapter plate, so with the panhead screw in place the distributor cap was refitted.

I decided not to cut the two module wires in case of a warranty claim, so the two supplied spade connectors were crimped on and the red wire was fitted to the positive side of the coil and the black one to the negative side. The excess length of the two wires was carefully taped up so that nothing could interfere with them.

With the battery connected, I tried to start the engine, but it was obvious from the extremely sluggish response that the timing was far too advanced, so I slacked off the distributor clamp and retarded the ignition timing by about 10 degrees. I tried the ignition again and the engine burst into life. I adjusted the timing by ear with the engine running and all sounded good. I will check it out with my timing light when I remember to bring that home, but I usually rely on how well an engine runs rather than relying on the factory timing settings. I will monitor how well the Pertronix ignition performs over the coming months and report back my findings.

Bernard

I'LL BE LETTING YOU KNOW, HOW MY VIGNALE GOES!

WHAT MIGHT HAVE BEEN



I am pleased this month to feature a member's car, a kit car but not of the Herald-based group I typically write about. The car is a Latham F2 and it belongs to Stephen Weblin. I have written about Latham cars before, first in October 1997 and most recently in April 2020. The mechanics of the car are Triumph, and it came to the market in 1987. To me the Latham F2 represents one of the great motoring mysteries – why on earth didn't it sell by the transporter load? To give you a bit of flavour, here is the introductory text of the brochure produced by the company.

THE DEVELOPMENT OF AN IDEAL...

The Latham F2 was conceived as a lightweight, fast two-seater sports-tourer of distinctive styling and unique appeal. One of the major design parameters was that it should also be suitable for development as an effective competition car and, in the longer term, that prospects should include series production with full UK Type Approval. To this end factors such as safety, comfort and practicality have been given equal priority alongside the requirements of dynamic

performance.

A Triumph of Engineering – An Astounding Combination

At the heart of the F2 is Triumph's award-winning 2-litre Sprint power unit. This four-cylinder, sixteen valve, overhead-cam engine, which develops up to 230bhp in competition form, can easily be tuned to produce some 160bhp for road use. Once allied to the lightweight and aerodynamic F2, the performance is breathtaking – computed acceleration of 0-60mph in under 6 seconds and a projected maximum speed of around 140mph.

I'll come back to these words later, but first let's look at the Latham F2 that has recently come into the hands of club member and Triumph blogger Stephen. The



Latham expands Stephen's Triumph fleet as he already owns a Vitesse and a TR7. I asked Stephen to tell me more about his new acquisition by answering the set of standard questions I've written under the title My Kit Car Story. This he duly did.

Period of build: Car completed by original builder in 1995.

Why choose the model you did: I liked the looks of it. I was attracted by it being



Dolomite Sprint based, as I have enjoyed my Sprint-engined TR7.

What was the donor vehicle: Various Triumph Dolomites.

Chassis alteration and preparation: The car does not have a chassis. It consists of a central fibreglass monocoque with metal subframes front and rear.

Gearbox and differential: The 4-speed with overdrive from the Dolomite Sprint is used. The flywheel has been lightened and balanced, to which has been fitted a heavy-duty clutch and cover. The diff was rebuilt with new crown wheel and pinion, bearings, seals and a limited slip.

Suspension, steering, brakes: Adjustable Spax shock absorbers all round, with adjustable seats. No adjustments have been made for many years so I will not be trying to adjust, in case they are seized. The car has dual circuit servo assisted discs all round, the front discs being gripped by 4-pot alloy AP racing calipers.

Engine type, carbs, air filters and exhaust: The engine has several modifications, such as a Stage 2 Triumph Tune head, including gas flowed and ported inlet and outlet. There are twin Weber 45DCOE carbs. Full stainless twin pipe exhaust.

Pedals: Still has Dolomite pedals.

Heater: Has Dolomite heater system, reworked to fit.

Windscreen wipers: MGB windscreen and wipers. Custom triple washers in the bonnet.

Fuel tank: Uses the Dolomite tank, mounted under the boot floor.

Radiator and plumbing: The radiator is custom; it has three times the capacity of the normal Sprint system.

Instruments and warning lights: Includes much of the Dolomite stuff, but reconfigured to fit the custom dash. The entire wiring



loom is custom.

Lights: Rear main clusters are from Rover SD1. The four front headlights are the same size as Dolomite, but now behind Latham clear Perspex covers. Also has a high-level central brake light.

Wheels and tyres: 14in Revolution alloys. Yokohama Advan 195/60 rear and 185/60 front.

Paint: Green over white gel coat.

Hood and side screens: The drop top is based on MGB, but modified. This was closed when I first saw the car. I had to drop the hood to drive the car. Unfortunately I have been unable to close it up again since, despite oiling the stiff joints.

Seat belts: 4-point race-look harnesses.

Paperwork: The car is fully insured, taxed and MOT'd. It is registered as a Latham.

On the road: My first drive was from Banbury to the Isle of Wight. It was a challenging drive, but the car made it without anything breaking, falling off or leaking.

Future plans: To drive it, to show it off, and grow older together...

Thanks Stephen, I'm sure you will enjoy your Latham F2, it's a great looking car. I'm also sure you will get that hood back up, one way or another!

Going back to the words of the Latham company, history shows that the model never did achieve full production car status. Records show that just 26 Latham monocoque bodies were produced. You can read a lot more about this marque at www.latham.co.uk, a website that I don't think is being updated but it does give a lot of interesting history and also shows some more examples. (Stephen's car doesn't appear in the gallery.)

If anyone reading this would like to see their Triumph-connected kit or special featured in The Courier, please contact me and I will send you my template document to fill out.

Trevor

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A SUSPENSION OVERHAUL



Welcome to the first report on the Big Saloons for a while, for which I am going to focus on Mick Armstrong's glorious 2.5PI. This is a car that Mick's dad bought in 1975 and which the pair of them restored in the 1990s. Mick had it recommissioned again a few years ago, and I did much of the work for him, including changing it back from carburetors to fuel injection. Since then, Mick has been enjoying driving the big Triumph, but recently felt that the suspension needed work.

The suspension had been rebuilt during the 1990s restoration, all with standard stuff at the time and probably a lot of it repro items. Now the driveshafts were worn out, the bushes, dampers and springs too, so Mick opted to have the lot done using top quality components – do it once and do it right. There were plenty of options to get it to normal spec, but Mick wanted the best of everything so we went for the KONI shocks, Eibach springs, CV driveshafts, polyurethane bushes, the lot.

Carrying out all of these changes made the car a lot tighter to drive. It now goes round corners flat rather than leaning into them. In part that is because it now has an anti-roll bar fitted. Only the Mk2 estates and later S models had those from the factory, on the estate to stop a heavily laden car from lifting the inside wheel when cornering and for the S so that it could be fitted with very soft 90lb springs for a nice compliant ride whilst still keeping four wheels firmly

planted on the Tarmac. Really, the earlier cars don't need one fitted if you've got decent dampers and springs, but Mick had this one in stock and fitting it will sharpen things up a fraction more.

Two things that you do need to make sure are good on your car are the balljoints and the spring top mounts. We fitted Chris Witor's excellent roller top bearings to Mick's car. These are expensive, but on a car with unassisted steering they do make it lighter. On a car with power steering, you won't notice any change so they are not necessary. Also, make sure you have decent tyres, and you don't need to go above 195 section or all you will do is overload the suspension and steering without making it a nice car to drive. Original fitment would have been 175 or 185 x 13.

The items we fitted to Mick's car have tightened everything up without making the ride hard and crashy – it is OK to have hard springs and dampers on a perfectly smooth



This is a refurbished strut tube with insert components removed. Note the threads at the top which must be in good condition.

race track, but you need something more forgiving on our rough roads. And there is no point lowering the car, what with speed bumps and pot holes. You can lower them maybe a half inch or an inch at most, but any more and the disadvantages outweigh any benefits you might see on the road. And don't forget that the early cars were lower anyway, it is only the cars built from 1974 onwards that had the higher ride height to begin with.

Dave



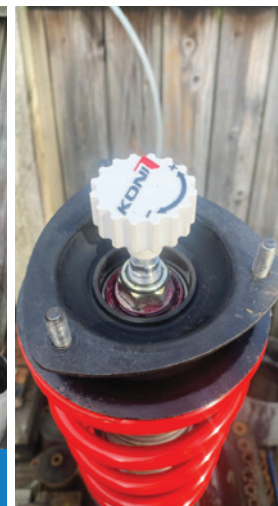
And here is the same strut with a new high quality KONI adjustable strut insert fitted.



This shows the insert and spacer, and also the correct gland fitting tool on the torque wrench.



The assembled strut assembly with high quality Eibach spring, new lower powder coated top cup, Chris Witore roller bearing top mount and nut tightened to his spec.



The KONI on-car damper adjustment tool is accessed from under the bonnet.



Front strut fitted – note the anti-roll bar mount and refurbished drag strut with polyurethane bushes.



And here it is with the anti-roll bar painted red and fitted.



This shows the drag strut and refurbished track control arm with polyurethane bush and new quality lower ball joint.



The new polyurethane diff mounts were fitted with stainless washers.



Adjustable KONI rear dampers made specifically for this application.



Here, new Eibach rear springs and polyurethane trailing arm bushes are added to the mix.



Trial fitting of CV driveshafts is important, especially on Mk2 cars which have this ribbing. The trial shows where the CV rubber clip catches and material must be removed with a flap wheel in a drill.



Here the CV shaft has been fitted, but not yet correctly torqued.



And this is what the CV shaft looks like on the car.



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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

Summer is well and truly upon us, and I hope you are enjoying some enjoyable times in your Triumph and making long-lasting memories along the way. Of course, we are approaching the peak holiday season, so perhaps you're planning to take your Triumph on an even longer trip across the UK, competing in an event, or possibly going on holiday abroad. Maybe you even attended the Le Mans Classic and camped at the TSSC campsite at Tetre Rouge this month? By all accounts, there was a tremendous buzz among those going in the lead-up to the event, judging by the number of calls we received in preparation.



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INSURANCE**

If you ventured to the Le Mans Classic and haven't yet insured with the Club scheme, don't forget that with TSSC Insurance you are fully covered for up to 35 days for European travel as standard. However, we can extend this coverage upon request for longer trips. Furthermore, you are protected by breakdown insurance both here in the UK and also across Europe – should the worst occur.

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

Typically, when you call the service, you will undergo an assessment to determine your needs and note any other emergency service assistance you may require. If you have an issue that cannot be fixed at the roadside, then you will be recovered. It is rare these days for any breakdown company not to use a flatbed to transport the car. Because they will have had that initial conversation with you at the point of calling for assistance, they will be familiar with the special needs of a historic vehicle.

Suppose you are far from home, or even in Europe. In that case, if you cannot be roadside repaired, we will arrange for your car to be transported home and for you to be provided with a hire car so that you can continue your holiday and onward travel, safe in the knowledge that your stricken pride and joy is being carefully

transported home. If you have recovered from Europe, then we will organise all the repatriation paperwork, ferries and onward transportation either to return your vehicle home or to a place of repair.

We often receive enquiries from members who feel they may not need breakdown assistance because they already have it provided elsewhere. Firstly, if you have dedicated breakdown cover, it is likely to be relatively expensive compared to what is included in your Club's insurance policy and may also not cater to the specific needs of a historic vehicle. Secondly, if that cover is free with, say, a bank account or another such benefit, these are often the cheapest and most basic options. They frequently only cover UK roadside assistance and/or recovery to the nearest repairer. They almost certainly do not include onward travel, repatriation from Europe, hiring cars, accommodation, or recovery to a nominated destination such as home or a trusted specialist. In extreme cases, they sometimes impose an age limit on the types of vehicles they will attend to! So, as with all things insurance, ensure you read the small print and verify that you are, in fact, covered for what you believe you are. We have, of course, collaborated with the Club to make certain that you are – nobody wants to consider their pride and joy stranded forlornly in a lay-by!

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

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

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

GT6s AT THE SOUTH OF ENGLAND MEET

In May I took my GT6 along to the South of England Meet (SEM) in Leatherhead, the biggest TSSC event in the South East. The main event is on the Sunday, but there is camping available from the Friday evening and it's always a good social event on the Friday and Saturday nights. So, as is the norm for me, I was there through the three days, setting up camp with my GT6. On the day of the main event there are always a good selection of GT6s of all three marks, and as a result, much of this month's report is going to be made of pictures I took there. Some of the cars I know, others were new to me. If your car is pictured, why not write in with the story behind you and your car?



Camp set up at SEM with my GT6.



A line up of GT6s at the show.



Andy Greenwood's Mk1 car is a bit unusual as it's a C-registration, which would have been issued in 1965, even though the first Mk1s were not manufactured until 1966 and not sold in the UK until 1967. All in all, this car must have an 'interesting' past!



Haggis Harris's Mk1.



This Mk1 is a previous winner of Best GT6 at SEM in 2023 owned by Justine Mole.



Dick Twitchen's Mk1, another previous Best GT6 winner at SEM, this time in 2014.



A British Racing Green Mk1.



Jeremy Silver's Mk2, winner of Best GT6 this year.



David Burden's Mk2 features a Mk3 bonnet. I'm pretty sure this is a previous SEM Best GT6 winner too.



A red Mk2.



A couple of Wedgewood Blue Mk3s.



A white Mk3.



A Saffron Yellow Mk3.



Then there was the infamous GT6-based Lightning' McQueen tribute owned by Brian Pringle. This has a Spitfire Mk4/1500 body, but from memory it's on a GT6 Mk2 chassis and running gear.

- MARK SMITH'S 'BARN FIND' MK3 -

To be accurate, this isn't a barn find, but is actually a garage find. It is a Mk3 that I've known about for a while, but it's the first time I've seen it in the flesh.

A couple of years back I was contacted in my capacity of GT6 Register Secretary by someone who had a GT6 that had been laid up in a garage untouched since 1983 and which they wanted to sell. I knew that my mate Mark (South Warwickshire TSSC Area Organiser) was after another GT6 project, so I put him in touch and a deal was done. Mark is no stranger to GT6s as he has a pretty much concours Mk3 that he restored a few years back and also a 2.5L

Gitfire, plus he also owns a Vitesse and a Riley Elf so is a glutton for punishment when it comes to classics!

The White Mk3 obviously needed a lot of recommissioning having been standing for over 40 years, but bodywise it was pretty much rot free. The engine was, however, seized and Mark spent several weeks trying to free it up. He did eventually get it turning, and surprisingly it also ran, albeit rather smokily. Mark began to get a few miles on it and the oil consumption has now started to improve to an acceptable level, so he



has managed to get a seized engine sorted without a rebuild!

Mark is very proud that the car hasn't actually been washed since 1983, although he has cleaned and done some repainting under the bonnet.



Mark's 'Barn Find' GT6 back on the road at SEM.



FROM THE ARCHIVES



GT6s lined up at SEM back in 2011.

Andy



The first cars arrive for the Soave meeting in Veneto.

Around Italy in a SPITFIRE

Pietro Noe, our International Contact for Italy, remembers a number of great tours (raduni) discovering the most picturesque locations in Italy, making so many friends in the process and travelling in a Triumph Spitfire. Pietro has vividly described these unforgettable experiences in Italian, so over to you Pietro – albeit through my interpretation and translation of your Italian stories.

These tours have been the most beautiful of experiences – I have got to know so many new sincere friends and visited so many beautiful places that I would never have imagined existed had it not been for my Spitfire. In the latest edition of our club magazine here in Italy, Spitnews, a feature written by our President and Chief Executive Claudio Quaglia looks back on all its activities from the club's foundation year of 1998 to the present day. From this stemmed the idea of sharing with you a few stories from my own participation in these trips.

I have participated in many of these ventures in the past, previously with the GT6 Mk3 which now belongs to a friend and colleague, Luigi Santurro, then with a GT6 Mk2, and finally with the Spitfire 1500 I own today and which is much more suited to our summer weather, which can now be enjoyed with the top down. (It is not only the British who look forward to this so much, but we Italians do as well!) The Spitfire is yet another Italian design by Giovanni Michelotti, stylish like so many other designs originating from boot-shaped Italy and across the channel.

Talking of Italy's boot shape, I would like to start from the south as this embraces so much of our civilisation, culture and beautiful landscapes. It is a total contrast to the more contemporary north of Italy and

rather remote for most, but it is worth every sacrifice to get down there, even if travelling in our somewhat uncomfortable classic vehicles with the ever-present possibility of some unexpected breakdown or other (who has not suffered one?) which nevertheless does not stop us from loving them so much.

The first meeting in the south was in September 2004 and it was my very first one with the club. It was a fantastic experience visiting Sorrento, Positano, Amalfi, Maori and Minori, creating unforgettable memories thanks to Michele Gaeta who organised it

superbly, supplying beautiful panoramas and breath-taking views to enjoy from narrow streets driving with tops down for some, contrasting with the suffocating heat within the GT6 cabin for others... There were more unforgettable views of Sorrento from the restaurant La Tonnarella with a view of the Amalfi coast and the cathedral.

Another two more recent drives in the southern part of the country were organised by Danilo De Santis, who is very passionate about this country and also about Spitfires, having carried out much work himself

A magnificent display in front of Soave Castle.



35 Spitfires in front of a winery and eager to get a whiff of the famous Prosecco produced there.



Overlooking a village on Procida island.

library not accessible to the public and the cemetery where soldiers who fell under the German attack were buried. So was formed yet another true friendship which stemmed from an occasion which our club offered.

In lower Lazio, I met Danilo De Pardo who showed us around Sperlonga, a picturesque village by the sea full of alleys and interesting features including the surrounding hills.

There were other tours in which I was not able to participate, including Matera, Basilicata and Maratea led by Michele Bulfaro, and not forgetting Sicily. I have much more I could relate about other tours which were focused in central Italy, however this has already occupied much of the allowable space in your magazine. Maybe I would be able to share details of other experiences in the future.

Many thanks to Pietro for his lucid description of tours in Southern Italy. If anyone out there is planning a tour of southern Italy, I am sure Pietro's contributions will serve as a guide and eye-opener on the best places to visit. If there are other people who can share travelling experiences with their Triumphs outside the UK, please share them with us in the International News.

John

on his own car. On the first occasion he intended to include a tour of the islands of Tremiti, but unfortunately it happened to be the end of the season and there were no ferries running. On the second tour a couple of years later, we were offered the unforgettable experience of immersing ourselves in unspoilt places – navigating with boats around the islands of San Domino and San Nicola and bathing in crystal clear waters which are the equal of anything you'll find in the Caribbean. The late famous Italian singer and songwriter Lucio Dalla lived here in the summer months, and must have been very inspired in his song writing by these islands.

The island of Procida was another fantastic setting. I had already visited Capri and Ischia, but I never thought that Il Postino – as referred to by actor and writer Massimo Troisi – would offer such fascinating light and colour, a rare beauty and a joy to the eye. It is best to visit this place on foot to appreciate its treasures.

I was about to forget the run of 2012 organised at Gaeta by Fabio Lapenna, in which I participated with my GT6. This generated a bit of stress as we went to Ponza, which was not on our planned route! A circumnavigation of the island was followed by a swim for the courageous, then lunch overlooking the bay.

The last meeting held at L' Aquila was hosted by Michele Ianella (not his first one) and was full of pathos as the city fell victim to a massive earthquake. However, we were presented with a picturesque view of Parco del Gran Sasso and the diminutive Santuario Diocesano of the Saint John Paul



Heading for the Reggia di Caserta.

II, the good Pope. There was a moment of intense spirituality and togetherness that fell upon us when seeing the Basilica of Santa Maria Di Collemaggio which I am sure all participants will not forget.

Another place, previously unknown to me but which I have now visited and enjoyed, was Reggia di Caserta. There I met Lello Nasta, a person with good humour, and his wife Elizabeth (also known to us as Betta) who was such a capable guide on the last tour. We also met Marcello De Rosa at Caserta, who was the leader of a previous run at Cassino. On Sunday evening at the end of the event, he and his wife Biancamaria invited me to visit Montecassino with them, including the



Enjoying the Tremiti islands San Nicola and San Domino.

SPOTTED AT THIS YEAR'S SEM



We have been rather blessed in recent weeks with some warm and sunny days, which are great for taking the classics – and especially the convertibles – out, if

not so good for gardeners and farmers. The South of England Meet at Leatherhead was one such weekend and, as has been our custom in recent years, we went over in Guy's 2 Litre Equipe convertible on Saturday afternoon

and camped in our little Polish Predom caravan. It was a hot day on Saturday followed by a clear night, with a very bright moon.

On Sunday the cars started arriving quite early and continued to for several hours. Guy had managed to squeeze my little buggy into the caravan this time, and the grass being reasonably short meant I was able to trundle round the field a couple of times to see some of the cars. Some of these I recognised having seen them many times, like Wendy Manser's and Peter Dunkley's Mk3s and Tony Locker-Lampson's Mk1, but others I saw for the first time, including Mark Taylor's lovely Mk2 which took home the prize for Best Spitfire. I understand he joined the TSSC not long ago, so I think he was rather chuffed to have taken home a prize from his first TSSC Event. I do have to say that as ever I didn't manage to catch up with all the owners, so apologies to those who aren't named. However, I hope you'll still enjoy seeing your car in print.

And, with the plethora of Triumph Spitfires



Mk1, owned by Jez Woods.



Tony Lampson's Mk1.



Mark Taylor's Mk2 won the Best Spitfire award.



Mk3 owned by Peter Dunkley.



Wendy Manser's Mk3.



Mk3 BPA 609H.



Mk3 RPE 205E.



Mk3 SPE 779F.



Mk3 WDF 625J.

I'm able to show you this month, I'll add in one of the stamping blocks that I was able to borrow from Jasper Bacon some years ago. These were printing blocks used in newspaper and magazines, with the local dealer's address popped into the space left in the ad. Another time I was able to borrow a Standard Triumph

Publicity Manual from Richard Dredge which showed this image being used in a couple of adverts. Dealers and the press could order the blocks they wanted and use them for their adverts in the local press.

Suzie



STOP PRESS – last minute arrivals!

AREA NEWS

AVON

It seems that already this year we have had a 'good' summer, and without doubt this has encouraged people to be out and about with their cars. A number in our area have most weekends planned. Most recent are the Castle Combe Steam Fayre and the Abergavenny Steam Rally.

Castle Combe was extremely well attended, and some stayed for the weekend. What is great to see is the many cars that rarely come out, but which can be seen at the small local shows and fayres that are numerous in this part of the world, Severn Beach, Kingswood Wotton Under Edge, KLB School and Newark National Trust to name but a few. We hope to be back at The Huntsman for our July meet – a surprise refurbishment saw us make a last minute change for June!

Dave

CAMBRIDGE

The glorious summer gold poured across the Plough car park in June as we all enjoyed two new cars in the line-up: a Vitesse and a Spitfire with new members attached.

Something was wrong with Gary's dynamo in his Vitesse – it seemed to be generating only a couple of volts. The general opinion was that perhaps the brushes were worn and that new ones would be a cheap and easy fix, but he later told us that it had been rebuilt, so we wondered later on Facebook if it was perhaps a dodgy regulator box. Mark asked for his Vitesse to be valued, and half of us stayed out in the car park chatting about all things mechanical and Triumph whilst the other half went inside the pub for a drink and to attempt Paul Girling's *The Car is the Star* quiz; a series of pictures of cars from film and TV which we had to identify by programme/film name, make and model



and, if applicable, car name. It was great fun and filled almost an hour. We had plenty of scores in the 30s and 40s, but Mark and Conrad won with a score of 68.

Next month's meet is at the Plough as before, on Monday 7th July from 8pm, or probably earlier if the weather is lovely.

Tom

NORTH WILTS

Just a short one this month as Jim and Rose have been away and left me in charge to write the report. Unfortunately, I haven't made it to many events yet this year as I'm trying to fix my Herald after the Shorrock Supercharger decided to call it a day on the way to Castle Combe. I may yet fit twin SUs while I fix it, but I need to get a move on or summer will be over.

Our WhatsApp group is very active. It's a great source of local knowledge and advice between meetings. If you would like to join us, please send a message to 07852 455242. This month's meeting will be on 8th July at The Foxham, SN15 4NQ from 19:30. Hope to see you there.

Craig



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Area News

THIS MONTH'S REPORTS FROM THE TSSC AREAS

Triumph Sports Six Area Liaison Officers: Paul & Christina Girling

Email: tsscareas@gmail.com Tel: 07584 000442

Does your area need their own regalia? We currently have ten areas in the regalia shop including Northants, Gatwick, Devon, Sussex, Essex, Surrey, Scotland, North Staffs, Norfolk as well as Young Members. If your area wants to be included, or if you want more information, please drop me an email. While all the logos are individual, they will need to follow the current 'corporate' style and artwork will be provided (which can also be used on banners, flyers, social media etc). There is a

£30 set-up charge for the embroidery.

For members whose area is already listed in the shop, it's easy to order – after using the arrow to choose the item of clothing, just select the colour (most areas have a chosen colour), select the size, make sure you choose the correct logo, and then simply add to the basket to order.

Go take a look – triumph.ace-online.co.uk

Paul & Christina



ANDOVER

It was glorious weather again in May with blue skies, hot but not humid. The weather brought the toys out again and we had nine classics in a row in the car park, including Guy's Renown. We were pleased to see a car we were not familiar with, a Dolomite Sprint. This belonged to Hans who we were pleased to welcome to our group. We hope he will become a regular visitor to our meetings.

It being so warm, all 13 of us sat outside for our lunch, the first time we were able to do so this year. That worked out well as Jasper had brought his dogs again and Norman had walked to the pub with his dog Harley. Kevin was lamenting not having brought Millie, who has been doing some interesting scent training – I wondered if she would have recognised the smell of chips?

Robin and Ann told us of their whirlwind tour of the north of England and south of Scotland that their daughter treated them to. Even with his gammy knee Robin was able to climb up to Edinburgh Castle, and Ann loved her trip back to her homeland.

Apologies, but I forgot to mention last month that Tim told us: 'Drive It Day went pretty well at Crofton. It was less manic than last year, but we still seemed to get the customers, just spread out over the whole day which meant less strain on parking and resources. Our new tearoom helped and took a lot over the day. Weather was lovely and some

interesting cars turned up. It was felt worthwhile so I guess that they will run it again next year.'

Guy and I had a hectic Bank Holiday weekend in Morecambe for the Bond Owners Club Rally, and came home on Monday in time for the 4th Monday evening meeting at the Chalkhill Blue. The weather was somewhat grey and blustery, so perhaps that's why no-one else was able to join us except Jeremy. Let's hope the weather in July is a bit better and will encourage a few more to come out to join us.

Next Meetings

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

28th July – Evening meeting at the Chalkhill Blue, Andover, SP11 8BF.

1st-3rd August – Gloucestershire Vintage & Country Extravaganza, South Cerney, GL7 5QD.

Guy & Suzie

CHESHIRE

The weather changed a couple of days before the Classic Car Show at Capesthorpe, with the first rain for a long time (our back lawn has joined many other growing things in joy with the water) and some wind. Some rain was expected on the day, but we escaped until quite late in the afternoon. My route to Capesthorpe uses Pexhill Road, so I approach from the south, avoiding potential queues in the other direction. I passed a modern Porsche and something

else of a similar type and width (!) in the other direction along Pexhill Road, which seemed odd as the Youngtimer at Gawsworth is on the Monday. Then I noticed the obstacle – a tree had been blown down in the night, leaving a Herald-width gap between the top of the tree and the hedge on the other side.

Capesthorpe was very well attended and parking space was almost bordering on the lake. Monty appeared a few minutes later and parked next to me in the Bond, and he was followed by a pre-war Austin. I spotted a Spitfire 1500 which turned out to be lefthand drive but never exported, and a white Vitesse convertible whose owner joined myself and Monty in talking about things Triumph, including wind deflectors. I had spotted a deflector for sale (for a handy £20) somewhere in the cars, and said deflector will be making its way to the aforementioned White Vitesse.

Sitting in the den in the afternoon of meeting day, the weather was alternate heavy rain and dry bits. There seemed to be lots of little rainstorms queuing up over Ireland; little in the Atlantic, but that's because the radar I was watching doesn't see west of Ireland. Would it be hood up to get from home to the Cock and Pheasant?

It was drizzling as I set off, so I went hood up, and met Monty in his Bond also hood up. It was a little damp as we waited until Richard arrived in his Herald

Estate followed by Paul in his GT6. Monty accused Hark the Herald of having been recently polished because the raindrops were standing to attention, but I assured him it was simply because Hark lives indoors and the polish doesn't get worn off.

It was agreed to continue to the Swettenham, so the four of us followed the well-worn path between the two establishments. There were some large puddles on the way, one of which I couldn't avoid as there was someone coming the other way. Richard asked a difficult question about protecting the underneath of a Mini from the ravages of driving (much like what's needed underneath a Triumph) and some suggestions were made. Then it was still raining on the way back home!

For Tatton Saturday, the forecast was not encouraging, and it was fine drizzle all the way there. I was parked up behind another Signal Red 13/60 convertible, with a TR4 a few cars along and a Citroen Traction Avant behind. The weather was alternate dry spells, a bit of rain and some heavy rain. Despite the rain, a fair number of classic cars had attended, but not so many punters. Many conversations with various owners, but a scarcity of small chassis Triumphs. And it rained a bit on the way home.

For Tatton on Sunday, the forecast was for a dry-ish morning with lightning in the afternoon. In fact there were a number of

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rain showers throughout the day, but there were many punters and therefore lots of people to talk to, and another 13/60 ragtop just a few cars away. It was even dry for the run home.

July events include Avro on the 12th and 13th, TSSC HQ Open Day on the 19th, Capesthorne Hall and Chatsworth on the 20th, Middlewich on the 26th and 27th, and Bodrhyddan on the 27th. Phew!

Our next meeting is on Thursday 3rd July at the Cock and Pheasant. Second run out of the year, so 7:30 for 8pm. I noticed that the Red Lion in Lower Withington was open as we went past on the way to the Swettenham, so this is a likely destination.

Henry

CORNWALL

May proved to be another brilliant month for the Cornwall area, with a fantastic turnout at our monthly club night. It was great to see so many Triumphs filling the car park, from old favourites to a couple of very welcome new additions. Among the newcomers was a beautifully restored 1966 Spitfire Mk2 in vibrant red, owned by Roger. What made this appearance particularly special was the car's story – this very Spitfire originally belonged to Roger's father and was bought brand-new from Tower Road Garage in Newquay. Roger managed to track it down and repurchase it earlier this year; a touching piece of family and Triumph history now back in safe hands!



Also making an impression was a striking 1964 Spitfire Le Mans in classic British Racing Green, owned by Ian. It's always a treat to see rare and well-cared-for cars like this, and we're sure it won't be the last time this one turns heads at a club meet.

Our May drive-out was superbly organised by Nigel and his new friend Zoe, and we're grateful for the effort they put into planning a scenic and enjoyable route. We started the day by gathering at Bodmin Garden Centre, where we



enjoyed a relaxed coffee in the Mill House Café, perfect for fuelling up ahead of the drive.

Setting off around 11 am, our convoy made its way through Lanlivet, heading towards Lanhydrock before turning towards Lostwithiel. From there we travelled onto Middle Taphouse, then through Pelynt and onward towards Looe. Before crossing the bridge into Looe, we turned off onto Quay Road to Hannafore and paused at the top of Hannafore Road to take in the stunning views across the bay. After a short break (and a few photos), we turned around and made our way back through Looe along Quay Road, crossing the bridge and continuing on towards Sandplace. From there, we drove through Morval and up to No Man's Land, where we turned left towards Widgeates and Hessenford. Our final leg brought us to the junction with the Trerulefoot roundabout – and straight ahead was our lunch stop. We wrapped up the day with a hearty meal and plenty of chatter at the American Diner there, where stories were swapped, laughs were had, and plans for the next gathering were already being discussed. Many thanks again to



everyone who came along and made the day so enjoyable.

A new show for me this year which I attended in May on Sunday 24th, along with Malc, Craig, Dave, Ian and Cathy, was Tredinnick



Rally. What a great show. There must have been around 30 steamers, if not more if you included the baby ones, and we all had a very splendid day.

Well, we're looking forward to more warm days and evenings, so we can be out and about with our gleaming cars and enjoying great company with Triumph friends. Whether you've been with the club for years or have just joined us, there's always a warm welcome waiting.

July Events

6th: Penzance Classic Car Show (Rotary Club).

5th-6th: Merlin Country Fayre – Griggs Country Store. Contact 07980 861229/clare.lowe@merlinsupportgroup.co.uk

10th: Club Night.

12th-13th: Powderham Castle Show. Contact Devon A/O.

12th-13th: K.O.V.C. Rally, Penhallow.

14th: Stithians Show.

19th: Perranporth Drift, Drag, Show & Shine.

20th: Wadebridge Wheels – Royal Cornwall Showground.

25th-27th: Boconnoc Rally. Contact: 01579 343238.

26th: Truro BID City Car Show.

27th: Wheels at Wheal Martyn from 10am, static show.

26th-27th: St Buryan Rally. stburyanrally.co.uk

August Events

1st-3rd: Sticker Rally. Contact: 01726 850011 / 07748 825507.

3rd: Mount Edgcumbe Cornwall Classic & American Show.

9th: Carnell Green Vintage Rally.

9th: Falmouth Car Parade (with the Carnival).

14th: Club Night.

15th-17th: West of England

21st: Fowey Classic Parade (fully booked).

23rd-35th: Great Teether Rally.

24th: Lizard Classic Show.

30th -31st: Helston Railway Classic Car Show.

30th -31st: Jen's at Launceston.

That's all the news this month, see you all soon.

Carol

DEVON

We have realised recently that many of our members appear

not to be receiving our regular emails from TSSC Devon, despite Mailchimp telling us that they appear to have been opened. If you are not getting our emails (and would like to!), please contact us asap with your contact details – we don't want to leave anyone out. We are going to experiment with WhatsApp too – let us know your mobile number if you want to be added to the list.

Our June report was sent before the Isle of Wight trip. 15 of us invaded the IoW again for their now legendary weekend with colour co-ordinated cars all in white or blue! There were our and John Richardson's white Stags, the Bothams' white Spitfire, the white TR6 of new member Chas, the Galliers' blue Stag and the Frosts' blue TR6. The only odd one out (but still stunning) was Mat Richardson's Golf. We had a great weekend, all thanks to the brilliant organisation of Jo and Roxy Hawkins. Brilliant weather, company and too much food. We are all booked already for 2026 – why not join us?

May Club Night was a lovely evening at the Star Inn, with loads of cars – three Stags, a Herald Estate, three Vitesse, a Bond, a Spitfire, an E Type and an MGA. It was the first time for Martin's lovely early Stag, and a valuation was done. (All of our Devon AOs can do your valuations for you, so don't risk being underinsured. Contact us to arrange, and allow plenty of time before yours runs out.)



Our delayed Treasure Hunt took place on 1st June. Thanks to Graeme and Barbara for this report, and for organising the weather too.

Seven Triumphs met at Exeter Services for a route of around 60 miles. The journey took participants along the Exe estuary and the coastal towns and villages of East Devon, an area with which some were not familiar, but which people seemed to enjoy. It finished at the Hare and Hound, Putts Corner near Honiton for an excellent carvery lunch. The trophy winners were Martin, Maria and



Laura Pinney in their lovely Mk1 Stag, so it looks as if next year's renewal will again be in the East Devon area. The traditional wooden spoon was jointly shared by Charlie and Lesley Gallier together with Jeni Wicks and Les Barham. No-one got lost this year, which was a bonus.



TSSC Devon Events

Sunday 6th July – Run to the Suns. Last call if you are joining us for this new event for this year, organised by Rob Lingard. Sunrise at Haytor, breakfast at Ullacombe Farm, and for the brave watch the sunset over the Lynton/Lynmouth coastline. You can do any part of the run, come for sunrise and 9am breakfast, lunch and 12 noon Tiverton Castle tour, or 6.45pm dinner at the Blue Ball Inn and Sunset. Let Rob Lingard know soonest. roblingard139@yahoo.co.uk
12th-13th July – Powderham. Come and see us on the Club

stand even if you have not brought your Triumph.
31st August – Summer Picnic, Bristow. Bring what you eat! Let Darren know if you can come. darren.groves@googlemail.com
21st September – 5th Triumph Tour of Devon. You know the format by now. All Triumphs welcome. tourofdevon@tssc-devon.org.uk

Non-TSSC events include

26th-27th July – RHS Rosemoor Vintage Weekend. Join us on the Saturday via darren.groves@googlemail.com
9th August – Newton Abbot Racecourse Country Show.
17th August – P4 Rover Show, South Devon Railway – TSSC invited
Keep running on all 4, 6 or 8!

Sue & John

NORTH DEVON

It's peak season in the world of classic cars and there is lots going on in Devon.

We had a great day at the zoo in May – see separate article. As I write this at the beginning of June, Darren is about to host the TSSC stand at the Lyn Valley Classic weekend. We will look forward to hearing about that – there are lots of Devon members going.

July is looking busy, with the inaugural Run to the Sun event on 6th organised by Rob Lingard. The following weekend will be the 50th anniversary event at Powderham, and on 26th July we'll be attending the event at Rosemoor near Great Torrington. I've not been to this one before, but am told it is a great event, and when I received my entry form I was delighted to see that exhibitors get free cups of tea and coffee! Please come along if you can.

The monthly meeting at the beginning of June was attended by many of the usual suspects including Geoff and Dawn, Alan and Janet, Malcolm, Jon and Kay, Robin, Darren and myself. When I arrived, only one Triumph was

in the car park – Darren's Spitfire, looking dwarfed by the vehicles surrounding it! Robin arrived just afterwards in his Hurricane as always.



Spitfire – small but perfectly formed.

We left with an unsolved mystery haunting us – a Triumph Herald appeared in the car park which none of us owned and left some time later without us identifying the occupants! So if the owner is reading this and was there to join the meeting, sorry we didn't get to speak to you and please feel free to come next time and make yourself known to us. The staff at the Crealock know who we are if you can't find us.

As always, we welcome anyone with an interest in Triumphs at the Crealock Arms, Littleham EX39 5HN on the first Thursday of each month, so we hope to see you soon.

Andy and Darren

ESSEX

The weather for these first few months has been excellent and this has brought out the cars in large numbers – as all the flowers blossomed around the country, so did the cars. We had a few members go to Leatherhead for the SEM, which was a great success, and Robin Moore sent me this report:

'An early start had Robin and Rachael heading for Leatherhead for their first SEM meet in Hescort, meeting Brian with Lightning when we got there for a breakfast in Leatherhead with other TSSC members. Triumphs of all models filled the ground and the sun came out showing the cars gleaming paintwork to best effect. Simon joined us in his lovely Vitesse, and my Hescort got runners up Herald prize which was a big surprise.'

Our May Monthly Meet was held at Lodge Coaches Breakfast, High Easter, Chelmsford, where there was a very good selection of autojumble and I picked up a few Triumph parts. We had a good selection of our club cars – three newly recruited members with TR6 and two Heralds. It was a very



enjoyable venue with breakfast baps, coffee, tea and ice cream later. The weather was glorious with not a cloud in the sky; an American plane flew above us and the pilot waved at the people below.



Meanwhile, it is back to Robin Moore for a report on the Little Totham Show. Robin writes: *'The morning had brought overnight rain which had cleared before the event, and we had arranged to meet at Brian's. So Steve and Janet in their Spitfire, Robin in Hescort and Alan and Janet in their Spitfire headed off to Little Totham Classic Car Meet, a small but well attended event. Unfortunately the early morning rain had deterred people and attendance was well down on previous years. They missed some great burgers and ice cream enjoyed by all of us.'*



Next up, the Wings 'n' Wheels at Stow Maries Great War Aerodrome. For this, Arnie met me and Joshua at our house and we set off driving towards the meet-up point, which was at Morrisons Maldon. We had 13 Triumphs who all drove in a convoy for the short drive to the event at Cold Norton. When we arrived there were seven other Triumphs already parked up, so we joined them which made a good display of 20 cars. After a really nice large bacon roll and coffee, the sky became overcast and it started to rain so it was all hands on deck to get the roofs up. Then the wind blew the rain away so all roofs were put back down regimentally! During the morning myself and Joshua were looking around the museum where I found an old type simulator of a plane



where I showed my flying skills. After crashing the plane, I walked off and watched the air show, although only a few planes could fly because of the strong winds. In the afternoon when the show had finished, we all set off home to put our beautiful Triumphs away for another day.



For Cars at Hertford Castle, myself and Sue set off to the meeting place, but only got five minutes away as the fuel pump failed on the TR6. So we didn't make it to meet up place at McDonalds in Hertford for our usual breakfast, but told the others to go without us to the castle. We got a lift home and I went back to the car to see if I could get the TR6 home, which I did. When I got back, I started the Spitfire and our grandson came, as by this time Sue was settled at home and resting her aching leg. We drove up and arrived too late to get into the castle grounds, but managed to park just inside the castle wall and went to meet up with the others. It was a lovely sunny day and the field was full to the brim with classics of all sorts.



Essex Diary for July
 Thursday 3rd-Sunday 6th – Classic Le Mans.
 Sunday 13th – Monthly Club Meet, Tinkering & Craft Day at Marks Tey.
 Sunday 20th – Classic Cars in the Park, Stonards Hill, Recreation Ground, Epping (Club Stand).

Essex diary for August

Sunday 3rd – Helmingham Hall, Stowmarket, Suffolk.
 Sunday 10th – Monthly Meet will be held at Hedingham Castle, CO9 3DJ (tickets only event).
 Saturday 16th – Mersea Island Car Show (book your place at <http://www.merseaislandlionsclub.com>)
 Sunday 17th – Dedham Vale Wine Tour.
 Monday 25th – Countess of Warwick Show (now fully booked).
 Sunday 31st – Brands Britannia at Brands Hatch.

For more details of these events, contact me.

Mike

GATWICK

May has been a very busy month, with lots going on. Sadly I can't show you all the pictures of what we've been up to, but here are a few.

With it being VE Day, I just had to give the 10/4 a run. Complete with Union flags, something my dad would have definitely approved of, and where else to go to but the pub? Again my dad would have approved! It seemed very fitting to be celebrating the day in the 10/4 – it's a 1934 model so it would have been there on the day.



Next was the SEM, again a fabulous show laid on by the Thames area (well done guys). Brian Chapman, a friend of Dudley's, was there with two of his three Dolomites. He also has a very low mileage Mk2 Vitesse saloon as well as a 13/60 saloon. This year he was celebrating his 25th year with the TSSC, so thanks to Dudley for organising this. We – Justine and myself – presented him with a silver plaque on behalf of the Gatwick area.



Dudley had brought along just a few of his Triumphs, so it was inevitable that he'd win something with one of them! But seriously, he deserves winning best Herald. It is a beautiful car which he's worked hard on, so it was good to see him rewarded.



Our monthly meeting was well attended, with a good turnout of Triumphs. Colin from Kent came along in his Mk4 Spitfire. The discussions were mainly on upcoming shows to attend, and of course Le Mans. Dudley gave us the heads up on a local show, Staplefield Village Show. A group of us met up at Pease Pottage S/S for a convoy down to Staplefield for this. We had three Spitfires and one GT6. Dudley gave Brian a lift in his Mk3, as Brian is still not up to driving his Spitfire, Justine in her GT6, Curtis and Eden came along in my Mk1, leaving me to bring my Mk3 to its first show in goodness knows how long, certainly long before I owned it! We also put up our new area club banner, which was surprisingly short. Not sure if we're missing a pole?



May's Bletchingly Meet had a third one at the end of the month, which was good as I hadn't been for a while and I was able to put a few more miles on my Mk3. Sadly I'm still having hassle with the O/D. The latest thoughts are that it's the solenoid. Please keep your fingers crossed for me when I travel to Le Mans and back. The meet was very well supported with lots of classics, and of course the red Spitfire squadron. I also met up with the usual other Triumph crowd. Cliff came along in his Vitesse after its engine rebuild. Good to see it back on the road.

Colin was also there, but in his Dolly 135, which attracted a lot of attention.



I intended to go to the East Sussex meet at the Halfway House on 4th June, but 17 miles into the journey I broke down. Four hours later I got back home at midnight. It turned out to be rust in the fuel filter from the tank. I think a new tank maybe in order.

A few days later I went to the Burgess Hill Classic Car Show, thankfully with no fuel issues. Met up with Dudley who seems to be becoming a bit of a celebrity with a number of his cars. I also managed to meet up with the E Sussex crowd, who were very welcoming. They even won Best Car of Show with a yellow GT6. Thanks Dudley, it was definitely a show worth going to. I'll try and be more organised for it next year.

Forthcoming shows

13th July – BL Leyland at Gaydon.
 27th July – Bromley Classic Car Show at Ardingly.
 8-10th August – TSSC National at HQ.
 10th August – Cranleigh.
 16th August – Capel Show.
 July's meet is on Tuesday 8th, hope to see you there.

Keep enjoying your Triumphs,

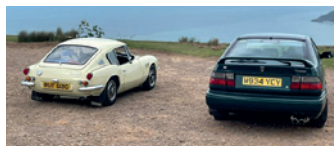
Tony

LEICESTER & RUTLAND

Not a lot to report this month. Well, I say that, but it's been prep, prep, prep, the focus being on Le Mans. We've had the usual service stuff done – engine jobs, diff replacements, rear wheel bearings changes, it's all been happening. And a lot of pennies being spent on new camping equipment. I hear some of the L&R TSSC guys and gals are on first name terms at Go Outdoors.

We also squeezed in a few shows between the rain and prepping. A few local ones like The Gate Hangs Well at Syston. The Isle of Wight event was attended by some of the Leicester crew. Unfortunately one of the modern cars succumbed to the long drive and was repatriated later. Fortunately the Triumphs held firm with no casualties reported.

Neil and Chris journeyed to Lynmouth for their regular trip, looked a lovely show. Maybe next year a few more of us will go to add to the Triumph numbers?



We also had the HQ Open Day. Lovely Lubenham sunshine, and the nibbles weren't bad either.



Other members headed to the Lamport Vehicle Festival, with all of us being lucky with the weather that day.



Looking forward, by the time the courier arrives we will be just going off to Le Mans, **so the monthly meeting is changed** to the second Monday, 14th July. We will also have done Ragley Hall and the Club picnic, possibly Stonehurst Farm, so more pictures next month. We are always happy to meet up to drive over to events, so if you want to join us for anything, please drop me an email.

Our area event will be coming up in August, so please get your bookings in for the Sunshine Rally on 1st-3rd August. Members from

all areas are welcome, and it is fine to come either for one night, the weekend, or just come for the day to join in the drive or the car show.

Later in August we are possibly going to the Belvoir Castle Car Show over the Bank Holiday weekend, and the A47 Autojumble at Thurlaston Showground on August Bank Holiday Monday.

Jason

NEWBURY

Hello folks. With May having been both dry and sunny, it gave us a chance to get on with all those jobs on our classics. Steve has completed the CV conversion of the rear suspension of his Vitesse, but is having problems with a repro rear spring. Nigel has finished rebuilding his brakes after a lock-up. Brake lock-up seems to be a trend as this gives me a convenient way into my own activities – whilst driving the Herald to the meeting at the Rowbarge in Woolhampton, the brakes locked up on all four wheels. Fortunately, I hadn't gone too far and was able to get the car back home.

The normal cause of this problem is the master cylinder. The master cylinder on my Herald 13/60 was not the original disc brake 1200 Herald type fitted with a clear plastic extension (pictured), but a Spitfire MkIV type which does have the same inner bore.



As I already had the clear plastic extension, the logical way forward was to purchase a 1200 Herald master cylinder and fit the extension, which would put the car back in its original state. But when I tried to fit the extension to the new repro master cylinder, I found it wouldn't fit as the inner diameter was smaller than the original Girling type. The other concern is that a reduction of the inner diameter will reduce its capacity. Yes, more repro problems. Why make the stuff if it doesn't meet the original requirements? To get the car back on the road I had to rebuild the existing Spitfire MkIV master cylinder. As they say, the best made plans of mice and men.

Well, that's enough from me and

now on to what's been happening at our meetings. Our first roaming meeting of this year was at the Rowbarge, Woolhampton. The weather was dry and warm which resulted in a good attendance. Both the food and service were good. It was good to see Roy, who came in his TVR 3000 which made a change from one of his Triumphs. Colin said he is still working on his Spitfire, with a re-spray coming next. So, we may see it this season. There was a nice mix of Triumphs with Ian's TR6, Chris' Stag, Phil's GT6 and Paul's Herald 12/50 (which is now becoming a rare car).

Our second meeting of the month was at our normal location of the Craven Arms, Enborne. Once again due to the dry warm and weather the attendance was very good. Nigel came in his TR7 and Phil in his GT6. Mary's raffle went down well with several ex-Easter chocolate prizes. Everybody appeared to be eyeing up the Lindt chocolate golden bunny which, after the suspense of several near misses, was won by Helen W.

Ian our Social Secretary went on to discuss the forthcoming mystery tour on 8th June, and Robert asked the location of the mystery pub! As usual Ian's response was 'No comment.' If you have missed Ian's mystery tours, don't miss the next one as they are very good. As it was only two weeks to the next roaming meeting, Ian gave the location. This will be at the Renegade Brewery, Yattendon – or I should say 'was' as by the time you read this as it would have happened. So, we have roamed east and now we go north. Finally, don't forget our annual Cars in the Carpark (pictured) or pick the car you'd most like to drive home. Also the Thatcham Family Day on 29th June. And welcome to new member Les Elliott who owns a TR7.



July's Meetings and Events

Weds 9th – We are roaming. Check your emails and the Newbury Facebook for details.
Weds 23rd – Meeting and Cars in the Carpark event, The Craven Arms, Skinner's Green Ln, Enborne, Newbury RG20 0HG. Well, that's it for this month. Keep them flying,

Dave

NORFOLK

Sunday 25th May saw several of us congregating in Attleborough for a run to Prickwillow Engine Museum, near Eye. After a rogue downpour, we headed off on the tulip route, but soon bunched up to form a convoy. Andy and Gill had chosen some great roads for the run. We arrived at Prickwillow to see a few Triumphs already parked up and were soon followed by a bunch from Cambridge.



Sausage or bacon baps were on the menu, then a walk around the museum followed by a very interesting talk about the draining of the Fens and the importance of the engines. The fiery starting of the main engine rounded off a thoroughly interesting day. Many thanks to Peter for arranging the venue, and Andy and Gill for taking the time to sort the run.



For the June meeting, Station 144 Bistro opened especially for the TSSC, providing a tasty 'indoor' BBQ. Despite the wet and windy evening, we all had a good time, and even managed to get nine Triumphs lined up in the car park. Thanks to all those that turned out, it's only because we have so many members attending our meetings that we can arrange these sorts of events, without you it wouldn't happen.



Our next event is our Fish and Chip Run to Cromer with a convoy leaving the main car park in Dereham (Cherry Tree Car Park, Theatre Street, NR19 2AX) at 18.45 and arriving at Cromer cliff top car park (Runton Road, NR27 9AU) at around 19.45 for a walk

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down to No1. Either join us for the convoy or meet us there.

Don't forget to check out our website – norfolk.tssc.org.uk – for more photos from our events and news about future ones.

Forthcoming events

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

Sunday 17th August – Tea and Cake afternoon.

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

Paul & Christina

NORTH EAST

Hi everyone. I stepped in for Geoff at last month's meeting as he was apparently somewhere in the Mediterranean on a boat. Very few club cars turned out for the June meeting (three in all) due to a poor forecast with pending showers, which did in fact materialise – putting the roof up on my Spitfire 1500 is a pain in the backside but I managed it within eight minutes, Steve's Spitfire took nearer 10 minutes, both of us wet by the time we'd finished.

Unfortunately the centre where we meet was closed due to illness. Our next option took us to The Story Museum in Durham City for coffee and a catch up on forthcoming shows and events, including Darlington Vintage Rally on Saturday 12th July, Durham Classic on Monday 25th August, and Usher College on Monday 31st August.

Our leader will be back home now to run July's meeting, so I hand the reins back over to Geoff. A number of members will be missing the next meeting, busy sucking up the delights of Le Mans Classic – sleepless nights, rough camping, greasy spoon dinners, ooh and probably a few cans of something.

Deryck

NORTHERN IRELAND

The middle of May saw us having our long weekend run to Co Donegal, with a meeting location at The Elk, Toomebridge. A total of nine cars made the run, with seven Triumphs in the line up and the other two consisting of a Nissan Figaro in the hands of Valerie and Ernie and Simon in his BMW. It was good to see Ian and Brenda (M) on their first weekend run with us in their TR6 and Mary and John (G) in the Spitfire along with the rest of our regulars.



Our first part of our journey was a quick run along the A6 towards Maghera before taking a left on to the Five Mile Straight to Moneyneany and then on to the Glenelly Valley area. On arrival at Sperrin, we left the main road to make our way to the well-known Barnes Gap using the Corramore and Corrameen Roads and this gave us a great view of the Glenelly Valley and river below, especially at the Cranagh village location. Just before we arrived at Barnes Gap there is a 'crest' road sign, but that doesn't mention the STOP line just over it and so there were a few hairy moments as we all tried to come to a halt due to the crossroads. Thankfully we all had our roof down, so the shouts were clearly heard from the following cars.

An uneventful run took us downhill to the main road from Rousky to Gortin to have a short stop at The Auld Bank Coffee Shop for a wee bite to eat. Break over and taking the direct route along the Killymore Road (B46) to Newtownstewart, then along the A5 to just past Victoria Bridge to take the Bellspark Road to Clady and then over the border to Co Donegal. Making use of the main road through Killygordon saw us to our overnight stop at Kee's Hotel at Stranorlar. Naturally we had to be early enough to let the ladies down the town to the adjoining Ballybofey for a walk and a little retail therapy whilst some made use of the facilities within the hotel. Later, we all had a good evening meal together with some music thrown in to keep us entertained.



Up bright and early saw us on our way to our first stop of the day at the Folk Village at Glencolumbkille. This was really a great run with outstanding views as we travelled through the Glenties and Ardara areas. I had intended to go via the Fintown area to see the railway

there beside Lough Finn, but it was closed. Once on the R230 from Ardara the views got better, especially in the areas of Glengesh and Crocknamurrin Mountain Bog, although no real viewing points. Not a lot to see at the Folk Village as it was all new and, in truth, the cafe was poor, although they were preparing for coach loads. I much preferred the Doagh Famine Village at Ballyliffin.



Viewing and break over, we went back out through the village. Taking the R263 saw us mirror the coastline of the North Atlantic Ocean as we made our way towards Donegal town, passing Lough Unshagh and Unna and we approached Carrick (that even had an Upper and Lower) as well as the River Glen on our 40-mile journey to our next stopping place. Next up on our journey was the fishing port of Killybegs and it was very busy as we drove through to join the N56 that took us the remaining 15 miles to Donegal Town to park near the River Eske. While parking, we met a large group of other classic cars on a local run that contained a few Triumph Stags.



Some stayed in the town for a look about, retail therapy or a walk before they made their own way back to the hotel. As the food was

good the night before, the majority stayed in the hotel for our evening meal that was followed by a music session from our own John and Mary that was well received.

Monday saw us away bright and breezy after a good breakfast as we made our way to our stop at Castledawson. A reverse journey of Saturday from the hotel brought us to Lifford and then on to Strabane. Next up along the route was Donemana as we made our way through Claudy to Feeny to then join the main road.



This brought us over the Glenshane Pass from Dungiven and then on to Maghera for a break at Dittys, Castledawson. It was here that we got a call to say that I had left my wallet and contents at the hotel. Thankfully I received it in the post a week later. From here we all departed our different routes home after a good weekend. A big thank you to all who assisted in making it so.

By the time you read this we will have had our Ice Cream Run and visit to Brian (S) as well as the Co Down Run in the hands of Alan and Pam (F) that end the day with a BBQ. Hope to see you at one of the events below.

Events Diary

Wednesday 2nd July – Area Meeting (Nortel, 7.30pm).

Saturday 5th July – Area Run, Co Tyrone area (Philip A).

Saturday 3rd August – Area Run, Area TBC (Peter M).

Wednesday 6th August – Area Meeting (Nortel, 7.30pm).

Saturday 23rd August – Area Run, Antrim Hills (Alan H).

Douglas

PETERBOROUGH

Thanks go to Doug for the Peterborough area news this month.

There were a goodly number of 14 attending the May meeting, and there were a few discussions around the table with a potential new member by the name of Andy Saphir who had driven across from Ramsey in his nice – very nice – Triumph 2000 Mk1 which he had acquired from North of the Border.

Interesting to read in the FBHVC Historic magazine that sales for the 'official' Drive It Day plaques supporting the NSPCC Childline were up by 9% this year to 3732. Just imagine if every driver who took part on that day had bought a plaque what a difference it would have made to a lot of children's lives. Thanks to those in the TSSC Peterborough who did.

The raffle was once again well supported and there were various discussions around the table with technical issues. The June HQ Open Day was well attended.

The next meeting for Peterborough area will be Monday July 14th. We have the function room at The Gordon Arms from 6pm, so there is plenty of time to enjoy a meal before the meeting officially starts at 7.30. July is quiz night, The Car's The Star! We will make it team based, with a prize for the winning team. Chaos will ensue, I don't doubt. We will still run the raffle, so don't forget to bring a raffle prize if you can. Many thanks.

Steve

SCOTLAND EAST

The Scottish summer is here so I hope to see some nice Triumphs at the next Scotland East meeting on Monday 13th of July. That will be just after Glamis Castle on the 11th and 12th of July, one of the absolute highlights of the show calendar. If you are planning to attend, please come by the TSSC Scotland stand and say Hi.

May was a busy month with the Bridge of Allen show and Doune Hill Climb both taking place. Doune was organised by the Scottish TR register and is a great example of the Scottish Triumph clubs working together to put on some memorable events. I particularly enjoyed the 'gentle' parade runs up the hill in between the competition runs. A triumph GT6 was one of the competition cars and proved how well our cars can perform (and sound) when put to the test.

As I write, I have just got home from the BVAC classic at Thirlestane Castle. It's always a good show and this year was no different. The forecast rain held off, leaving a perfect day with more than 1000 cars in attendance. The show has everything from a 100 year old Rolls Royce with 25hp to a brand new McLaren with more than 700hp.

There were many Triumphs all over the show, but one particularly interesting car was a 1961 Triumph Italia, a very rare car and this one was in spectacular condition.



There was a lovely white Triumph 2000 saloon from the TSSC Cumbria division that made a welcome addition to the show. I didn't get a chance to talk to the owner but if they are reading this, thank you for making the trip.



There were many TRs ranging from a lovely 1959 TR3A in two tone black and white through to some very nice TR7s, including Brian Leason's TR7 with just 14,000 miles from new.



The TSSC Scotland stand was filled with a nice selection of members cars. We had the aforementioned TR7, a GT6, 2500s, two Vitesse, two Spitfires and two Heralds. Cameron was out with his camera and took some great rolling photos of the convoy of cars as we approached the show in the morning. Keep an eye out on Facebook for those photos.



A quick announcement: Graeme Moreland is planning to sell his red 1979 Spitfire 1500. By all accounts it runs well with a genuine 60k on the clock. It is

mechanically sound with recently refurbished suspension and a solid body. While the paint might need a little attention, it's a sound car and would be great to see it go to another member of the club. Graeme is contactable via Facebook directly, or alternatively contact me and I will pass on your details.



Thanks again to everyone for attending the shows, and to both Dave and Colin for both providing the bacon rolls.

Until next time,

Alan

SCOTLAND WEST

May saw the classic car season click into gear and for us with a trip to Bridge of Allan near Stirling for their annual show. Getting into the show was quite easy, but getting away at the end of the day was very slow. We had a beautiful day and we had many visitors to the club stand. It was great to catch up with Gregor, one of our previous TSSC Scotland Area Organisers. Gregor gave us an update on his Mercedes rebuild project, and progress on getting his extensive list of Triumph car back on the road.

The following weekend we were off to The TR Register Scottish Weekend at the Doune Hillclimb track. Lots of interesting cars were racing up the track, including



a number of Triumphs. In the Paddock we had the TR6 Car Pulling competition. This consisted in pulling a TR6 over a given length against the clock.

I am pleased to report that the TSSC team of Bob, Alan and Fergus were the winning team.



We have Thirlestane Castle and Moffatt events in June, and reports on these will be in next month's Courier. As you read this, we will be preparing for Glamis Castle, where we have 14 cars booked in.

Can I remind you that I can do car valuations for you at any of the shows we attend, or at our monthly club meeting.

Dave

SOMERSET

Hi everyone. I am just back from a long weekend in the Vitesse to the Haslemere Classic Rally and Show – 300 trouble-free, hood down miles. I saw a couple of TSSC members at the monthly Tuesday night meet at Eli's near Langport, and there was a great varied selection of cars on show.

I have not had any suggestions on loan tools, so I am probably going to go for an ultrasonic cleaner for carburetors and some tuning kit. This can then be borrowed by TSSC members.

Next club night is Thursday 10th July. This will be the second of our summer roving meets, and the plan is to go to The Victoria Inn, Priddy. I might look for somewhere else in August before we go back to our normal haunt of the Lime Kiln in September.

Dates for your diary

12th-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.

Steve

SUFFOLK

There were 12 of us in the pub for the June meeting, but once again the weather stopped us from gathering outside in the car park. The good news is that the pub seems to be doing very well

under the new ownership, with no obvious drop in trade and it was quite bustling for a Tuesday evening.

Mathew's son has been rebuilding the Spitfire project he acquired last year and has been experimenting with a fully programmable 123 Distributor. After an initial mix-up on the wiring connections, the engine fired into life immediately and revved smoothly up to 4000rpm. When backing off the throttle though, something wasn't quite right and it seemed to be adding too much engine braking. The distributor takes a vacuum feed so the advance/retard curve can be set on inputs from this. However, what a great start from creating an initial curve using the 123 software. Mathew's also got the TR6 driving round his yard, but no road trips just yet.

Rodney's Spitfire misfire has finally been diagnosed. The symptoms were popping and banging after driving the car for a while and it's turned out to be a cracked carburettor body, right where the throttle spindle enters it. I imagine this was sucking in too much air when the car was warm and the body expanded. He is currently waiting for a set of refurbished carbs to be fitted at his local classic friendly garage. Will be good to see this fixed, as he's been suffering from it for a while and it's been confusing a few of us who've suggested solutions.

Robin's new brakes are bedding in nicely on the Zetec-powered Herald. As it's an auto, he puts more strain on them as there's less engine braking, hence the need for a bit more stopping power. The pedal pressure is not quite how he'd like it, so is looking for an Orion master cylinder to replace the Escort one he's using at the moment. Apparently, the Orion one is a bigger diameter, pushing a bit more fluid. This led to a bit of discussion about the last time we saw an Orion, which was quite a while ago. (I had a 1987 1.6 diesel one from 1996-2001 with a whopping 50bhp). The other great news from Robin was that he won runner-up Herald at the South of England Meet, a well-deserved accolade for his very smart car.

Lindsay has been berating the quality of some new parts. For two days he was investigating all sorts of wiring issues with his TR6 – indicators not working, dash lights

illuminating when they weren't supposed to. In the end, the cause of the problem was traced to the new original style fuse box he fitted. He replaced it with a scruffy old original one from his parts store and everything worked as expected. How wrong can a manufacturer get a fuse box? It's hardly a complicated bit of kit. He's also getting a few miles on the TR4. A worrying knock from the rear turned out to be nothing more than an overly long bolt securing the brake union to the chassis, rubbing on the bodytub. An easy fix to cure that noise.

A few of us will be preparing for the Le Mans trip next month, so expect a few worried faces and cars packed with camping gear at the next meeting on July 1st. See you there.

Russell

EAST SUSSEX

The big event in May was the TSSC South of England Meet in Leatherhead and as usual it was well attended. The weather looked kindly upon us as the cars began to gather at the Pease Pottage services at the end of the M23, but two cars were missing – Clive had a loose wire on his coil which he quickly fixed en route and arrived late, but Ian and Chris had been left behind in Uckfield with one half of his ignition key in his hand and the other half still in the ignition barrel. Call the AA!

But the mishaps didn't stop there; Vic bumped into Jon at a set of traffic lights, Pete's gear knob came loose along the road so he had to keep a firm grip on it all the way to Leatherhead, and finally Richard had a small coming together with another car on his way there. Eventually everybody arrived at Leatherhead, including Ian (having started his car using a screwdriver after the AA removed the ignition barrel from the steering column). Clive got the kettle boiling and with tea in hand we all settled down for an enjoyable day.

East Sussex didn't have any winning cars that day, but Andy won runner up in the Vitesse class. On the return journey our 2.5PI Estate began playing up and eventually decided to stop in Dorking, resulting in us being trailered back home. The tank was half full, but upon later investigation the fuel filter was caked up with rust particles, so it looks like the tank is kaput. Still

haven't managed to trace the fault (fuel starvation?). What a day to write home about!



Meeting up for the run to the SEM.



Andy's runner-up Vitesse.

The Blokes Tea this month was held in the Village Shop Café in Upper Dicker and everyone said they would go back again. The Ladies Tea was held at Norcutts Nursery, Ditchling where they celebrated Lynn's upcoming nuptials with a Tea and Scones afternoon.



The Ladies Tea.

The Cuckoo Fayre was held over the bank holiday weekend and some cars were there on the Saturday, others on the Sunday. Unfortunately for Keith his 2000 didn't make it as he was checking the accuracy of his fuel sender/gauge without a spare can of fuel in the boot. At least he now knows the fuel warning light doesn't work.

Our latest Club night on 4th June was busy with over 20 people there, many in their Triumphs due to the sun making an appearance. Please note that with quite a few of us down at Le Mans on the first Wednesday in July **IT WAS DECIDED TO SWITCH THE JULY MEETING TO WEDNESDAY 9TH.**

July Events

Wednesday 9th – RESCHEDULED monthly meeting at the Halfway House Pub.
Saturday 5th – Uckfield Lions Car Show in Uckfield.
Sunday 13th – Breakfast Meet at

Sheffield Park.

Sunday 20th – Michelham Priory Car Show (arranged by The Jaguar Enthusiasts).

Sunday 27th – Bromley Pageant at Ardingly.

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

Geoff

NORTH WALES

Drive It Day was – at least in our part of the world – heaven sent with gorgeous weather and great company! Our trip out to Hodnet Hall in Shropshire was perfect – well, apart from a typical wrong direction in the written instructions, but unfortunately everyone expects that with myself being the leader. I put it down to being a left-hander (roll of the eyes!). As it was, everyone made it to the venue with no problem, and we parked in display formation in front of the Hall. It was beautiful – not so much the Hall, (entry was not possible as the family were living there,) but the gardens were truly gorgeous, especially in the warm sunshine. Certainly, it is a place to be remembered.

On our journey however, I was reminded of how large vehicles are these days. Once upon a time two vehicles could pass each other with care along most narrow roads, but now it is impossible, and there are few passing places. Farm machinery is absolutely enormous, and uncomfortably they remind me of War of the Worlds in size and lumbering speed – and of course they aren't going to try to reverse back any distance. They have their work, it is necessary, and there is no reason to complain, though obviously their lack of speed can cause grumbles among even the most saintly of drivers. Having said that, Roger and Helena, living on a farm and having a tractor naturally, were once delivered a speeding fine for their tractor travelling at 56mph somewhere down south. Er no, not even remotely possible. They sent a description and picture of the vehicle to convince them of the impossibility. It was accepted of course, but some enterprising and not so bright criminal had used their numberplate to disguise a car theft.

But it was the ordinary, everyday cars that caused the

occasional problem – not just the size, but also the speed and unwillingness to cede the road to anyone else. I, of course, realise that new technology allows them to stop quickly and efficiently and that cocooned in their high up, crash-protected and anti-roll barred interiors they feel lords of the road. I, on the other hand, sitting in a small, low, pre-safety-additions vehicle, do not have that confidence as I am forced to pile on the brakes and still travel a considerable distance before stopping. It can be quite hair raising at times!

Planning our Wild Atlantic Way trip is now at full speed, and there is not long to go. Hotels are booked, changed and rebooked, ferries sorted, though the Holyhead ferry changes the sailing time seemingly daily! It has now varied from 8.30am to 11.30 to 10.45 – where it stands, at the moment; we have decided to stay the night before in Holyhead rather than get up and drive there, just in case the time reverts to the original. Other than that, the car seems to be happy, we've driven the excellent Candles Run (80 miles around Wales and Shropshire) and another 80 or so on the similarly good Weaver Wander around the Peaks, plus of course getting to and from the venues. Both are charity runs and are well subscribed, plus the entry fee is well used, so it is a great way to enjoy a good drive.

For details of events in our area, plus our meeting venue and how to contact us, please refer to the Area Directive pages at the back of this issue.

Happy driving,

Julia

SOUTH WALES

This has been a very active month for the South Wales group. Starting on the first May bank holiday, we decided to stay within the Welsh borders to ensure that we had good weather. A peruse of the classic car show calendar showed us that the Border Counties Show was taking place over the Saturday and Sunday. As this show is on the edge of Monmouth town just on the Welsh side of Lost Lands/Welsh border, it was decided that we would enter this show on the Saturday.

Meeting at the Pontypool Scottish restaurant, we drove the 22 miles to Monmouth, all soft tops and sunroofs down or open.

The weather was fantastic, the cars looked fantastic and I looked FANTASTIC! There was a lot to look at during the day, with many varied demonstrations in the central arena.



A fine body of men at the Border Counties Show.

Next up was Caldicot Castle Show on May 11th, for which I decided to give my 1959 Standard Vignale a run out. I was joined by Andy "Sully" Sullivan in his beautiful Spitfire MkIV, the Heydon twins in their stunning Herald 13/60 saloon, Mikey J in his immaculate and freshly tuned GT6, Mr Herbert in his concours TR7 convertible, the one known as Pearce in his stunning Spitfire MkIV and last but certainly not least the Spitfire 1500 of James "Privet" Hedges.

Caldicot Castle is a beautiful place for a car show, and we were marshalled into a prime position with all seven cars in a row. Early in the afternoon club member Hyper Hooper and daughter Gwenna turned up to swell our numbers, but had a sad tale about her Spitfire's steering. Luckily a representative from GB Classic Cars happened by and arrangements to fix the issue were made.



Rendezvous point for the Caldicot Castle Show.



One of Standard-Triumph's finest at Caldicot.

On May 17th it was the Llandridnod Wells Run. I took my TR4A, and was joined by Al (TR7), the one known only as Pearce (Spit MkIV), Andy "Sully" Sullivan (Spit MkIV), Elin and Ian (Spit MK3), Monmouth Mafia John, "Mother" and Mike (Acclaim),

Jerad and Kalib (Herald 13/60 saloon) and James "Privet" Hedges (Spit 1500). As we were getting into our cars to move off at the pre-arranged time, a Herald 1200 (which I believe was sold later in the day to one of the Heydon twins) came screeching into the car park – yes, the time-honoured entrance of Mike The Cake!

We set off with Andy leading us to take some absolutely FANTASTIC roads, up and down mountains, through valleys in perfect weather conditions to a beautiful lakeside café on the outskirts of Llandridnod Wells. The return trip included another great run through the Brecon Beacons along the A470.



Somewhere in Wales heading to Llandridnod Wells.

The final trip in May was to the Abergavenny Show on May 25th, the run there in convoy passing through the wonderful rolling hills, valleys and mountains of Wales. As I got out of my TR, I saw Dave "Branson" Fryer arrive in his concours TR4 belching smoke and rattling and coughing! Luckily I was able to help and soon had the TR running as good as it looked.

Featuring cars, steam engines, stalls and various other attractions, it really was a great show. In the afternoon our numbers were swelled by Dan and daughter Gwenna, The Animal and Dan and EXAO Meg. They all hope to have their classic cars back on the road and back on club runs in the very near future. We all had a good chat and then we took another turn around the showground before heading for home.



Front row seats at Abergavenny.

Bern

SOUTH WARWICKSHIRE

Lots to report this month, as there will be next month – it's a busy time of the year!

Very briefly, after the Isle of Wight Camping trip last month, the following weekend was the South of England Meet in Leatherhead which I traditionally go to. I swapped the gearbox on the white GT6, starting on the Thursday night and finishing on the Saturday morning, then drove all the way down to Leatherhead – it made it! Great gearbox rebuild courtesy of Mike P. Mike's part – the gearbox – is of course flawless. My part – the overdrive – well let's say it needs some fettling. Anyway, there'll be plenty of pics of the SEM in the magazine to look at so I won't use up one of my allotted pictures for that, but suffice to say it was a great show and I came back with lots of spares.

Shortly after that, me and Dave T went to club HQ to continue work on the Vitesse coupe's engine. The big news is that the mix of diesel and Redex had done its magic, and a bar on the front pulley managed to turn the engine over. We did an oil/filter change, rebuilt the fuel pump/carbs, set up the dizzy etc, all ready for the next step – which we've just done on a second trip, but will tell you about next time. Big progress!

That was a Friday, and the next day Owen and I went up to my friend Rob's parents' house near Tewksbury to collect Owen's next project – the Herald 13/60 estate that was last on the road in 1994. Most of the spiders had vacated, and the ivy had gone a bit crispy since last time, but we got some spare wheels on the back and got it rolling. We successfully loaded it into the trailer, with literally INCHES to spare (actually I think INCH – singular)! Rob on the left was more than happy to see it go to a good home and start its way back on the road to being back on the road.



And then there was Adrian's BBQ, which I forgot to take any photos at but which was a roaring success. The nice thing about it was that peoples' other halves got a chance to meet each other, and it was more than just a bunch of blokes talking about cars, a point made in some nice feedback from Dave B's wife Jo-Anne when we spoke at Cars At The Spa. Which

AREA NEWS

in fact brings me on to Cars At The Spa! A really good event this one, and despite none of the marshals knowing anything upon our arrival about the list that I'd supplied so that we could be parked together, we did in the end manage that. Well, mostly. In fact, we pinched the space allocated for the MG Octagon Club, so, er, sorry about that. Notable cars included Ian Sellars' Lanchester, the supercharged Vitesse with the Lotus livery, and of course Gerald.



Finally, this brings me to the last meeting, and harking back to the Southam Cricket Club show that some of us attend (2nd Thursday of each month). At the last Southam show I met a gentleman called Brian Round who, as well as owning a nice Morris Minor, told me that he has a Triumph 1500 (an early Dolly 1500 before they called it a Dolomite). It was great to see him attend the meeting in it this month, and I can say it's in fantastic original condition; he's looked after it well for 50 years! He now wants it to find a new home where it'll be cared for, so if interested I can probably put you in touch with him.



So looking forward, there's the Standard Triumph picnic at Woodland Grange on 22nd June, and Princethorpe College Motoring Festival on 29th June – I'll be reminding people of those on the Whatsapp group, and reporting next month. Then on 11th-13th July there is the Club Triumph Camping event at Gaydon, and 8th-10th August is the TSSC HQ camping weekend, not forgetting that the Wellesbourne show is on 6th September, Gaydon Gathering on the 2nd Tuesday of each month, Banbury Cricket club on the 2nd Wednesday, and Southam Cricket Club on 2nd Thursday.

Thanks for reading all that! Next meeting is Tuesday 1st July from 7pm (the first 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 short one-way section to the carpark on your right.

Mark

WESSEX

Beaulieu Autojumble was enjoyable, especially as we had a club stand as a base. We set up on the Friday with Saturday/Sunday for selling... or not! In the past there has not been time to take in all that Beaulieu has to offer. This year we agreed that we wanted time to visit the Abbey Grounds, Beaulieu House and the Special Operations Executive (S.O.E.) exhibition. All are a must see and too much to absorb in one visit. Though the weather was perfect, we decided it was preferable not to camp, living only 40 minutes away – camping is not quite the novelty it used to be!

The monthly meeting was held outside for the first time this year, though we did adjourn inside for the final hour. A good turnout, and some even came in club cars. I'm not trying to make excuses for the rest of us, but the roads to the Fish Inn are mainly dual carriageways and not conducive for classics, which takes away some of the pleasure, especially when it gets dark.

Christchurch Quay dates are Saturday 12th July and Sunday 28th September. All vehicles must be pre-2001 and there is no need to book, but oil drip trays required.

Other Diary Dates

3rd-6th July – Le Mans.
13th July – New Forest Car Show, Bransgore.
5th July – South Coast Car Show, Wimborne.
12th July – Middle Wallop Wings & Wheels.
13th July – New Forest Car Show, Bransgore.
20th July – Sherborne Castle Classic & Sports Cars.
3rd August – Lymington Car Show. Organised by the CCOTP team, not sure if this is a turn up on the day or will require pre-booking.
9th-10th August – Compton Abbas Golden Age of Aviation.
9th-11th August – Purbeck Rally.
31st August – Verwood Rustic Fayre Classic Car Display, now organised by local TR Register.
5th-7th September – BPPC Swanage Railway Rally, now at Norden.

6th-7th September – Beaulieu Autojumble.

7th September – Haynes Classic Show.

BPPC Swanage Rally is the same weekend as Beaulieu Autojumble, and we agreed we would probably do Swanage Rally on the Sunday. Application forms for this can be obtained via the BPPC website. You can usually enter on the day, but do check first. There is an entry fee of £15 per car which includes free tickets to ride the trains for two people.

A full list has been sent via our Wessex email, along with any final information/instructions.

Martin

WORCESTER

Well, another month and we're now halfway through the year and allegedly into summer according to the meteorologists. (I always thought it started on 21st June, but hey-ho, 20 days difference for these EXspurts). We had yet another good turnout with some 18 or 19 members, but only five club cars, albeit propped up by Matt in his Vitesse from the Gloucester area. Welcome again Tim in his GT6. I even managed to attend after leaving my dad's place earlier in the day, getting home and coming back down to Upton Snodsbury (worth it though for the humour).

Vicky then tried to impart some information about forthcoming events, including Wheels on Wednesdays at Avoncroft Museum, TR and BL at Gaydon in July and the TSSC International weekend at Lubenham HQ on 8th-10th August. She plans to send out this and more info as it arrives via your email, so keep your eyes open for events. Vicky then did the raffle and Tim won a prize – much too much enthusiasm, be careful.

Anyway, on a lighter note, my Spitfire is being worked on. Costa and Paul came up the day after the meeting to help get it completed, and here is a picture to prove it, despite the rain. We improvised with a tarpaulin to keep rain off the



engine bay as we managed to pick the worst day weather wise.

Yes, that is Paul under the umbrella, giving instructions. Costa managed to get the manifold, carbs and hoses back in position. Just a few more tweaks with some electrical items now so, fingers crossed, when you are reading this I shall be at Le Mans having driven it there.

Anyway, enough for this month, so don't forget the meeting will still be on 2nd July at The Oak. Take care, enjoy your classics and see you all at the August meeting on the 6th.

Stef

NORTH YORKSHIRE

For those who attended the Thornton le Dale show, we had a really good day. The rain kept off until later in the afternoon, and on our joint stand between the TSSC, TR Drivers and the TR Register we had a good selection of Triumphs, so a good day was enjoyed by all.



Our Fish and Chip run was cancelled a few days before due to a lot of rain on the forecast. Even though on the night it was dry, it was still not very pleasant so maybe this was a good call. We plan on having another go for our July meeting evening.

I wrote in the last news about people not reading the newsletter. I did get a message from Alistair saying that he reads it and plans on attending our meetings during the summer with his Vitesse, so we look forward to seeing him and the car.

Just repeating what I wrote last month in that we have a big event local to our area on the 5th July in the Triumph Day at the Motorist. This is going to be an event for all Triumph clubs, so please pass this around to owners that you know. Also, don't forget Newby Hall on 20th July either, and as always if you know of suitable shows in the area, please do let me know.

Hope to see you soon,

Keith

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Area Directory

For area meetings please check with your AO

SCOTTISH AREAS

SCOTLAND CENTRAL WEST

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

SCOTLAND CENTRAL EAST

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

SCOTLAND NORTH EAST

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

NORTHERN AREAS

CHESHIRE - 1st Thurs, 8.30pm

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

CUMBRIA - Last Sun, 12 noon

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

LANCASHIRE - Last Tues, 8pm

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

LIVERPOOL - 1st Tues, 8pm

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

MANCHESTER

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

NORTH EAST - 1st Sun, 10.30am

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

W: tsscne.wixsite.com/tsscnearea

MES Training, Blackmoor Court,
Durham DH1 5ES

WIRRAL - 1st Thurs, 7.30pm

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

NORTH YORKS

Keith Warren: T: 07534 820155
E: warrenktr6@yahoo.com

FB: North Yorkshire

The Greyhound - 4th Tues 8pm
82 Main Street, RICCALL YO19 6TE
The Motorist - 2nd Weds 6.30pm
New Lenerton 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, 7.30pm

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

LINCOLNSHIRE

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

NORTHANTS - 2nd Wed, 8.30pm

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

NOTTINGHAM - 3rd Wed, 7.30pm

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

OXFORD - 3rd Tues, 6.30pm

Thomas Cope: T: 07972 039532
E: imp064@yahoo.co.uk
FB: TSSC Oxford
Julian Hall T: 07796 467646
E: julianhall13@gmail.com
FB: TSSC Oxford

Great Western Arms, Aynho Wharf,
Banbury OX17 3BP

Contact Thomas or visit Facebook page

PETERBOROUGH - 2nd Mon, 7.30pm

Charlie Noble: T: 01780 666045
E: tssc@noblesoft.co.uk
Steve Abbott: T: 01778 347695
E: 4747abbottsmk@gmail.com

FB: TSSC Peterborough Area

The Gordon Arms, 527 Oundle Rd,
Orton Longueville, Peterborough,
Cams, PE2 7DH

SHROPSHIRE - 3rd Sun, 10am

Bill Bate: T: 01952 581391
E: billbate2012@hotmail.co.uk
Kevin Cain: T: 07515 834594
E: kevincain@hotmail.com
David Embery: T: 07701 049881
E: david.embery@me.com

Simon Morgan: T: 07786 806189
E: simon.morgan@linxdesign.co.uk

FB: TSSC Shropshire

Contact AOs for meeting venue

NORTH STAFFS

New AOs Wanted – Contact Paul Girling
E: 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, Streeley, 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, Cams,
CB5 8SX - 1st Mon, 8pm

ESSEX - 2nd Sun, 12 noon

Mike & Sue Titchen: T: 07860 708356
E: miketitchen@aol.com

FB: Triumph Sports Six Club Essex Area
Various venues, contact AO for details

M25 EAST - 3rd Sun, 12 noon

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

NORFOLK - 1st Thurs, 7.30 for 8pm

Paul & Christina Girling: T: 07584 000442
E: paul.norfolktriumph@gmail.com
W: www.norfolk.tssc.org.uk

FB: TSSC Norfolk

Venue to be advised by email and
Facebook - contact AO for details

SUFFOLK - 1st Tues, 8pm

Colin Wake: T: 01206 250360
E: colin_wake@yahoo.co.uk
Sorrel Horse, Barham, Ipswich IP6 0PG

SOUTH EASTERN AREAS

EAST BERKS - 2nd Tues, 6pm

Doug Brown: T: 07974 709954
E: qbrown6914@btinternet.com
The Royal Oak, Ruscombe Lane,
Twyford RG10 9

BODIAM - Last Wed, 7.30pm

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

SOUTH BUCKS - 3rd Wed, 8pm

Daniel James: T: 07818 052276
E: varsas10@yahoo.co.uk
The Harte & Magpies, Coleshill,
Amersham HP7 0LU

CANTERBURY

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

GATWICK - 2nd Tues, 8pm

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

HANTS & BERKS - 1st Tues, 8pm

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

HERTS & BEDS - 4th Mon, 8pm

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

ISLE OF WIGHT

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

W: iow.triumphsportsix.club

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

WEST KENT

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

SOUTH LONDON - 1st Tues, 7.30pm

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

NEWBURY

Dave Rumens: T: 01635 868640
E: dave.rumens@btinternet.com
FB: TSSC Newbury
2nd Weds – See our Facebook page and
your emails for details
4th Weds 7.30pm - The Craven Arms,
Skinner's Green Ln,
Enborne RG20 0HG

SOUTHERN - 1st Tues, 7.30pm

Mike Gooding: T: 01252 722432
The Seven Stars, Stroud GU32 3PG

SURREY - last Wed, 8pm

Clifford Darby: T: 07853 793341
E: darby136@btinternet.com
FB: TSSC Surrey Area
Wellhouse Inn, Chipstead Lane,
Mugswell CR5 3SQ

EAST SUSSEX - 1st Wed, 8pm

Geoffrey Scarborough: T: 07833 944847
E: gwscarborow@gmail.com
The Halfway House, Rose Hill,
Isfield TN22 5UG

WEST SUSSEX - 3rd Wed, 7pm

Nigel Ayre: T: 07799 660212
E: nigelayre@hotmail.com
George Ashborn: T: 07508 853397
E: georgeashborn@gmail.com
FB: TSSC West Sussex
Selsey Arms, Coolham,
Horsham RH13 8QJ

THAMES

Mickey Hazell: T: 07773 623807
E: chippymickey@yahoo.co.uk
FB: Thames Area Triumph Sports Six Club
1st Thurs, 8pm - Fairmile Inn,
Portsmouth Road,
Cobham KT11 1BW
3rd Thurs 8pm - Toby Carvery,
14 Straight Road, Windsor,
Berkshire, SL4 2RR

SOUTH WESTERN AREAS

ANDOVER - 2nd Wed, 12noon

Guy & Suzie Singleton: T: 01672 514241
E: guy@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 Huntsman, Downend,
Bristol BS16 6UB

CORNWALL - 2nd Thurs, 8pm

Carol Coventry: T: 01726 824523
E: carol.63@hotmail.co.uk
FB: TSSC Cornwall
The New Inn, Newquay Road,
Goonhavern TR4 9QD

DEVON

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

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

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

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

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

WESSEX - Last Thursday of the month,
 7.30pm at The Fish Inn,
 Ringwood, BH24 2AA
 Trevor Carlyle: T: 01425 475376

E: trevorcarlyle@btinternet.com
FB: Triumph Sports Six Club Wessex Area
 To be confirmed, contact AO for details

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

WELSH AREAS

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

SOUTH WALES - Last Tues, 7.30pm
 Bern Littlewood: T: 02920 315260:
 E: bernard.littlewood1@ntlworld.com
FB: Triumph T.S.S.C. South Wales
 Y Maerun, 140 Marshfield Rd, Marshfield,
 Cardiff, Wales CF3 2TU

NORTHERN IRELAND

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



International Contacts

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

WHO'S WHO

Council of Management 2025



Chris Gunby
 Chairman/
 Gen Sec



Tracey Hawes
 Financial Lead



Paul Girling
 Area Liaison



Nigel Hill
 Events & Shows



Jane Rowley
 Director



TSSC Headquarters



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

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

Club Shop
 Please check out the catalogue
 on the website. Email orders to
 clubshop@tssc.org.uk or
 call 01858 434424 option 1.
 The club shop will be open:
 Saturday, 19th July
 8th-10th August
 Saturday, 18th October
 Sunday, 7th December.
 Note that the shop is currently
 being run on a voluntary basis.

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

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

Council of Management 2025 Meetings

CoM MEETINGS – 10th June; 31st August; 26th October
 Any member who has an item of business that they wish to be discussed at
 a Council of Management meeting should send the item to:
 Chris Gunby, Riverside Forge, Water Lane, North Witham, Lincs NG33 5LJ.
 Tel: 07843 435190 or email: chairman@tssc.org.uk
 Please ensure that any items you wish to raise on the Council of
 Management Agenda are received by the General Secretary, Chris Gunby
 at least two weeks prior to the date of the meeting.

TSSC Honorary Members

Chris Allen, Dave & Sue Bayliss, Trevor Collett,
 Martin Cox, Eddie Evans, John & Pam Griffiths,
 Leon Guyot, Pip Flegel, Michael Hancock, Angie Hill,
 John Macartney, Fred Nicklin, Paul Richardson, Bernard
 Robinson, Graham Robson (Deceased), Roy Ross,
 Bill & Jo Sunderland, Frank Spencer, Paul Swanson
 (Deceased), Victor & Vivien Thompson, Peter Williams.

Model Register Contacts & TSSC Officers

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

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

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

Model Registers

HERALD 948 | 1200 | 12/50
Finn Adam Egeland-Jensen MBE
15 Tebourba Drive, Alverstoke,
Gosport PO12 2NT
T: 07770 427602
E: herald@tssc.org.uk

HERALD 13/60
Darren Groves
Moorside Cottage, Ashwater, Beaworthy,
Devon EX21 5DD
T: 07806 351499
E: herald1360@tssc.org.uk

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

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

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

GT6
Andy Cook
7 Albany Road, Fleet, Hampshire GU51 3NA
T: 07822 801275 (Eves/Weekends)
E: gt6@tssc.org.uk

BOND EQUIPE
Guy Singleton
31 Cadley, Marlborough,
Wiltshire SN8 4NE
T: 01672 514241
E: guy@bondequipe.org

SPECIALS
Trevor Collett
25A, Greenacres, Bookham,
Surrey KT23 3NG
T: 0776 7248798
E: specials@tssc.org.uk

BIG SALOONS
Dave Harvey
Melrose, Snelsmoor Lane, Chellaston,
Derby DE73 6TQ
T: 07540 167534
E: bigsaloon@tssc.org.uk

TOLEDO | DOLOMITE | 1300 | 1500
Andrew Burford
13 Highgate Avenue, Birstall,
Leicestershire LE4 3JL
T: 0116 267 1688 (Eves/Weekends)
E: toledo@tssc.org.uk

TR2-6
Bernard Littlewood
92 Lascelles Drive,
Pontprennau,
Cardiff CF23 8NQ.
T: 02920 315260
E: tr4-tr6@tssc.org.uk

TR7 | TR8
Paul Lewis
14 Northbourne Drive,
Nuneaton, Warks CV11 4GA
T: 07766 101615
E: tr7-8@tssc.org.uk

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

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

AMPHICAR
David Chapman
T: 01684 592985
E: amphicar@tssc.org.uk

TSSC Officers

TSSC TRIUMPH ARCHIVE
Ben Carney
28 Forshaws Lane, Burtonwood,
Warrington, Cheshire WA5 4ES
T: 07875 944541
E: archive@tssc.org.uk

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

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

EVENTS & SHOWS
Nigel Hill
32 Hollyhill Road, Selston,
Notts NG16 6EF
T: 07976 163006
E: nigel.hill@hotmail.co.uk

AREA LIAISON OFFICERS
Paul & Christina Girling
76 Richmond Road, Saham Toney,
Thetford, Norfolk IP25 7EU
T: 07584 000442
E: tsscareas@gmail.com

PUBLIC RELATIONS OFFICER
Vicky Dredge
Kingcott Farm, Alcester Road,
Flyford Flavell WR7 4DF
T: 07745 299457
E: pro@tssc.org.uk



CHRIS WITOR

Triumph 2000, 2500 Specialist Parts Supplier

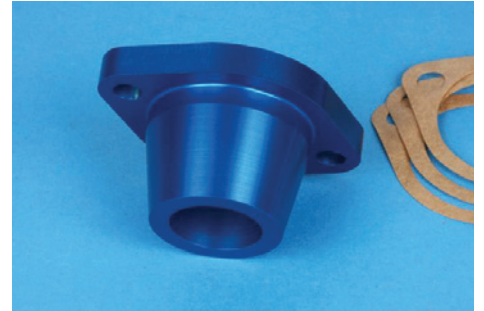
Six Cylinder
Engine and
Lucas PI Parts



127652RM
DIPSTICK TUBE



CW 2582
MAGNETIC SUMP PLUG 3/8 BSP



126784A
BLANK PEDESTAL DISTRIBUTOR LESS



149776RM
BUSH OIL PUMP DRIVE



210908ABLK
ROCKER COVER BLACK



147876SS
BLANKING PLATE FUEL PUMP



UKC2598ARP-12K
BIG END BOLTS HD



CW 2605
COLSBRO VALVE GUIDE KIT



146128-37.75
VALVES FLOW PROFILED
214N STAINLESS



CW 3021K
CAMSHAFT KIT



145866HD
TENSIONER DUPLEX HARD CHROMED



157913 R
RECONDITIONED INJECTOR EXCHANGE

CARS FOR SALE

ACCLAIM

1981 Acclaim
 Low mileage (34,000). Rare W-reg ex-demonstration model. Needs welding on sills. **£1000 ono Peter Goodson (UK) Tel: 07967 649177**

GT6



1971 GT6 Mk3
 Restored (from bare metal) 13 years ago, all photos and receipts available if required. 12 months MOT. 89,000 miles. **£17,450 Carl Henshall (Nottinghamshire) Tel: 07943 549441**

HERALD



Herald Coupe
 FREE TO A GOOD HOME. This car has been abandoned on a friend's land. It is free of charge. **Bernard Littlewood (Somerset) Tel: 02920 315260**

SPITFIRE



Spitfire 1500
 Magnificent Triumph Spitfire. Too much spec/details to list. Drives amazingly well. Many upgrades/enhancements. Contact for full description. **£8950 Carl Henshall (Nottinghamshire) Tel: 07943 549441**



1975 Spitfire 1500
 Full restoration 1995, magazine featured. Agreed value £7800. Good panel fit. **Offers @ £4550 Paul (Hants) Tel: 07717 665365**



Spitfire Mk3
 For restoration. Mostly complete, with correct FD engine. Been in storage for years. Good floors, bulkhead, doors, windscreen surround. Will need work to boot area. **£1750 Richard Bond (Guildford) Tel: 07949 317176**



1967 Spitfire Mk3
 TSSC valuation £21,000. Overdrive, owned since 1983, old age forces sale. Older restoration so some minor blemishes, hard top included but in poor condition. **£12,500 Ian Rodgers (South Lincs) Tel: 07565 588392**



Spitfire Mk3
 Utterly superb throughout. Only 2k miles since total restoration. Catalogue of new parts and work. Photographic history. Phone for full details. **£13,000 (sensible offers considered) Pmdelahoy_10007 (North Devon) Tel: 01805 623846**

1965 Spitfire Mk2
 Extensively restored 2013. 25k miles. Valuable private plate. Hard top intact. Bought from new and recently re-purchased. Pictures on request. **£10,000 ono Richardbaileyfarms_10002 (East Sussex) Tel: 07831 883291**

VITESSE



1963 Vitesse Mk1
 Overall good condition. Recently restored, all paperwork available. Call for full details. **£8500 ono Keith Grant (Leatherhead) Tel: 07900 580520**



1968 Vitesse Mk1 Convertible
 Overdrive, recent hood, tonneau, battery, alternator, electronic ign, MX5 seats, no known rust. Text for more info and pictures. **£8950 David Pughe (Orpington) Tel: 07836 742786**

1971 Vitesse Mk2 convertible
 Owned since 1986. Professional restoration in 1996. Converted to unleaded 1997, numerous other improvements with invoices to prove. Club valuation £8500. **Offers over £7500 Roy Keenan (St. Helens) Tel: 01744 882077**

PARTS WANTED

Spitfire Differential
 For Spit 1500 with OD. Happy to collect. Text me. **Paul Warnett (Epsom) Tel: 07923 922546**

Late Spitfire 1500 Steering Column
 Vary late Spitfire 1500 steering column, cover and switches wanted. **Steve Hall (Essex) Tel: 07375 130038**

Vitesse 1600 Clutch Plate
 GCP139 clutch friction plate wanted for late Vitesse 1600/6. **Martyn Wright (S.Wales) Tel: 01858 434424**

Vitesse Gearbox Parts
 I'm after the following for a Vitesse 2 Litre gearbox – overdrive main shaft (TKC923), lay gear cluster (212993) or input shaft (213113). **Gary Flinn (Derby) Tel: 07825 269136**

Vitesse Interior Roof Light
 Interior light in the roof for a 1969 Vitesse Mk2 saloon. **Brian Chapman (UK) Tel: 01306 888382**

PARTS FOR SALE

HS4 Twin Carbs
 For 1500 Spitfire, rebuilt by EB Engineering with refurbished manifold and stainless steel pipe. Only covered about 100 miles. **Offers Iain Fender (NE Somerset) Tel: 07977 907877**



ALL TRIUMPH MODELS

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Know of a car? We pay a finders fee on a successful purchase.

No uncertain brokerage sale. Prompt. Hassle-Free. Cash Buyers.

07787 528131

SCAN QR FOR FULL CONTACT DETAILS

U.K. Based



GT6 Mk3 D Type Overdrive Gearbox
 Will require full overhaul. Gear knob and switch not present. **£400 Keith Hardwick (South Bucks) Tel: 01753 647188**

1500 'FM' Engine
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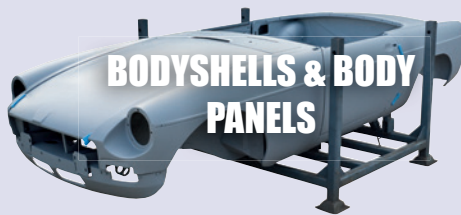
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