

# THE COURIER

THE MONTHLY MAGAZINE FROM THE TRIUMPH SPORTS SIX CLUB

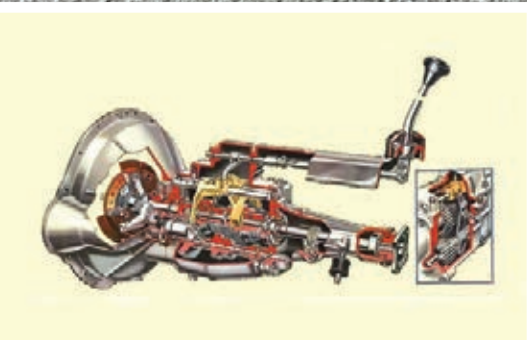
ISSUE 539 JUNE 2025

## OUT AND ABOUT

Reports from around the country on **Drive It Day**



THE  
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# FROM THE EDITOR

This month I made my regular trip to the Bungay Lions' Classic Vehicle Rally & Country Fayre at Earsham Hall on the Norfolk/Suffolk border. I knew the Norfolk Area were going there as a group and I planned to drop by and say hello, but I usually attend with my sister and her partner who live locally so was going to park up with them. In the event, she went on her motorbike and he took his Ferguson tractor, so we were directed to different parts of the field.

However, by a coincidence of timing I was followed in by a long line of Norfolk Triumphs, so we ended up parking together anyway. And among them was a car that I knew well – the Triumph Herald that I'd owned from February 2012 to December 2019. I'd sold it to two brothers, Chris and Kieran, who were buying it as a surprise Christmas present for their parents, Dirk and Sue Barrett. They still own it today, and it was lovely not only to see the car again and to meet its new owners, but also to discover that it had behaved itself very well over the years, that they were delighted with it and had changed very little indeed.

Naturally, this rekindled my desire to have another Herald, but made me think about how I might do things differently next time around. I had turned that former 1200 Herald into something of a long-distance cruiser with a 1500 engine, overdrive gearbox and taller 3.63:1 differential along with many other tweaks such as a swing-spring rear suspension. They were all visually pretty discreet modifications, but I think next time around I will keep it more original. I have no aspirations towards concours, but as I get older, I find I am more drawn to recreating the driving experience as it would have been 'back in the day.' So tell me, how have your Triumph tastes changed over the years?



*Simon Goldsworthy*

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

## PHOTO OF THE MONTH



This month's photo was sent in by Ian Foster, though he readily acknowledges that credit for taking it goes to Scenic Car Tours and their resident photographer because Ian is behind the wheel! As he explains: 'This picture was taken during the 2024 Isle of Man Festival of Motoring, on a trip organised by Scenic Car Tours. It shows us on the SLOC Mountain Road Hillclimb. The road was closed to allow us all two runs, which was great fun! Two days

later, we enjoyed a parade lap of the TT course between the pits at Douglas and Ramsey. This was followed by a closed road blast between Ramsey hairpin and Creg-ny-Baa.

'The car is my 1969 GT6 Mk2, which I have owned since September 1977. It is fairly standard, but with most of the usual mods and was restored in 2010/11. It is finished in its original Triumph White 19 and has a Matador Red interior with black carpets.'



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

**TSSC MUSEUM** - Open by appointment only

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**TSSC MEMBERSHIP & RENEWALS**

There are a wide range of membership options, with discounts for digital-only members and those paying by Direct Debit from a UK bank as well as a reduced rate for Young Members aged 17-25. For full details, see [www.tssc.org.uk](http://www.tssc.org.uk) or call Lisa Marley (details below).

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 Tuesday and Thursday 9am - 2pm

**TSSC INSURANCE VALUATIONS**

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

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

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**THE GET OUT**

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

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# CHAIRMAN'S COMMENT

THE TSSC IS A GREAT CLUB – MAKE SURE YOU MAKE THE MOST OF ALL IT HAS TO OFFER

I'm writing this just after the weekend, and what a weekend it was with a visit to my favourite event – the TSSC South of England Meet in Leatherhead, Surrey. That is about a 110 mile drive from my home, but it is worth every mile. And this event just seems to get better and better, with newly discovered cars still coming out of the woodwork. Did any



of you also see the beautiful 1962 Lichfield Green 1600 Vitesse saloon at its first TSSC event ever?

It's a long day for the TSSC HQ team, and our busiest day of the year for insurance valuations, with over 40 being done this time. All of those members were making sure that their Triumphs have an agreed insurance valuation in place for peace of mind should anything untoward happen.

The TSSC is all about friendship and helping each other. This is very visible at an event like the SEM, just as it is at lots of events up and down the country. It is one of the main things that makes the TSSC the club that it is.

Speaking of events, I am really looking forward to welcoming you to the TSSC National event being held at HQ on the weekend of 8th-10th August – please see the advert on p11 of this magazine and make a

note of the dates.

The day after the SEM I had the pleasure of showing the president of the South African Triumph Sports Car Club and his family around our fantastic head office. (That's them in the picture on the far left.) They really could not believe what we have at Sunderland Court and had nothing but good things to say about the TSSC. And quite right, too. This is your club, so make sure you get the most out of it – the TSSC really has a lot to offer its membership.



*Chris Gunby*  
TSSC Chairman

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## NEW DIGITAL MEMBERSHIP ONLY AN OPTION

I'm sure you will have read our Chairman's comments in the April Courier explaining that from the 1st May 2025, COM have had to take the decision that our membership fees need to change. A standard membership will become £61, but this will be reduced to £51 if it is paid by direct debit. In addition to this, postage is becoming a very expensive and unreliable problem and we have listened to our members who have asked for a digital

membership. So, for the first time ever we are introducing a digital-only membership at £41. If this option is taken on renewal (and do note that it is only an option and you can of course continue to receive the paper magazine) please be aware that you will not receive anything through the post, but your Courier magazine will be available online. This will work particularly well for our overseas members as you will receive your

magazine more quickly. Should overseas members still want to receive a physical Courier magazine, the postage costs will have to be met by the member, and these fees will depend on where you live in the world. This new option will give everyone a choice, and we can all look forward to continuing to enjoy the benefits of being a TSSC member into the future.

**Lisa Marley, Membership Secretary**

## ISLE OF WIGHT WEEKEND WAS A BELTER

We would like to thank you all so much for making it such a wonderful weekend! The fact it stayed dry is a bonus. We had the best time, and loved seeing familiar faces and new ones too. We hope you booked for

next year – Friday 1st to Monday 4th May 2026. We love seeing your photos, so please continue to post them on our social media. Here are just a couple of ours.

**Jo and Roxy Hawkins (and Luna)**



Winner of the Tracy Cleaver Cup, a beautiful purple Stag owned by Sara Budden.



Arriving at the Donkey Sanctuary after a sunny 13 mile convoy.

## NORTH MEETS WEST (YORKSHIRE!)

I am the AO for North Yorkshire, and at our Drive It Day event we had a couple from West Yorkshire join us. So I was thinking that until they get their own AO, members from West Yorkshire are very welcome to join in with any of our events. After all, we do meet at The Motorist, which is very near to their area. I'm not trying to encroach on another area, I just want to help keep the members interested and informed.

**Keith Warren**

## THE TSSC CLUB SHOP

I am now looking after the club shop, so I thought I'd let you know how this is working. The shop is open and accessible via email ([clubshop@tssc.org.uk](mailto:clubshop@tssc.org.uk)) or by phone on 01858 434424. I am working from home on a part-time basis, but I can pick up calls and emails as I'm linked into the server at HQ. If you leave a message, please make it clear with your name, membership and telephone number and a brief description of what you would like to order or enquire about. I'm aiming to go into club HQ once or twice a fortnight to pack orders. I can place orders direct from the supplier, and I will always check current prices and postage as this is a continuously moving target. Most items are in the parts catalogue that is on the website.

We are attending open days and shows throughout the year. As always, pre-ordering is good because then you won't be disappointed if there is something you are wanting. Our next show is on the 8th of June at club HQ, open from 10am until 3-4pm. The Herald Bar will be open for drinks and biscuits too, so do come and see the new products and meet the team. We have added a new show to our list for the back end of the year – on Sunday 12th of October at Stoneleigh, which is starting up again after a brief stop following Covid. So there is plenty of time to make your wish lists and collect from us. Hopefully we will get to see you at the events throughout the year.

**Di Hill**

## AUCTION REPORT



**Mathewsons: Herald 1200 – £4000.**

Mathewsons had plenty of Triumph interest at their latest mega-sale. Lot 54 was a pretty Herald 1200 saloon in two-tone paint that looked in good shape. On closer inspection it was perhaps not quite as tidy under the bonnet or inside as the vendor's £5000-£6000 estimate suggested, but they were flexible enough for it to sell at £4000. Heading in the other direction was Lot 152, a Mk3 Spitfire that looked very tidy. It was not perfect in every corner, but it was smart, well sorted and ready to go so it was no surprise to see it top the £4000-£5000 estimate and sell for £6900.

Lot 180 was an RMB Gentry. A plaque under the bonnet said: 'Completed 1984 based on a 1962 Triumph Courier.' We were a little confused by its provenance initially as it was clearly not a Triumph engine, but the auctioneers explained that it had later been converted to an MGB engine. It was adorned with MG badges everywhere, though how that affected bidders is not clear – against an estimate of £3000-£4000, it sold for £3900.

One that did stun us was Lot 302, a Tahiti Blue Stag. It looked smart enough to be suspiciously cheap at £7000-£9000, but that was explained by the fact it had come out of 20 years storage, and had no windscreen or door glass fitted. It did come with replacement side windows, but would still have been something of a gamble because of its non-running status. Clearly it had more than enough charms to tempt two competing bidders though, as it sold



**WB and Sons: 1971 Stag – £4200.**



**Mathewsons: Roadster – no sale.**

for a highly impressive £16,700.

The Triumph Roadster, Lot 496, had less luck. It looked rather striking in a nice bright red, had been subject to a bare metal respray in 2010 and still looked good. It did not come with masses of recent receipts for expenditure, but the kind of constant drip feed of bills that suggests a good car that is used regularly. Sadly it was not to be; estimated at £14K-£16K, it didn't sell.

Two other Triumphs that did find new homes were a TR6 and an Acclaim. The TR6 was painted a very pretty French Blue and came with a previous restoration to its credit, but a couple of paint blemishes to rectify. High-back seats with inbuilt speakers might not be to all tastes, but they didn't deter bidders and it sold for £14,200. As for the Acclaim, this was a 1983 HL which looked very clean and tidy in all areas, not perfect but not a million miles away. The estimate of £2000-£3000 shows how far these have come of late – gone are the days of picking a good Acclaim up for a few hundred pounds. Despite that, it still looked incredibly cheap to us when it sold for £2300.

Meanwhile, up in Newcastle WB and Sons' Lot 1 was a 1965 Vitesse 6 Saloon, reasonably tidy and very smart in its two-tone green and cream paint, but certainly with room for improvement, particularly on the inside. With painted rather than aluminium bumpers (and painted overriders too), the engine looked very tidy. It was sold by WB



**Brightwell's: TR7 V8 – no sale.**



**Mathewsons: RMB Gentry – £3900.**



**Mathewsons: Acclaim HL – £2300.**

in April 2024 covered with rally stickers for £2998, and doesn't seem to have had a single thing done to it since other than the removal of the stickers. This time there was no reserve and the hammer fell at just £2000.

Lot 16 was an early (1971) Stag that looked too tidy for its low estimate of £5000-£6000. With only four keepers and 76,000 miles, it came with lots of history and looked as though it could have been pressed easily into service right away and not disgraced its owner at any shows, though as so often with classics a fresh MoT would have added peace of mind. The automatic gearbox may not be to all tastes, but it really suits the laid back style of a Stag at the expense of high-speed cruising and fuel economy. There was a slight blow from the exhaust, but the biggest problem was some kind of paint reaction in a number of areas. The big gamble was whether that was only a paint reaction or the start of rust bubbling through. Perhaps that held bidding back, and it ended on a provisional £4200.

Finally, down in Herefordshire, Brightwell's offered Lot 48, the TR7 V8 that failed to sell last time around. Back for another go with the same £8500-£10,500 estimate suggesting that the seller was not keen to budge on price, the problem is that a vast history file with loads of receipts does not mean that buyers are willing to cover the costs and once again it was a No Sale.

### ROBSPORT PARTS

Robsport International now have available power steering reseal kits for the Triumph Stag and the 2000/2500 saloon range, kits which include the top bearing circlip. Also in stock are new forged tie rod ends for the Stag. These are great UK-manufactured quality parts. The reseal kit is part number 518986COMP and retails for £87.54, while the tie rod ends are part number 152168 and retail at £99. Call 01763 262263 or visit their website at [www.robsport.co.uk](http://www.robsport.co.uk)



### FUEL LINE PRESSURE RELIEF KIT

Bad hot starting can be the result of a build-up of pressure in the fuel feed line of a carburettor, which causes flooding of the carburettor either during hot soak or whilst cranking. Some manufacturers addressed this problem by fitting a fuel return line to the tank. However, this is a cumbersome solution for owners of cars without this feature as it involves making irreversible modifications. Thankfully, Webcon has the answer. Their Fuel Line Pressure Relief Kit consists of extra fuel hose, clips and two tee pieces, (one with a valve and one without) to provide a by-pass loop in the feed pipe which then bleeds

excess pressure build-up from the system. Installation involves just cutting the fuel feed pipe before and after the fuel pump and inserting the by-pass hose via the tee pieces. Solving a hot starting problem really could be as simple as that. The kit contains a length of fuel hose, six hose clamps, two tee pieces and illustrated instructions. The kit is available with 8mm I.D. hose (Part HSK001) or 6mm I.D. hose (Part HSK002) and retails at £32.28. Available directly from Webcon and from appointed Webcon dealers around the world, for further details call Webcon on 01932 787100 or visit their website at [www.webcon.co.uk](http://www.webcon.co.uk)

## EVENTS

### JUNE 2025

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

**14: Wheels of the 70s, Great British Car Journey, Ambergate DE562HE.** Discounted entry of £10 (saving £8.50) per person if booked in advance and arriving in a 1970s car. [www.greatbritishcarjourney.com](http://www.greatbritishcarjourney.com)

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

**22: Standard Triumph Picnic, Woodland Grange, Old Milverton, Leamington Spa, Warwickshire, CV32 6RN.** Free entry. Club Shop in attendance. See p25 for more.

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

### JULY 2025

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

**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](http://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](http://www.britishmotormuseum.co.uk/whats-on)

### AUGUST 2025

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

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

**22-24: Silverstone Festival.** Don't miss out on your two-for-one ticket offer using the club code 25CCD024. See ad on p37.

### 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](http://www.beaulieu.co.uk)

**7: All Triumph Day @ Shuttleworth.** See the advert on p10 for more details.

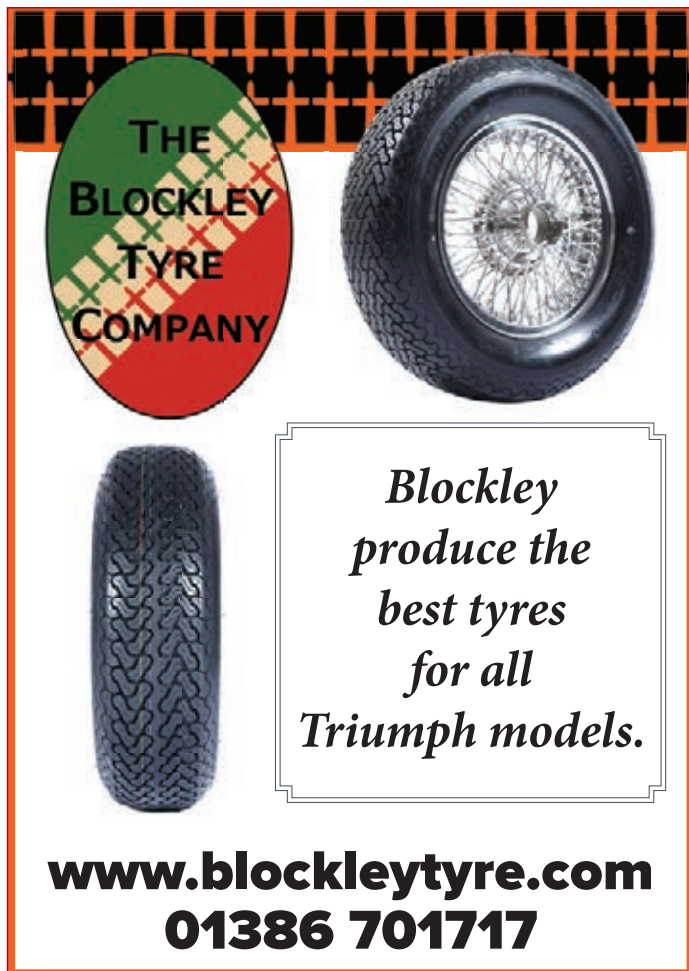
**12-14: Norfolk Camping Weekend and Mile of Triumphs.** See advert on p10.

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

### HQ OPEN DAYS

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

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



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# SOME GREAT EVENTS WITH JUST A WEEK IN-BETWEEN – GO ON DO THE DOUBLE GIVE YOUR TRIUMPH A HOLIDAY!

TSSC North Yorkshire



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

**Friday** – Arrival at campsite from noon

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

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

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

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

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

TSSC Derwent Valley



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

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

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

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

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

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



TSSC  
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RUTLAND  
AREA

## Sunshine Rally 39

1st – 3rd August 2025

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

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

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

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

One night £24 per pitch

Two nights £40 per pitch

Extra nights Thursday or Sunday £13 per pitch

Visit just for the day £5 per car per day

For a booking form please contact Jan on 07799 804415

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

THE TSSC



8th-10th  
August 2025

TSSC HQ  
Lubenham

Come and join us for the  
TSSC National Weekend!

Bookings now open - see the events page on the TSSC website for booking form.



## ALL TRIUMPH DAY @ SHUTTLEWORTH



Free Prize Draw

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SUNDAY 7TH SEPTEMBER

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

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

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## TSSC NORFOLK CAMPING WEEKEND

Incorporating the all new



12th-14th September 2025

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

**Friday** – arrival from 2pm with meet and greet

**Saturday** – a chance to do your own thing. Meal, quiz and live music in the evening

**Sunday** – tulip route to do the "mile" at Holkham Hall

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

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

# CLUB SHOP

QUALITY PARTS & MERCHANDISE

The TSSC Club Shop will be attending the following events:

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

# OPEN DAYS

SHOP, MUSEUM AND A WARM WELCOME!

**Next Open Day**  
**Sunday, 8th June**

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



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

# 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

**Sunday 10th** – **Car show** on Lubenham village green with **People's Choice Award**

**Bookings now open for camping** – see the events page on the TSSC website for booking form.  
**Please note some items need to be pre-booked** – please use the booking form if you're attending but not camping.

FRIDAY 27TH TO SUNDAY 29TH JUNE

HIGHER HARLYN PARK

# TSSC-CORNWALL WEEKEND EVENT

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

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

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

Both options include up to six people in one caravan or tent and an awning.  
 Dogs are £5 a night each with up to two dogs per pitch.  
 A deposit of £10 a night is payable when booking, with the rest payable 30 days before the event. You may book longer than the weekend.

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

## Fifth Tour of Devon

Sunday September 21st 2025



Organised by Devon Area TSSC



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

Meet at 8:30am for a 9am Start

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

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

## OUR MEMORIES OF THE IOW WEEKEND

It was a nice sunny day when three little Spitfires met up at the port in Southampton the night before the trip over to the Isle of Wight. We have done this before as it means not such an early start for the ferry in the morning. We had a nice catch up with Chewy from Somerset, but unfortunately Tina could



not make it as her mum was unwell – we deeply missed her.

After breakfast the next day, we made the ferry in good time, arriving on the island at 11.30am and heading straight to Craves, the ice cream shop in Ventnor, before checking into the Waverley campsite in Cowes. We had a brand-new caravan, and it was very nice. Then we popped out for shopping as the bar was not open until Friday and there was not anything going on that night. Instead we had nibbles and another early night.

Friday was meet and greet in the bar and the meals were ready. Some people had a ride out and others made it over to Cowes for a mooch about. Having gathered our pack, we found out that the trips were Saturday to the Donkey Sanctuary and Sunday to the Needles. There was plenty of fun in the bar on Friday night meeting up with everyone, and the new bar menu was good too.

Saturday, we set off from the bottom of the site along Cowes' sea front, up and over the countryside to Wroxall and the Donkey Sanctuary, a nice longish ride in convoy which took longer due to the diversion and road

works (it happens everywhere!). A nice lunch of a hot dog was provided, and after a look around at the donkeys, we then headed back to Craves and then back to camp. We went down the sea front to watch the power boat races coming in – very fast and very noisy. Then it was another meal in the pub. There was a band playing too, very good.

Sunday saw the same leaving route along the seafront to the Needles. Some went via the diversion, but we went via Newport and got there 30 minutes before the convoy – good short cut, Allan. We had a look at the glass blowing and the sweet making (delicious), but it was very cold and blowy up on the top of the downs, so we headed home for the nice warm caravan.

On Monday we had a trip to a car show at Isle of Wight Pearl, again quite cold on the downs. Then there was a final meal for everyone at lunchtime at the Wight Mouse Inn, which was lovely. We came back to camp to eat up the nibbles in the evening and pack. Some left on the ferry on Monday, others left Tuesday and then it was back to normality.

**Allan and Janet Jannaway**

## EVEN BETTER THAN I HAD HOPED

After reading John Davis' article on his Vitesse, I thought I might put a few words together myself as readers may remember me from the days of racing Triumphs with John. What I would like to put into words is our first trip to Le Mans Classic in 2004 – yes, 20 years ago now!

In 2002, as I was finishing the long build of ADU 1B the Le Mans Spitfire, I was contacted by Patrick Peter, who was hoping to put on a Le Mans classic style race as a one-off that year. I had to say at that time she wasn't ready as though painted, we were still working on the engine and gearbox builds to the original FIA specification, but that I'd love to be considered if he did the race again.

Fast forward to 2003 and an invitation came from the organisers in the post. A very spectacular package it was too. We needed to enter for the short listing and pay for the entry by November that year. You can't imagine what was going through my head. My dream all during the build was to



put her on a trailer and go drive her down the Mulsanne Straight where she had been in 1964/65. Now I had a chance to race her

on the Le Mans circuit on what would be her 40th birthday. Fantastic!

**Mark Field, LeMans-r Triumph Spares**



## CREDIT WHERE CREDIT IS DUE

It came as quite a surprise to be presented with a Special Award from Dave Fray for my long service as AO to the North East Scotland Area, and I very much appreciate receiving it. I would like to pass on my thanks to the TSSC Council of Management and the staff at Headquarters. I would also like to thank the members in this area for the support they have given me.

Drive It Day in the North East was very well attended, with over 160 cars representing many different marques. There was a good turnout of Triumphs, all looking good. If I can be of any help to a new AO taking over the North East Scotland Area, then please do let me know.

**Danny Stroud**

## SLEEPY HEADS

I realise this is slightly off piste, but the Standard 8 boot space had another use. My father's second car, and the first one that I can remember, was a 1955 Standard 8. The registration was PXL 328 and though I was only five or six at the time, it is probably what got me into cars. Later on my first car was a Herald, and I've had Triumphs in my life ever since. The Standard 8 with the sliding windows, exactly as my father had, was specifically made for 'reps' – it had only one sun visor, no hubcaps and, I think, rubber mats. My father bought it from an auction in about 1960, and paid an additional £12 for four hubcaps and a second sun visor. On long journeys the back seat rests were folded down and my elder brother and I would stretch out with our feet in the boot and heads on the back rests and go to sleep.

**Jeff Baker**

# STARTING THE ACCLAIM

TRIUMPH ACCLAIM RANGE		ELECTRICAL, WASHER-WIPERS, INSTRUMENTS				
Qty	Part Number	Description	Quantity	Change Point	Remarks	
<b>STARTER:</b>						
1	SNP 2420	STARTER	1	ALA	TO ENL-2001928	
2	SNP 2480	STARTER	1		ENL-2001928 ON	
3	SNP 4364	Washer	1		Use SNP 2095	
4	SNP 2490	Washer/Wiper	1			
5	SNP 2485	Washer/Wiper	1		TO ENL-2001928	
6	SNP 2083	Switch-on Cable	1		ENL 2001928 ON	
7	SNP 2471	Relay	1			
8	SNP 2501	Relay	1			
9	SNP 2502	Relay	1			
10	SNP 2472	Control unit	1			
11	SNP 2476	Washer drive end	1			
12	SNP 2473	Washer drive end	1			
13	SNP 2474	Washer to magnetic switch	1		TO ENL-2000601	
14	SNP 2477	Washer to magnetic switch	1		ENL-2000601 ON	
15	ALU 1412	Screw 4 x 10	2			
16	SNP 2474	Washer to magnetic switch	1			
17	SNP 2506	Control unit	1			
18	SNP 2477	Control unit	1			
19	ALU 1251	Screw 5 x 12	2			
20	ALU 1389	Relay to starter	1		Washer	
21	ALU 1420	Relay to starter	1		Washer	
22	ALU 1420	Relay to starter	1		Washer	
23	ALU 1420	Relay to starter	1		Washer	
24	ALU 1420	Relay to starter	1		Washer	
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97	ALU 1420	Relay to starter	1		Washer	
98	ALU 1420	Relay to starter	1		Washer	
99	ALU 1420	Relay to starter	1		Washer	
100	ALU 1420	Relay to starter	1		Washer	

I used to run the Club Shop until around 18 months ago and I look after Nigel Hill's Acclaim CD. This Acclaim also has the intermittent click of doom, even though it has a higher than required amp hour battery. It is only very intermittent, but with it being Trio-Matic I'm not able to try the old test of rocking the car back and forth in gear to see if that frees the starter off.

I'm an ex BL parts guy and was at the launch of the Acclaim here at Wadham Stringers in Nottingham, so got to know a fair bit about these cars back in the day. I wasn't aware of these two different types of starters either. Initially I thought it may have been a warranty change if owners had this problem when they were new, but I have a PDF of the Parts Microfiche and have just looked it up. As you can see in the attached screenshot, there is an engine number change for the starter motor, but it also shows that by 1983 (when my fiche was issued) you now use the later replacement version for all models. My only conclusion is there was a problem with the starters, but

being Japanese they made it so that both types were interchangeable, thus explaining your random array of starters fitted to varying ages of your cars.

Unfortunately you can't date an engine as the number doesn't relate to the chassis number, which is where the car's build date is acquired from. The engine and transmission units were supplied as a crated unit direct from Japan, and I have heard that the production line fitted whichever crated engine was given to them in no specific order. Those 1980s BL days were hard work as a parts person. With all the strikes at the factory and their suppliers during the 1970s, they very often fitted the parts they could get, ignoring any prescribed chassis number change points. You had to have a brain full of masses of undocumented information to be able to do your job properly, you couldn't just rely on the parts information printed or put on microfiche. I'm enjoying your Acclaim articles by the way.

**Julian Rowell**

## WAXOYL STAYING POWER

I bought my Triumph Spitfire Mk3 in 1975 from a trainee British Airways pilot in Chandlers Ford when I was working at the YMCA National Outdoor Centre at Fairthorne Manor, Botley in Hampshire. I was smitten with the car (I still am!) and wanted to Waxoyl it to keep it smart, but I had no time – YMCA worked me long and hard. One summer evening I was on evening duty, which just meant I had to hang around the Manor to answer the phone and deal with emergencies, so I took the Waxoyl with me,

parked the Spitfire outside the office's French windows and got to work.

I'm sure you all know that one way to apply Waxoyl is with a spray like a bicycle pump to squirt it into all the cavities. Well of course there was some overspray that somehow splashed onto the French windows. It is a great credit to the Waxoyl product that after 50 years and hundreds of window cleanings, those splash dots of Waxoyl are still on those windows today!

**Neil Sjoberg**

## SPITFIRE 1500 BY JAMES CORNELL

This is my 1975 Triumph Spitfire 1500 in BL French Blue. My parents graciously purchased it for me as a gift for my 17th birthday in 2016. I had expressed my desire for a car that I could restore over time, and my interest in Spitfires grew as I attended car shows through the years. Additionally, I discovered that my late grandmother had previously owned a red Spitfire 1500.

I fondly recall accompanying my father to view the car in Ipswich. Although it was not in pristine condition, it was structurally sound. The previous owner had unfortunately stored it outdoors for nine months, exposing it to numerous rainy spells. Consequently, the soft top was in poor condition, with a significant tear in the rear window allowing rainwater to seep into the interior. The carpets were ruined, the seat foams had disintegrated, and the overall odour was unpleasant. Despite these challenges, my father took the car for a test drive and subsequently agreed to purchase it – but told me we would return home and consider the matter further.

However, this turned out to be merely an act. In the subsequent days my father retrieved the car and temporarily placed it in the garage of a friend who specialized in classic cars. There, the Spitfire underwent urgent repairs, including the replacement of front suspension ball joints, brake hoses, track rod ends, front brake calipers and brake pads. It was then stored in the garage at my grandparents, and a month or so later, I was enticed to retrieve some food from the backup freezer in my grandparents' garage. Upon opening the garage door I was surprised to find the Spitfire.

In the subsequent months I embarked on the restoration process, commencing with the interior. With the invaluable assistance of my father, we removed the mouldy carpets and damp seats, along with the seat runners. Fortunately, the metal floor beneath the carpets exhibited only minor surface rust, which we sanded away and treated with a rust neutralizer. Subsequently we installed new carpet underlay and fresh carpets, followed by reconditioned seat runners.



We stripped the old seats of their worn out foams and covers, reupholstered them and restored their appearance to pristine condition. These refurbished seats were then fitted, along with the leather handbrake armrest and knee supports to complete the interior restoration.

The previous owner had installed a modern stereo system, but I decided to remove it as it did not align with my vision for the car's aesthetics. The old dilapidated soft top was removed, revealing a surprisingly well-preserved frame that we decided to retain for future replacement of the cover. Rather than investing in a new soft top, we opted for a hard top, as they are relatively rare. Unfortunately, at the time there were no original hard tops available in the correct colour or at a reasonable price. Therefore, we turned to Rimmer Brothers, who sell an aftermarket black vinyl hardtop at a significantly lower cost compared to original ones. I am very pleased with this addition, as the black complements the French Blue beautifully, and I believe it would enhance any colour of Spitfire. The installation was straightforward, involving only four bolts, allowing for easy removal and re-installation as desired. It has garnered considerable attention from fellow Spitfire owners who are also seeking a hardtop. While I have yet to secure a new soft top, it remains a future

investment.

Although the Spitfire was my first car, it was not suitable for daily driving at the time due to high insurance costs and impracticality. In fact, I did not drive it myself on the road until 2018 when the insurance became affordable. Until then, my father had to drive it for me. During this time, we completed further mechanical work, such as replacing the overdrive oil seals, installing a new alloy water pump and blades, replacing water hoses, carburettor jets and fixings, rear leaf spring, rear shocks and bushes. This work allowed us to attend local classic car meets with confidence, knowing that the vehicle was more mechanically reliable. Our goal was to focus on mechanical restoration before cosmetic restoration.

I am delighted to say that my car is becoming increasingly reliable. Recent upgrades include a larger aluminium radiator, a new rear brake assembly, Green Stuff front brake pads, a Bell twin-pipe stainless steel exhaust and a new aluminium fuel tank with fixings. By the time this article is published, I hope to have also converted the classic glass fuse box to a more reliable spade fuse box. For a touch of personalization, I have also installed a custom show plate that reads JC SP1T.

While there is still work to be done, I am taking things slowly to ensure that the car is restored as close to its original condition as possible. I understand that this process may take several years, but I find joy in having ongoing projects to work on and would miss the satisfaction of completing them if the car were to be fully restored instantaneously.

Some of the upcoming tasks I plan to focus on include replacing the diff and gearbox oil seals, installing new plastic chrome windscreen trim, inner and outer door weather seals, converting the headlights to LED, cleaning and painting the engine, sanding and painting the engine bay and fitting a brake servo. In addition to working on the car, I continue to attend local meets and other shows whenever I can. I am immensely proud of the progress I have made so far and am grateful for the attention and appreciation my car receives.



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# DRIVE IT DAY

**THIS IS JUST A QUICK ROUND-UP OF SOME OF THE DRIVE IT DAY ACTIVITIES WHICH WERE ORGANISED BY TSSC AREAS AROUND THE UK**

## AVON

Starting at Emerson's Green in Bristol and incorporating a coffee stop at Malmsbury, the Avon Area cars and drivers made their way to Lacock Abbey in Wiltshire (founded in the early 13th century) and to the Atwell Motor Museum in Calne, most of whose exhibits are cars from the 1920s onwards. Both of these are great places to visit if you are ever in the area.



Avon

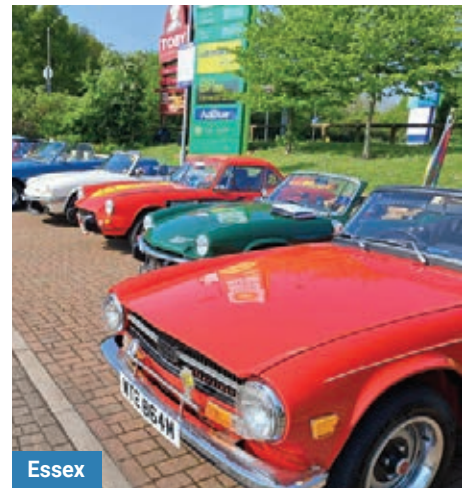
## DEVON

For our Drive It Day run we were joined by SOC Devon members, 23 cars set off from Bovey Tracey for a great drive through the Teign Valley and up over the Moor to Postbridge where a cream tea (cream first please!) was enjoyed by all. New members on their first drive out, a new Club mascot in the form of Pluto in an immaculate Stag, a couple of breakdowns where everyone helped out – just what Club membership is all about. To cap it all, we had fantastic sunshine throughout.

(Picture: Lorraine Adams)



Devon



Essex

## ESSEX

Every year since I have been Area Organiser for Essex, we have arranged a route for National Drive It Day with a collection for charity. This year one of our members, Ian, asked if we could donate to Prostate Cancer and he arranged the route for us. A great many members in no fewer than 19 cars met up at the Toby Carvery in Braintree for a drive that took us to Perrywood Garden Centre in Tiptree and then on to Datum Brewery & Taproom in Maldon before finishing at Cressing Temple Barns. Everyone who took part donated, raising approximately £200 for Prostate Cancer. Thank you to all who took part – Mike.



Devon

## GATWICK

For Drive It Day we had a lovely run to a car meet at Godshill. A great selection of cars drove into the car park throughout the morning, one of which was this beautiful Standard 10 van (right), originally a Standard Triumph dealership service van.



Gatwick

**LEICESTER & RUTLAND**

Our drive was close to 60 miles, starting south of Leicester with breakfast, followed by a leisurely drive through some beautiful villages and ending north of Leicester at Stonehurst Farm Car Show. Members joined us at various points in the day to enjoy the sunshine, driving and great company.



Leicester & Rutland

**NORFOLK**

As usual, Norfolk had a scatter treasure hunt for Drive It Day. With seven venues to visit in any order and a lunchtime gathering at Bircham Windmill, points were awarded for correct answers, but the big scores were gained by taking photos of other Triumphs out and about. This issue's front cover image was taken on the day by Louis Wakefield, passenger in the lead car of a group of five Triumphs driven by the younger members of TSSC Norfolk (all in their early 20s) on the treasure hunt.



Norfolk

**PETERBOROUGH**

We had 15 cars for our run this year, a collaboration with the local U3A (University of the Third Age) Car Club swelling the numbers from last year. Starting with breakfast at Willowbrook Farm Shop, we set off to enjoy the scenery of Cambridgeshire, Lincolnshire, Rutland and Northamptonshire, covering around 70 miles.



Peterborough

**SCOTLAND WEST**

Our weekend started on the Friday, when we took a scenic drive from the central belt of Scotland to Portlethen. On Saturday we went to the Grampian Motor Museum at Alford via an 80-mile scenic tour. On Sunday morning some of us went down to Aberdeen beach boulevard to meet up with the Triumph group who were taking part in the Drive It Day event, which involved 160 cars going from Aberdeen to Crathes Castle.



Scotland West

**SOMERSET**

Ranging from a 1200 Herald to a TR8, five cars took part in our run across the Quantocks, then along the coast before crossing the Brendon Hills, finally ending up in the Blackdown Hills and lunch. We reckon that this may have been long-standing member and Triumph owner Peter's first selfie (right)!



Left (inset): Somerset

# An expedition to the Grossglockner Pass in Austria



For this month's International News report, I have a story written and sent to us by Anne Marie Whitehead, with pictures from Jim McKay, Steve and Ros Hinde. The article features an epic motoring and sightseeing experience by Anne Marie and her group of friends to the Tyrolean Alps in a trio of Triumph TRs and a TVR.

In my country of Malta, you can feast your eyes on many classic cars of all makes and sizes on any Sunday morning, unless the islands happen to be blessed by rain. In contrast, I have visited the

Tyrolean region and Austria several times in recent years and only once did I get very excited when I actually saw a classic car – a Triumph Stag! I guess the high-speed motoring, stringent MoTs, snowy weather and mandatory use of two sets of tyres for summer and winter make driving and keeping a classic car significantly more challenging in Austria. I reckon that seeing three TRs and a TVR being driven in convoy must have created quite a stir amongst locals and visitors to this region. Over to you, Anne Marie.

Steve suggested back in November 2023 that he fancied tackling the Grossglockner Pass in Austria. 'We can get the overnight ferry from Hull to Rotterdam, drive through Holland, France and Germany and stay at a beautiful place in Austria – Zell am See,' he said, 'stay for a few days, drive the pass and then drive all the way home!' Wow – could we really do this? Well, YES WE DID!

### 3RD SEPTEMBER

Eight of us met at Crooklands for coffee in three red TRs and a blue TVR. It was a lovely September day and Steve took us through some stunning countryside – but then took a wrong turn looking for lunch near Bolton

Abbey. At a farm shop/cafe near Pateley Bridge we all ordered, but then there was a minor panic thinking we needed to be at the docks by 5pm. Would we make it? Rather than abandon lunch altogether, we ate quickly and set off in great haste, but the panic subsided when we got confirmation that we didn't need to be at the ferry till 7pm.

Arriving in Hull, traffic congestion slowed us down, and at the petrol station Peter's TVR refused to start. We had to wait and be patient, but we all embarked in good order, enjoyed a well-earned drink and a good dinner. We arrived in Rotterdam at 8.45am, but because of Dutch procedures and a fatality, did not get going till after 10am.

### 4TH SEPTEMBER

The was a long day of driving with a few missed turns and two cars going one way and two another, but we all ended up at the Ibis in Koblenz eventually. Walking into town, we all enjoyed our first schnitzels of the trip. It was a bit chilly sitting outside, but the restaurant provided us all with warm red wraps to wear. The evening featured lots of fun, laughter and banter.

### 5TH SEPTEMBER

Another long day of driving to Singen via Boppard, Bingen, Speyer, Offenburg and Villingen. Jim led the way and we took a lazy route south along the banks of the Rhine



mountain villages with balconies festooned with red, purple and pink flowers. After just over 1000 miles from home, we finally arrived at Tirolerhof Hotel in Zell am See. An officious hotel receptionist took exception to our car parking skills, but all was soon resolved and we checked in and enjoyed a lovely dinner with lots of laughter.

### 7TH SEPTEMBER

No driving today – we needed a rest! Most of us went for a walk around the lake, a boat trip or a ride on the ski lift, and had ice-creams too. A beautiful day.

### 8TH SEPTEMBER

The forecast was good, so we set off for the Grossglockner Pass at 8.30am. Ear popping, eye popping and with jaw dropping views, it was a fantastic drive to the highest pass in Austria (2505 meters) and well worth the entry cost of 43 euros. Coffee near the summit meant time for photos. Returning back via the Iselberg Pass (1204 meters) and the very long Felbertauern tunnel, we got back to Zell am See at 3.30pm for beers and pizzas all round. Our TR6 needed some fettling after such a hard drive, and I don't even think about how much fuel we all used.

### 9TH SEPTEMBER

Jim and Alan changed the spark plugs on the TR and, as it was a wet day, Ros, Steve, Ann and Peter took the train to Salzburg. We indulged in a typical Austrian snack of delicious warm, sweet morsels dipped in a Bilberry compote with coffee before heading to the hotel pool. That evening we all enjoyed an excellent meal in town with another amusing waiter.



with time to stop for photos. Only a couple of wrong turns today, but 103 Octane fuel at 2 euros a litre made the cars run well. We had a crazy barman called Thomas who recommended a typical German restaurant in town. No English was spoken, but we managed to order eventually. However, torrential rain meant we needed taxis back.

### 6TH SEPTEMBER

Alan had plotted a course from Singen to Zell am See, but without a SatNav or a CB radio he and Catherine were going to struggle. I volunteered to swap places with Catherine and brought our SatNav and my navigation skills to sit with Alan. All went well at first and we drove along Lake Constance towards Friedrichshafen through the hills to an excellent coffee/fuel stop where we all purchased our Vignettes to allow us to drive on the Austrian motorways. We then headed to Immenstadt, but it was busy, busy, busy and we drove in ever decreasing circles. Road numbers changed and confusion reigned until Steve thankfully

took over and led the way to a lovely lunch stop, at which point Catherine and I returned to our usual cars.

Then came the pretty but scary Fern Pass (1210 meters) between Lermos and Telfs. Steve then continued to lead us all the way to Zell am See, through scenic Tyrolean



On the bank of the Rhine.



The Grossglockner Pass.

## 10TH SEPTEMBER

Jim and I led the way through many tunnels, the Thurn Pass (1274 meters) towards Kitzbuhl and then a detour via the Flexen Pass (1773 meters) before heading through the Hochtannberg Pass (1679 meters) towards the southern end of Lake Constance, enjoying fabulous scenery with pine covered hills, tumbling waterfalls and drifting low clouds. We stopped for coffee, but lost Ros, Steve, Ann and Peter who missed the turn. We eventually met up and found a lovely stop for coffee, then a detour in Germany meant we lost them again! Happily we all arrived

at the Ibis Hotel in Colmar in France after another long day driving.

## 11TH-12TH SEPTEMBER

Colmar is a pretty town and we all enjoyed a stroll before Steve led the way through the pretty Alsace Wine route. There was then lots of fast and furious autobahn driving as we headed up the A1 to Cologne, then the A60 to the hotel in Aachen where we met up with Hans from the German Triumph Group. He took us to a typical German Bier Keller for dinner and a tour of the town the next morning, taking in the impressive cathedral where Charlemagne was crowned. He led us to the University for lunch, but parking was a problem. After leaving the cars in a multi-story car park, we were informed that our cars would be towed away if we did not move them! Sunshine and intermittent showers then followed all the way to Rotterdam, mostly on motorways.

## 13TH SEPTEMBER

Arriving back in Hull, we headed back in convoy towards Beverley, avoiding the M62. After coffee we all set off for home.

## CONCLUSION

It was a great holiday, stressful at times but worth it. The SatNavs and CB radios certainly helped a lot. Our TR6 has developed a strange knocking noise from the transmission which needs investigating, but everyone got home safely with a tale to tell. Motorways are necessary to cover the distances, but our small cars are dwarfed by lorries and vans and modern euroboxes. We often got separated, but the CBs were invaluable in helping keep us together. (Any more than four cars would have been difficult, though.) I chuckled when Steve as tail end Charlie said at one point: 'Ducks in a Row' – all back together!

Thank you Anne Marie for sharing your adventurous story with us. If anyone out there has experienced a Triumph event or knows of some special Triumph car on the International scene, please do share it with us. I'm sure other members would love to read about it, and you never know – it might offer fresh ideas of what people can do with their Triumphs!

*John*

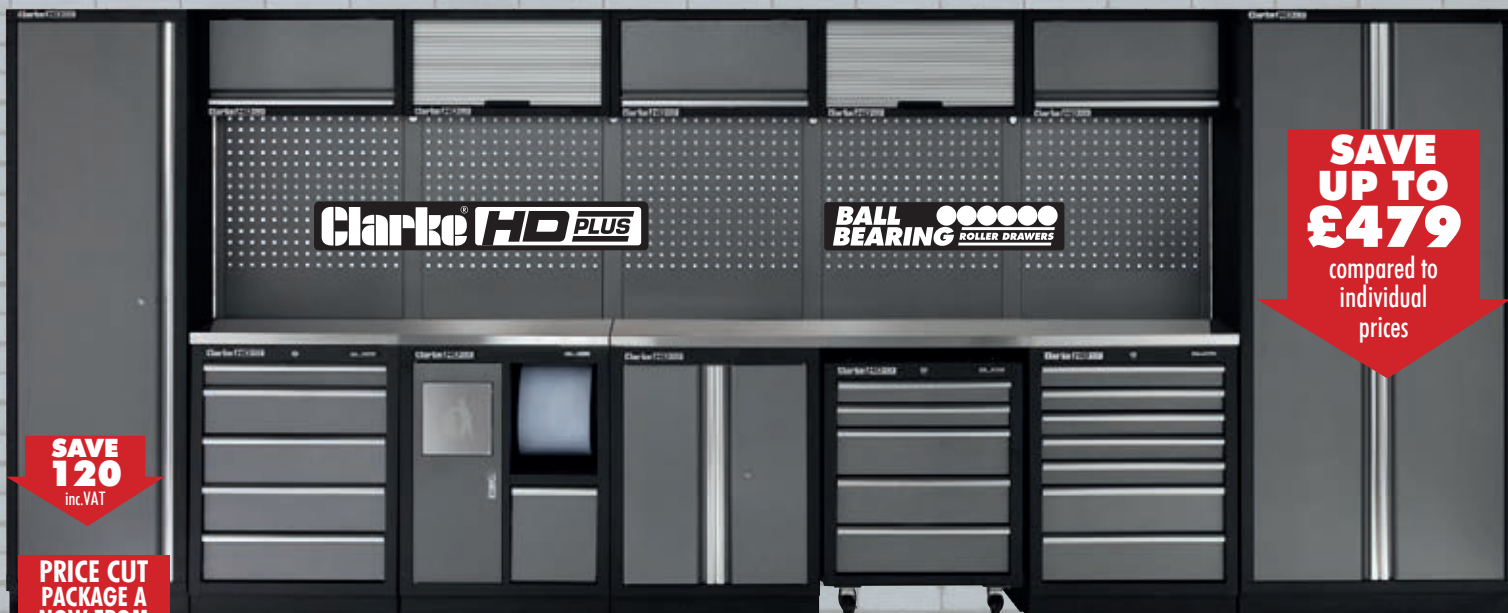


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# TRIUMPH ENGINE OIL LEAK - A BRIDGE TOO FAR?

South Wales member Steve Davies contacted me to say that his Triumph (a Herald in this case, but most of our cars have a similar alloy bridging piece) had an oil leak from the front of the engine which was getting worse by the day. I asked him to bring it over to me so that I could place it on my lift and have a good look from underneath the car.

The usual culprit is the seal in the timing chain cover which has to be replaced. If the crank pulley is also worn where the seal locates, I usually place a shim or thin spacer between the seal and the cover so that the seal then locates on an unworn area of the crank pulley. Back in the 1970s and 1980s double lipped seals were available, and at least one of the lips would locate on an unworn section of the crank pulley, but I have not been able to find any of these on the market for 40 years. (If anyone knows where these are still available, please let me know!) However, in the case of Steve's car, there was no sign of the leak coming from the seal. I checked to see if the bolts on the sump, engine plate and timing cover were tight and found that the bottom bolt that goes through the timing chain cover and engine plate and screws into the

bridging piece was loose, and it would not tighten up as the thread in the bridging piece had stripped. It was this that was allowing engine oil to leak out past the bolt.

This is quite common, as the original bridging pieces are aluminium (or a similar alloy) and if you are not careful or don't adhere to the correct torque when fitting this bolt, the thread gets damaged or stripped. There are replacement steel bridging pieces available, but the few I have used have not been that great a fit, so I usually Heli-Coil all the threads in any bridging piece that I fit. In this case Steve couldn't hang around while I removed the sump to access the bridging piece, so the following action was taken.

I removed the cross piece onto which the horns are bolted and that connects the two engine guards/inner wings to give me a bit of space to work. The bolt would not unscrew and had to be literally prised out as there had been an attempt by a previous owner to stem the oil leak by holding it in place using some kind of sealing agent/gasket sealer. Next, using my 90° angle drilling attachment, I drilled through the timing cover and engine plate into the bridging piece. I loaded the tip of the 5/16 UNF Heli-Coil drill bit with heavy grease so

that the swarf produced would stick to the drill, and the drill bit was withdrawn every few millimetres to clean it and add more grease to prevent swarf going into the sump.

With the hole drilled, there was no room to use a tap wrench to cut the Heli-Coil thread, so an 8mm spanner was used. Again, the end of the tap was loaded with grease so that the swarf did not fall into the sump, and also again, the tap was unscrewed after every few millimetres to clean the tip and add more grease.

With the Heli-Coil thread finally cut, I screwed in the Heli-Coil. I didn't use the punch to snap off the Heli-Coil tang as I didn't want to risk it falling into the sump (even though it wouldn't pass through the oil pump filter – always assuming one was fitted).

A new bolt with a smear of Wellseal on it was screwed into place and tightened up. With the horn bracket/cross piece bolted back on and the horns reconnected, Steve started the engine and after watching it for five minutes there was no sign of an oil leak.

On returning home Steve placed some clean cardboard under the front of the engine, and when he checked the next day, there was still no sign of an oil leak. (Perhaps the engine had run out of oil...)



1. The bottom timing cover bolt seeping oil.



2. Carefully drilling out the stripped thread.



3. Tapping the thread for the Heli-Coil.



4. The nice, new thread all cut.



5. The Heli-Coil depth is set.



6. The tightened bolt prevents leakage.

# SEAT REPAIRS

South Wales member James called in to see me with a problem with his driver's seat. 'Since you tuned my car's engine, I have been flung back into my seat when accelerating and now my seat has broken,' he said. 'I had to jam my foot pump behind it to stop it falling back!'

An inspection showed a very distorted looking driver's seat with what appeared to be very sorry looking foam squab and base. James said that the seat was very uncomfortable, and as he uses it for long drives, I thought it best to strip the seat right down and see what I could do.

With the seat base unclipped from the frame, I removed the seat assembly from the runners by removing the two bolts that hold it onto the seat runner. After removing the headrest and seat angle adjusting handle, I started to carefully remove the upholstery clips and pull the bonded pieces of the seat cover away from the frame, and then carefully pulled the cover and foams off the frame.

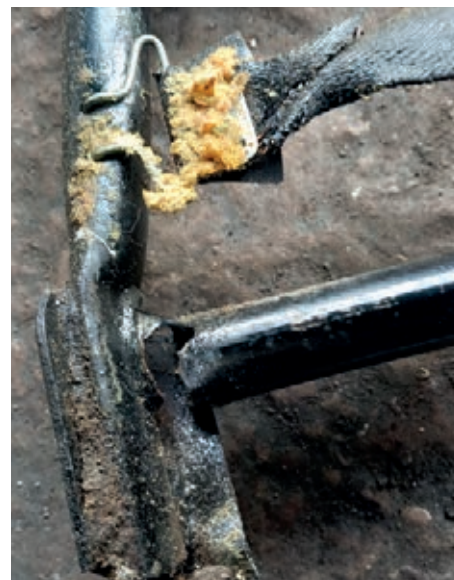
The bottom of the one side of the frame had a stress fracture which had caused the back of the seat to lean back and snap the main lower horizontal brace. This in turn had caused the frame to distort badly. As I just happened to have an excellent driver side frame stored away, James decided that he would prefer to have that than for me to try and return the original frame back to its correct shape and weld up the broken areas.

Also, as the foam had degraded, I cut up a piece of high density foam with my electric carving knife to fit between the old foam and the seat cover. With this done, the seat cover and foams were refitted and glued and clipped in place.

Turning to the seat base, I could see that it had been repaired before and instead of the cover being fitted with clips, it had little steel eyelets fitted around the lower edge and tie wraps had been threaded through these and attached to the base frame. I cut the tie wraps so that I could remove the cover, and as the seat base takes the most weight, I used rubberized horse hair to 'bolster' the seat base, again cutting the horse hair to



1. A big stress fracture on the driver's seat.



2. This in turn had caused the main brace to break off.



3. The cover was carefully removed.



4. High density foam was cut for the squab.



5. Rubberized horse hair was cut for the base.

shape with my electric carving knife.

With this done, new tie wraps were used to attach the cover to the seat base frame. Before I could fit the adjusting handle, I had to tap the thread out to metric so that I could use the original screw – the replacement frame being older than the original had a UNF thread and I didn't have a long enough UNF screw.

The frame was then refitted to the seat runner and the seat base was clipped back in place. James sat down in the seat and found that instead of it being just about bearable, it was now very comfortable.

*Bernard*



6. The repaired base was far more comfortable.

**JAMES' REPAIRED SEAT WORKED A REAL TREAT!**



# GENERATION GAME

I haven't been very good over the last few months at featuring cars belonging to our members in these pages, mainly as I haven't received much to share for some time. I'm hoping that the improvement in the weather may help to rectify that – it has been mainly dry (although still chilly at times), not enough rain for the farmers and gardeners, but more likely to encourage people to take their cars out for a run. In fact it was so nice in April that between them members of our Andover Area brought nine classics out to

play. These included three Spitfires: our 1962 Sybil, Dave Brockless in his Spitfire4 Mk2 and Graham Roberts' Mk3.

With luck, my Mk3 will soon be seen again at a show or club meeting as Guy finally brought her down from her top bunk on the lift. You can just see her tucked up under the roof of the garage in the picture below as Sybil has been the easily accessible car for a couple of years. The Mk3 needed a bit of attention as the fuel pipe was blocked just below the fuel tank. The replacement pipe

Guy had was too big and it leaked, so we bought a 6mm-8mm fuel filter to link it to the fuel tank. Then Guy replaced all the fuel hoses too.

The next problem was that there was no clutch, so he had to put new seals into the master cylinder. She is now ready for a service and oil change. I'm hoping then to be able to use her locally as much as possible while I can still get in behind the steering wheel – and back out again without needing a hoist to get me back upright.





Just as I was putting this together, Guy alerted me to some great photos on the TSSC Facebook group posted by Tony Locker Lampson of another lovely line-up

of four early Spitfires. I'm sorry I can't name the owners, but if you turn to p51, Tony has another picture of them and does the honours.

Ralf recently contacted me to say that he had now finally finished making miniature replicas of all the Works rally Spitfires. Some parts he'd had to have specially made, such as the bumpers, window units, etched parts, rims and decals. There are so many that I'll spread them over the next few articles, but I'll start with an overview of



his display case containing no fewer than 27 highly detailed replicas.



And finally, a little while ago Keith Lister was browsing in a charity shop in Scarborough for something to read and came across this Triumph – Sharpe's Triumph! (Wouldn't that be a Bond? – Ed)

*Suzie*

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Gearbox (exchange) . . . . .	£600.00
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Bonnet hinge tube L/H-R/H 911107/8 . . . . .	£96.00
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Rear wing front repair panel . . . . .	£42.00
Rear wing rear repair panel . . . . .	£36.00
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Fibreglass Gearbox Tunnel Cover . . . . .	£72.00
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## GT6

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Clutch kit . . . . .	£96.00
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Dash veneer set 2000TC/2500TC - 730397 . . . . .	£65.00
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Gearbox (exchange) . . . . .	£600.00
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Clutch kit . . . . .	£96.00
Rear shock absorber . . . . .	£20.00
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# EQUIPE NIGGLES ...AND NEWS



We have been very spoilt so far this year with the weather and, as I suspect it has for many others, this has meant that I have been able – and in the right frame of mind – to get on with the cars and get a few jobs done. This year we seem to have a fairly full calendar, and it also seems to involve more distance driving than some years, what with the Club AGM in April at HQ in Lubenham, the Bond Owners Club Rally in May being

held up north-west in Morecombe, and the Equipe Rally in Yorkshire in August. Therefore, I wanted to try and iron out a few niggles with my 2 litre Convertible.

I'll get to those niggles in a moment, but first I see that Jasper Bacon has made some good progress on his – or more accurately his daughter's – 2 litre convertible, installing the doors and getting them to line up nicely. I understand he used the trick which

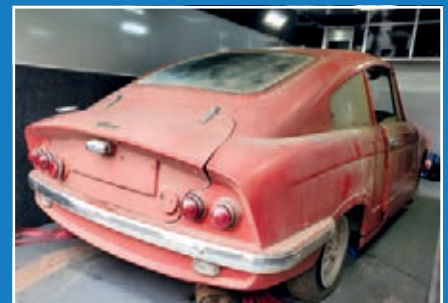
I showed him many years ago to do this. The trick is simply that when the door is kicking out at the bottom, the problem is because over the years the top of the B-post has moved outwards. If you cut the inner section of the B-post which covers the hood mechanism and then pull the top of the B-post inwards until the door lines up correctly and then weld the cut up, it brings everything back into line.

I have also heard from Charles Frick in Delaware in the USA who has a 2+2 and 2 Litre Equipes. He got in touch to say that he had found and bought back his 4s, and he wrote: 'Hello Guy, it's been too long since we spoke! Good news – I just purchased

my original GT-4s, the one which I owned from 1975 to 1981! I am hoping to get it going soon. I may need a new commission plate for it, though I haven't had a look for the one on the car yet. I assume these are available? Here are a couple of

as-found photos.'

I have managed to supply him with the missing commission plate, but it looks as though he has quite a bit of work to do to get it looking like it was before, as can be seen in the first photo.



I understand that Paul and Clare Hutchings took their 2 Litre Convertible to the Isle of Wight Rally, keeping the Equipe end up – well done. I hope they and everyone else had a great time!



As for those niggles on my own car which I mentioned earlier, the main one has been an intermittent misfire, which has been there for a few years. I would describe it as acting as if the points are poor, but it has electronic ignition. Anyway, I started by looking at the carbs, and found that the front one was opening later than the rear one, and that one of the rubber diaphragms had a small crack in it. I replaced the diaphragm, and whilst there I also replaced the air filters.

I then switched to sitting on the left front wheel and checking the mixture using a Colortune kit. The front carb was slightly weak so I enriched this, but at that point the engine cut out and would not start. Checking the ignition, there was now no spark from the king lead off the coil, so pointing to a low tension problem, ie the points – but as mentioned above, there are none! After about half an hour the car started with no problem, but I decided that it was time to replace the electronic ignition module. It was only a couple of years old, but everything pointed to that being the problem. Two days later, a new module was fitted and the car was running better than ever. I suspect the module had been faulty when it was fitted, but I did not believe it – so lesson learnt and passed on to everyone!

The new module was fitted just before the Club AGM, and off we set, engine running beautifully. Then after about half an hour, there was a blip and then everything was fine again. It was just as if you had turned off the key. It did this quite a few times, but

always kept going. On our way home, it seemed better and blipped much less frequently, but the overdrive was a bit lazy and did not always engage. I was wondering if it was the solenoid on the bulkhead or the overdrive solenoid itself. Mulling it over on the way home, I wondered about putting a wire from the overdrive solenoid to a light on the dashboard (my dash had a jewel light filling a hole installed by a previous owner of the dashboard for some reason). Then if it came on, that would tell me there was power to the gearbox solenoid and I would know where to look for the fault.

Once back home, I did one of my least favourite jobs – I removed the centre console and the gearbox tunnel. Then I ran the wire as detailed above, and now when the overdrive is in I get a red light to let me know. Whilst the tunnel was off, I checked that all the connections were tight and found that it was possible for the feed wire to the reversing lights to make contact with earth. EUREKA – that explained the intermittent cutting out. I remade the joint and covered it with heat shrink wrap, then put everything back together. Now I am enjoying driving the car – until the next thing crops up!

Lastly, a reminder about the Equipe Rally. Details were in the April Courier, but it is from Thursday 28th August to Saturday 30th August. If you would like to come and join us, please contact me ASAP otherwise it may not happen!

*Guy*

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# VENTED BRAKE CONVERSION

For this month's report I am once again indebted to Robin Moore and all the excellent work he has carried out on his exceptional Herald. This will be the 10th time Robin's car has featured under my stewardship of this register, and I am extremely grateful that he takes the time to document it all. You too could have your car featured here – please get in touch if you'd like to.

Firstly, I can't take credit for this conversion as I found most of the info on the internet. Why upgrade? I have changed the engine for a Zetec and I had found the Type 14 calipers with Mintex brake pads perfectly adequate for normal driving, but while driving around the more undulating roads in the Lake District I could smell the brakes getting a little hot. So the parts list was:

- **Ford Capri ventilated disc.** (There is only one variant.)
- **Austin Princess 4 pot calipers.** (These have been a popular upgrade for a number of vehicles. I bought the ones available from the MGOC, which are made of aluminium and are much lighter than the original cast iron, so reducing the unsprung weight. The pins and Mintex pads come with the calipers. The calipers will only fit the Herald/Spitfire upright, so if you want to do this to a Vitesse Mk2 or GT6 you will need to change the uprights.)
- **BF Goodridge braided hoses** for Herald/Vitesse etc.
- **Tools** – you will need to have access to a lathe (or a friend with a lathe), everything else you will no doubt have. (I have alloy hubs, and these are in the Ford stud pattern because the rear is Ford Sierra.)

First thing, the vented disc is thicker than the original solid disc, so the disc will foul the track rod end. This is where you will need to determine how much you need to machine the hub to shift the disc outboard. I had to machine mine 3.5mm – this might be the same as the iron hub, but measure it yourself to be sure. You will need to knock out the wheel studs to do this. Set up the hub on the lathe, making sure it is true. I made up a mandrel so I could machine both of them without having to dial each one up.

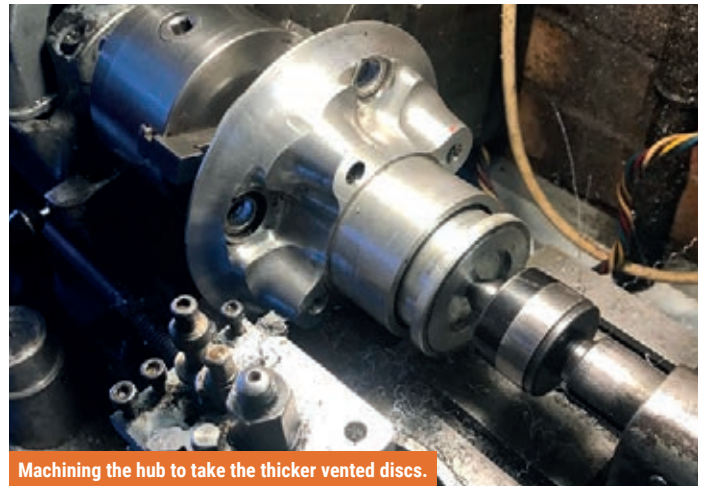
Measure the centre hole on the disc and machine the hub slightly smaller. Once this is done, you can put it all back on the car to check the disc clears the track rod end.

Next job is re-drilling the disc to match the

Herald disc mounting bolts. (These bolts will need washers as they will be too long.) Because my hubs were aluminium, I made a steel mandrel as I was concerned that drilling through the threaded hole may damage the threads, but the cast iron hubs should be fine to use as a template.

Now you can reassemble the studs into the hub and bolt up the discs. If your bolts are too long, then use washers to shorten them. Assemble onto the upright, then offer up the calipers and determine how thick the washers need to be for the caliper mounting bolts so the caliper is central to the disc.

At this point I found the outer diameter of the hub clashed with the caliper, so I had to take them off again and machine 2mm off the outer diameter. I machined spacers out of aluminium, but you could use washers. You will need longer bolts because the original will not now be long enough. Once you have longer bolts and washers/spacers, you can assemble it all up. I found the original flexi hoses were too long so



Machining the hub to take the thicker vented discs.

bottomed out inside the caliper before crushing the copper washer. I could have added another washer, but felt this was a bit of a Heath Robinson work around. Looking at BF Goodridge braided hoses, these had a shorter threaded end and fitted perfectly.

You will find the calipers stick out further than the hub, so will probably clash with the inside of the wheels. You will need to check this and add appropriate wheel spacers to clear the wheel. Obviously now bleed the brakes and clean the oil/grease off the discs. You may need to change the master cylinder to adjust the effort/pedal stroke. My pedal movement was greater due to the need to move a larger volume of fluid, so I will look at a larger master cylinder to reduce the pedal stroke.



Determining the thickness of washers needed for the caliper mounting bolts.

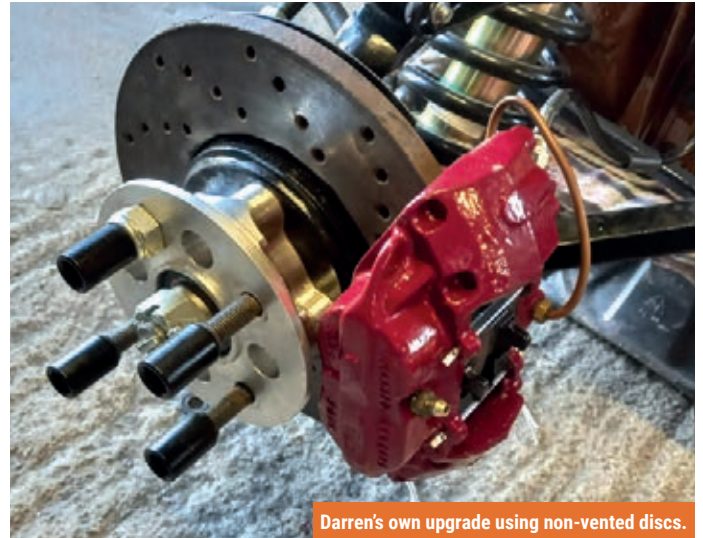


The new brakes assembled – early days as they need to bed in, but the car pulls up well with little effort.

Thank you once again, Robin. I am familiar with this upgrade as I have carried out something similar myself, though I stuck to non-vented discs which then means there's no machining needed. Vented discs will of course do a significantly better job of dissipating all that unwanted heat, especially if driving a little spiritedly or on challenging hilly roads that work the brakes hard.

The Austin Princess 4 pot calipers used to be sold as a kit from the club shop some years ago, and that's where mine

came from, though I got mine indirectly through fellow Devon member Mike Hadley. Mike, for reasons I can't remember now, chose to go back to the Type 14s, so I happily took them off his hands. I believe the discs I have are from a Vitesse, though I've never had to replace them so can't confirm that. Robin mentions about the longer travel on the pedal – I overcame this on my Herald by fitting a Vitesse master cylinder as that is a bigger bore than the Herald one, so pushes a little more fluid through.

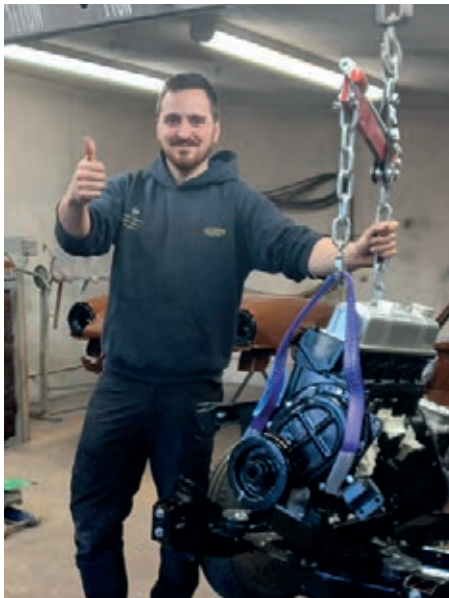


Darren's own upgrade using non-vented discs.

## WORKSHOP UPDATE

The refit of Miles' Spitfire continues. The wiring harness finally arrived, so that is largely in and connected up, though not without issue as the wrong bulb holder was fitted for the speedo backlight and the wires for the seatbelt warning light were terminated further back in the loom, so these issues had to be rectified. Then the brand new indicator/light switch was faulty, so had to come off again and a replacement sent. This is all par for the course these days with new parts, but thankfully nothing that can't be put right.

*Darren*



Miles was rebuilding the engine himself, so when that was all done he and his brother Ned came over to help drop it in. All the other ancillary bits have been bolted on.



This then allowed for the dash to be fitted.



Other trim and door internals are also starting to go in.



Gauges were all given a good clean, along with fitting new glass, bezels and rubber seals.



The SU carbs had the bodies bushed to ensure there were no air leaks around the throttle spindle and then fitted with a complete rebuild kit, including conversion away from Waxstat jets.

# GT6s ON THE ISLE OF WIGHT



In the queue for the ferry ready to go to the Island.

The 2025 TSSC event season has now started properly as I've just returned with the family from the TSSC Isle of Wight Weekend, which is one of my favourite events and the one that always starts off the year for me. I've been coming to this event nearly every year since 1991, only having missed one due to a wedding abroad in the early 1990s. This is an event that my kids won't let us NOT go

to, they've been going every year since they were toddlers – and they are in their 20s now! It does make the event a little expensive though, as we won't all fit in a GT6. I did own a Dolomite as a second Triumph for a few years so we could still all go in a Triumph, but in recent years since my daughter Georgie can drive, she takes her modernish car alongside the GT6 with the Bank of Dad

paying for the ferry!

This year we were graced with great sunny weather. Sadly I didn't enjoy the event as much as I should as I became ill on the first evening and didn't really recover until after the main event had finished. Still, we have booked for next year already to ensure we can complete 'unfinished business.'

While queuing for the ferry to go over, I



Mk2 GT6 at the event...



...and the second Mk2.



There were three Mk3 GT6s at the event.



When assembling for the convoy, there was a drone above to take an aerial picture. I can only see three GT6s in the picture, so I guess the others hadn't joined yet.

got a message from a mate who had seen my car on a webcam that overlooks the ferry queue – you can't go anywhere nowadays without being tracked! At the event there were plenty of GT6s to look around, no Mk1s, but two Mk2s and three Mk3s (plus mine). A big thank you to Jo and Roxy from the TSSC Isle of Wight Area for organising the event (with support from their members).



## FROM THE ARCHIVES



As mentioned, I've been coming to the Isle of Wight Weekend since 1991. The picture above was taken in the early 1990s at Bembridge Beach on one of the

earlier events. I can see five GT6s in the picture; apart from mine, I wonder how many of the others still survive.

*Andy*

# IT'S BEEN A BUSY MONTH

The South Wales group have been so busy this month that there is not room in the Area Reports for all of their report. So here is Bernard Littlewood's account of trips to Malvern for the Festival of Transport and to Coleford's Carnival of Transport.

Evo arrived at my house at 7:45am and we climbed into my TR4A. We made the short trip to ASDA to fill up with E10, then onto the M4 to the meeting point. On the way there, my phone rang and Evo answered it. 'We're at the meeting point, but there is nobody else here,' said Rob. 'That's because we are still on our way,' said Evo – and we continued along the M4 with still an hour to spare.

We pulled into the Scottish restaurant's car park and there were Rob and Pete in their beautiful Cactus Green Vitesse 1600 saloon. Evo and I went in to get breakfast, and while we were being served, Tim 'The Gatekeeper' Hobbs walked in – he had just arrived in his limited edition Jaguar.

Back out in the car park we saw that John Pearce had arrived in his pristine Spitfire MkIV. At the allotted time we left the car park with John leading to meet The Monmouth Mafia at Raglan Services. This is when the run became interesting! As John slowed down to a near stop at a roundabout, Evo and I noticed a suspicious and furtive figure lurking in a nearby bush.

'I don't like the look of him,' said Evo, and I had to agree. This figure then lunged forward and practically ripped the Spitfire's passenger door off its hinges and dived into the car. It was obvious to me and Evo that John had been car-jacked!

We followed as close as we could along the country roads, then onto the A449, occasionally glimpsing the evil and surly looking figure that was obviously threatening John.

When John turned into the services, he pulled up right behind the two Mafia cars where John, Mike and Mother Mafia were waiting in their two immaculate Acclairs. Evo Leapt out of the TR with me in hot pursuit (to hold Evo's coat). Evo wrenched the Spitfire door open, dragged the shady looking character out of John's car and was about to give him a good hammering when thankfully he recognised that it was in fact our very own James 'Privet' Hedges who, unknown to us, had arranged for John to pick him up as his Spitfire's brake light switch had failed.

After we had all calmed down, John led the six cars and 10 members who had braved the glorious sunshine and high temperatures along the A and B roads through Much Marcle and on to Malvern. However, a mile or so before Malvern, the road was closed! Mafia John then stepped up. He sold insurance to a burger van to the west of Malvern and he knew of a route that would take us to the Three Counties Showground. We all followed him and sure enough, were soon in the queue to get into the show.

As we had arrived together, we were able to park together and after a cup of coffee we all went to look around the show. It was better than it had



TR3 at Malvern.



Prominent position for the TSW.

been the last few years and a few of us came away with bargains (Stanpart Spitfire sills £45 each). We rendezvoused back at the cars as planned for lunch, when our AO noticed that a clique seemed to be forming. He reminded those attempting this that it was a breach of South Wales rules and normality was soon restored.

After another look at the cars and stalls, we decided that it was time to leave, with John again to lead us so that we would avoid the road closure. Then disaster struck. The Gatekeeper drove his Jag over to the toilet block, left his keys in the Jaguar – which then locked itself with his keys inside! As this is a very high-tech vehicle, we could not break in. Tim approached the event organisers, who made a plea over the tannoy for any professional car thieves or locksmiths to come forward to help. And indeed two did – locksmiths I think, rather than thieves.

Tim decided that if these people could not get into his car, he would call his wife to bring his spare set of keys and that there was no point in us waiting for him despite our resolve to do so. All very gallant of him, but Evo reckoned it was because he didn't want to share his home-made Welsh cakes with us when the Jag was unlocked. Hmm, maybe.

Anyway, very reluctantly we left Tim in the capable hands of the confident 'locksmiths' and John led us along some lovely B roads, then onto the M50 towards South Wales. The Monmouth Mafia turned off at Monmouth ('That's odd,' said Evo,) and John and James turned off to drive through Usk. Rob and Pete followed me and Evo, then pulled alongside to



First two at the rendezvous.

TR4 at Malvern.





Tasty 1600 Vitesse.

wave goodbye as we drove along the M4 near home.

It had been a great day out that was marred slightly by the Jag locking itself, but I think that Evo summed the day up well when he said: 'What a great day out, and what we lacked in numbers was more than made up for by the quality of those who were able to support the run!'

'I'll have to remember that quote,' I thought to myself.

Two weeks later, we were at it again. It was a beautiful sunny bank holiday Easter Monday when I opened my garage door, started up the TR and moved it onto the drive where my ever faithful mate Evo was waiting. 'Let's go Evo,' I said.

'Aren't you forgetting something?' he asked. 'You have left the soft top up.'

'Coleford is in The Lost Lands and it is a bank holiday,' I replied. 'I think we'd better keep it up.'

Once again we stopped off to fill the TR with E10, then it was onto the M4 before taking the Malpas turning to the Scottish restaurant to rendezvous with the rest of the club. As we got out of the TR to buy coffee, I glanced over towards the direction we would be heading and saw that the sky was getting darker as the distance was getting greater.

'We're in for a wet day,' I said.

'Don't worry, I've got it covered,' said Evo confidently. Now, Evo being an entrepreneurial butcher, he knew that there was about to be a severe meat shortage in Great Britain (and that's the name of this country according to my passport) due to China purchasing all its



Look, an engine!

meat from New Zealand and Australia instead of the USA. That means there will be none left for us, so he had been purchasing and storing bulk quantities of various meaty items. From his backpack he pulled out 5lbs (Boris said we could weigh in imperial) of pork and stilton sausages and a throwaway BBQ. With the BBQ safely positioned on a piece of granite, it was lit and the sausages placed on it. Evo and I then made off for our coffee. When we came out, we glanced over towards The Lost Lands. 'Nice one Evo,' I said as there was now nothing but blue sky. The BBQ had done the trick.

As we walked back to the TR, Mr Herbert pulled up in his immaculate TR7, shortly followed by John in his very shiny Spitfire MkIV. Next along came the Heydon twins Kalib and Jerad in their beautiful Herald 13/60 Saloon. With 10 minutes to go before departure, Elin 'Hyper' Hooper and daughter Gwenna parked up in Elin's fantastic Spitfire Mk3 called Geraldine.

John led our elite group of cars along the twisting B roads of Wales and onto the A449 towards Monmouth, then along the picturesque B roads from Monmouth towards Coleford, the cars making a fantastic sight on the tight curves and hills. As we approached Coleford, we had to join a very long tailback of classic cars whose owners had been tempted out by the hot, sunny weather. The queue of cars snaked right around Coleford as the marshals tried to cope with the influx.

'Oh flip,' said Evo (or something similar), 'this will take

ages to get through and the cafés will be full by the time we get in.' But he had reckoned without our secret weapon, Mother and Mike of the Monmouth Mafia who live locally to Coleford and had already arrived in Mike's pristine Acclaim. As we drew up level with one of the cordoned off side streets, Mother and Mike Mafia pulled open the barrier to let us in and led us to the best parking spot in the show.

We parked up, and as a group decided to try and get into the premier café – Kaplings – even though we knew that there would probably be no tables left and we'd have to go elsewhere.

'No problem,' said Mike, 'it's all arranged. Just mention my name.' Which we did, and had premier window seating plus a 25% discount to boot. Thanks Mike and Mother Mafia!

Well, the day was spent as most days at

Elin, Gwilym and Geraldine.



shows – sitting by our cars enjoying the sunshine and each other's company. Dan turned up mid-afternoon with his and Elin's son Gwilym as Elin had arranged for her daughter to travel in Geraldine to the show and her son to travel home.

The day passed quickly and in no time at all we were starting our cars for the return trip. Again the Mafia had arranged for a separate departure route for our club which avoided all the queues. As we drove home along the same route that we had taken in the morning (only going in the opposite direction of course) the sun was still shining and every car was running just purrrrrfectly. When we pulled up on my drive, Evo said: 'What a great day out. I can't understand why so few turned up, but what we lacked in numbers and cheese sandwiches was more than made up for by the quality of those who attended.'

'Nicely put,' I thought, 'but where have I heard that before...?'



TR6 with a Surrey top.



The rendezvous.

# STOPPING THE WIND

You wait ages for an article about a wind deflector, then two come along one after another. Still, the weather is warming up and a wind deflector can make things a bit more comfortable, and maybe keep your hair in check (if you still have any – not a problem here!).

Wind deflectors for the Spitfire are available commercially, but they always seem a bit, well, expensive and I never really liked the idea of the large 'apron' down behind the seats. Back in September 2019,

The Courier published a piece from a reader describing how a Mazda MX5 wind deflector had been adapted for use on a Spitfire 1500/MkIV. Finding a wind deflector for the relevant MX5 version for sale locally on a well-known auction site, I thought I'd have a go. Well, I was forbidden from butchering the bread board to make the means to secure the wind deflector among the folds of the hood. In addition, I prefer to use the hood bag when the top is down, but try as I might I couldn't find an alternative satisfactory way

of securing the wind deflector. Back to the drawing board then.

In the meantime, I acquired a mesh wind deflector for my MGF and was also aware that a clear polycarbonate alternative was available. This seemed to have possibilities. Measurement of the MGF item and a bit of cardboard-assisted-design established a suitable looking size and shape which seemed to fit the car width for the main screen, and a smaller section which would approximate to the line of the hood bag.



1. Two pieces of 5mm polycarbonate sheet were ordered, cut roughly to shape using a jigsaw and then to final profile using a router and MDF template. The two sections were hinged together using three nylon friction hinges, stainless steel screws and nyloc nuts.



2. A good line for the wind deflector seemed to be slightly forward of the seat belt reel mounts, and this also suggested a means of fixing. Mounting plates were made from 2mm aluminium sheet and 10mm ply.



3. The mounting plates were sandwiched between the seat belt reels and the wheel arches.



4. Tube fixing clamps were made from 10mm thick polycarbonate discs with a semi-circular groove machined off-centre.



5. These were used in matched pairs to fix the stainless steel tube to the aluminium plates and to the polycarbonate deflector.



6. On-car trials revealed that the polycarbonate screen needed further stiffening, so 10mm polycarbonate ribs were fixed top and bottom of the screen, the bottom rib also locating over the support tubes. The support tubes also needed support at mid-height, so some sections of steel deckchair frame and wiring grommets were repurposed to construct these braces.



7. The braces were fastened to the hood fixing brackets. The final finishing touch was a Triumph laurel leaf transfer.

The finished article is acceptably rigid and solid at speeds up to around 70mph, the fold down section fits well to the hood bag and folds flat for storage. It is simple to remove and replace, and the hood can be erected with the support tubes in position. It does substantially reduce wind buffeting and

noise, although it might not pass the Rob Bell blue wig test (Google that).

If anyone is interested in the full details of size and shape etc, please contact me.

*Robert*

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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

***Whether you call it a heatwave or just pleasant weather, the collective enjoyment of Drive It Day was followed by some superb late spring sunshine, so I do hope you have been giving your Triumphs a good airing after the winter lay-up. Especially after we put your minds at rest regarding using your Triumph with the roof down in the last edition.***

It's often said that you only know whether insurance is good value when you have to use it. To a large extent that is true, and we often hear from people in the historic vehicle community who have been taken by surprise when they need to claim and realise how most mainstream coverage works. This is why it is essential not only to insure your Triumph with a specialist, but also to make certain they cover your vehicle in a way that will see it preserved and returned to the road. This is why we work so closely with the Club: to make sure that your scheme offers exactly the type of coverage you need. After all, we are all here to preserve our transport history!

One example of how we have worked with you, the member, to ensure that our cover does what it says on the tin is around FREE salvage retention. I emphasise the word FREE because, amongst others in the wider world of insurance, you'll often see that quoted when it is not what we would consider to be truly free. Let me explain...

Firstly, we should define what it means when your car is a write-off, or, as it is called in the insurance world, a total loss. This is where your vehicle has been damaged beyond economic repair or deemed unsafe to be driven again. The engineer who inspects the vehicle after the accident determines this.

A reminder also of the four categories of insurance classification following an accident, and these have been updated in recent years:

**Category N (Non-Structural):** The vehicle has minor damage and is repairable, but the cost of repairs is more than the vehicle is worth, including any reinstatement cover included. This

may also apply if it was stolen and then recovered after the insurance company settled the claim.

**Category S (Structural):** As per above, but also includes structural damage. Despite this, the vehicle could be safely repaired and can go back on the road, but the costs exceed the value.

**Category B:** This category refers to a vehicle that has sustained major structural damage, and the costs of repairs are more than the value. The vehicle is not safe to go back on the road. Parts may be salvageable from the vehicle, but the DVLA will not issue another registration document, and it can therefore never be resold.

**Category A:** This is the worst case of accident damage, and there are no salvageable parts, often because they have been contaminated by fire or flood damage. Sadly, the vehicle will have to be crushed according to the law.

With our insurance, your policy includes **FREE salvage retention**, which means that you retain the vehicle should it be deemed a 'write-off'. In this case, you would receive a full settlement and retain the vehicle's salvage with no deduction, other than policy excess. This could provide a valuable supply of parts which might keep another vehicle on the road, or you might even be able to rebuild the car yourself if you have the skills and available parts. The important distinction is that we do not deduct anything from the settlement to cover the cost of the car like many insurers do, and as long as the vehicle is not Category B or A (very rare cases) then we will always return that salvage to you if you want us to, with no quibbles. So, next time you read the small print, look out for that

one on insurance policies and rest assured that with us, salvage retention is always free and an option, ensuring you have the very best chance of getting your Triumph repaired to live for another day should the unthinkable happen.



**TRIUMPH  
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INSURANCE**

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

- Insurance solutions for younger enthusiasts and family members
- Member-to-member cover – Club members are insured to drive each other's Triumphs with fully comprehensive cover at no additional charge.
- Optional reinstatement cover to increase the insured value to account for repair and parts costs.
- Cover for tools, spare parts, and accessories.
- Self-repair – the option to receive an equivalent cash settlement.
- Free salvage retention.
- UK & European breakdown cover 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](http://www.tssc.org.uk/tssc/insurance.asp) for more details and to use our quick quote service.

# WEDDING DAYS – *Again*



Following on from the May Courier, in the appropriately white Vitesse 2-Litre convertible here is my sister Clare and husband Simon almost 30 years ago now, although looking at the photos again makes it appear like yesterday! For early May it was an untypically tropical sunny day. This was

the occasion for which I was trying to get my own Vitesse restoration completed. Suffice to say it didn't happen and to this day the car is still languishing in the garage, although in the last few months there have been some encouraging signs that things are beginning to happen. More to follow in a summer

Courier. To their great credit Clare and Simon managed to hire a Vitesse complete with chauffeur. Both the happy couple and the car are still with us (according to the DVLA website), so it would be good if someone does recognise the car. Who knows, it may still be used for weddings.

## How many left?

As promised last month, here are the figures I have managed to unearth from the www.howmanyleft.co.uk website (HML) on the number of Vitesse still in existence. Note that these are UK cars only and represent those cars which are currently on the DVLA website, including both licensed and SORN cars. The latter will include cars which could have been off the road for many years and probably a fair number of barn finds amongst them, many of which may never turn a wheel on a public road again.

As with all statistical data, the output can only be as good as the input. One has to understand that some of the original records may have suffered from typographical errors – I know of one Vitesse which is recorded as registered in

1961, definitely incorrect as we all know production began in 1962. Looking at all the data on the HML website took me back to my student days when I remember reading a book called *How to Lie with Statistics* by Darrell Huff. Although this is somewhere buried in the loft, it has always made me sceptical when looking at statistical data, graphs etc. So just be wary that some of the original data may be flawed and that different individuals may interpret the HML data in different ways, myself included!

For the Vitesse model, there are figures under 'All Triumph Vitesse models combined' which includes both the 'Vitesse' and 'Vitesse 2-Litre' headings – note that the vast majority (99%) are under the 'All Triumph Vitesse

models combined' heading whether they were 1600 or 2-Litre cars (both Mk1 and Mk2), but a few cars (1%) were registered with the 2-Litre suffix as well. A few pre-war Vitesse appear in the HML numbers, but these are all late 1930s cars so I have excluded those.

So the table below includes all the cars under these headings as of 2023 Q4, meaning the end of the 4th quarter of 2023, which would be the turn of the year from 2023 to 2024. I have used the same format as Andy Cook did with the GT6s (see February 2025 Courier – thank you Andy) to be consistent.

The bottom line here is that there are now 1621 Vitesse licensed and on the road, plus 866 on SORN, making a total of 2487 cars. Similar to the findings on GT6s, there has been an increase in the number of cars

Registered in line with normal sold dates											
	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	Total
Licensed	39	70	68	64	82	253	231	293	272	159	1531
SORN	22	37	33	35	38	132	134	173	143	74	821
Late registered cars											
	1972	1973	1978	1979	1993	1997	1999	2004	2020	Total	
Licensed	1	1	1	2	1	1	0	0	1	8	
SORN	1	0	0	0	0	0	1	1	0	3	
Unknown registration year											
	?										
Licensed	82										
SORN	42										
Total Vitesse on DVLA database											
Licensed	1621										
SORN	866										
TOTAL	2487										



in recent years, no doubt due to SORN cars being restored and now on the road (OTR).

As with the GT6 figures, the cars are not separated out into the different models, namely Vitesse 6, 2-Litre and Mk2; also, there are no figures for the different saloon and convertible body styles. However, with the knowledge of the start and end dates of each model, I have estimated the approximate numbers of each model as follows (these figures exclude the 124 cars with unknown registration dates):

Vitesse 6 – approximately 447 remaining, of which about 295 are licensed.

2-Litre – approximately 630 remaining, of which about 408 are licensed.

Mk2 – approximately 1262 remaining, of which about 818 are licensed.

But I reckon there are more Vitesse tucked away which don't appear under the HML 'All Triumph Vitesse models combined' heading, but under the 'Triumph model missing' heading. This contains no fewer than 56,613 Triumph vehicles, 30,401 taxed and 26,212 on SORN. Closer examination of the data under 'Engines' in this section reveals that the vast majority of these appear to be motorcycles as they have engine capacities under 900cc. However, in the 1501-1600cc range there are

35 licensed and 27 SORN vehicles. Apart from the modern Triumph Thunderbird motorcycle, there are no other Triumphs with an engine size of 1596cc (and in the 1501-1600cc range), so these are likely to be Vitesse 6 cars.

Similarly, for the 1998cc engine (in the 1901-2000cc range) there are 437 licensed and 192 SORN vehicles. However, there are several Triumph models which had this engine size as follows: Vitesse (1966-71), 2000 (1963-77), GT6 (1967-73), Dolomite Sprint (1973-80) and TR7 (1975-81). It is impossible to state how many of each model there are under the 'Triumph model missing' heading, so all I can do here is estimate the number of Vitesse based on the total HML figures for each model as follows: approximately 2000 Vitesse, 1200 big saloons, 1919 GT6s, 826 Dolomite Sprints and 3297 TR7s. Note that this is a big assumption, but I don't think there is any other way, and one has to accept some inaccuracy in the numbers of cars. With a little arithmetic, about 21-22% of these could be Vitesse (2-Litre and Mk2 cars).

So, including the cars from the 'All Triumph model missing' heading adds a further 35 licensed and 27 SORN 1596cc cars and a further 95 licensed and 41 SORN 1998cc cars, an estimated total of 198 cars. This would

bring the grand total to about 2685 UK cars, although bearing in mind the assumption above, I would be more comfortable stating a range of 2600-2750 for UK cars.

As for cars overseas, there is a current database for the North American Triumph Sports 6/Vitesse listing about 100 cars, but I am not aware of any figures for European cars, or for that matter anywhere else in the world, so please write in if you have any figures on surviving Vitesse in other countries. Hopefully there will be enough information out there for a follow-up article on overseas Vitesse.

I would be interested to hear if others think the HML figures should be interpreted differently. I have e-mailed the website founder to gain his opinion, so watch this space. Note that no Triumph Mayflowers, Roadsters, Renowns or Saloons are listed – these must be under the 'Triumph model missing' heading. Also, there are no Standard cars whatsoever, which must be an oversight so I have also queried this.

A follow up article will also look at Vitesse survival rates, using the HML figures and factory production figures.

Stay safe and keep firing on all six,

*Dave T*

## 2018 INDEX

Continuing the index, we are now up to 2018 – thanks again Des.

January	What's in a name?	Other cars using the Vitesse name
February	Vitesse Estates	Detailed account of the build of a Park Royal Vitesse Estate
March	More of "What's in a Name?"	Pre-war Triumphs used "Vitesse" as a suffix to denote a sportier version. Other cars using this name.
April	Western Avenue "Specials"	John McCartney's recollections of the Special Triumphs produced at Standard Triumph's Western Avenue, London, Workshops.
May	We have IGNITION	Description of the different rotor arms used on the Vitesse
June	Questions and Answers	1.How to remove the steering wheel. 2.Different oil filler caps. 3.Radiomobile mounting kit. 4. Clamps for stainless exhausts. 5. Photos of a restored Vitesse.
July	Suspended	An owner's account of rebuilding his Vitesse 6 suspension.
August	In the Dark or Blinding?	How to adjust headlights.
September	TriumFest 2018	Account of TriumFest at Shelsley Walsh. Photos of Vitesse.
October	Let there be more light	Improve lighting by replacing outer sealed beams with H4s.
November	Vitesse 2 Ltr Mk2 at 50	Description of the detail changes to the Mk 2 Vitesse.
December	Looking Back	The development of the Vitesse in the 1960s, designed by people and not computers.

# Glorious Variety

Regular readers know that I often use cars that are being advertised for sale as seeds to start an article. This tactic gives me some pictures and a seller's description. Usually, I then expand my text with other information I've gleaned about the car, or cars from a similar background. This month I'm showing you three cars that I've found advertised recently.

They demonstrate the variety of body shapes that imaginative amateur car builders come up with when starting with good old Triumph mechanicals. For all three, I cannot say much more than the seller's description, which, as is often the case, doesn't give me the details that I'd love to know.

The first car, this white one with the boat tail, I found on the website [worthpoint.com](http://worthpoint.com). The title is '1920's Style Triumph Herald Unfinished Project Custom Build Kit Car.' This is one of those sites that seems to reproduce adverts from other online sellers, such as eBay. Ebay is given as the source of the advert for this car, but I couldn't find it on there, even using an advanced search. The [worthpoint.com](http://worthpoint.com) page doesn't give the asking or selling price, if it did even sell. Here's the description as found:

'Hi welcome to this unique auction. I am selling on behalf of a good friend. This project has been built from the ground up, the body was taken off, chassis completely welded and sealed. All holes on the body have been welded too. The outer shell is made out of steel and the bonnet and boot lid are fibreglass. Has brand new wire wheels with new tyres costing £500. Engine was running when the car was taken apart, but has not been started since (needs bits putting back on, but all there). Doesn't need much to finish off, panels need a final rub down and painting. All wiring needs connecting to the lights etc. You can see from the pictures what is left to do. V5 is present and in owner's name. The car will not have to go for a VOSA check as the chassis hasn't been changed. Any questions please ask.'

You can look at the pictures yourself and imagine how the finished car could turn out. It would certainly be unique and turn heads.



Both of the next two cars are for sale out of Germany. There's been a bit of a thing in recent years of our kit cars and specials being taken across the English Channel to be sold to eager Europeans. I think this is largely down to the fact that in most other countries the governments do not allow amateur engineers to build their own cars. The next car is the red one, with square

radiator grille containing a Herald badge, I found it on [www.mobile.de](http://www.mobile.de). Here's the description, translated from German:

'For sale is a unique and individually built roadster from 1968, perfect for lovers of classic vehicles with a special touch. A rare example of the Burlington Arrow kit car, built in 1968, equipped with a powerful Triumph Dolomite engine with 90hp and

a double carburettor system. This vehicle was imported to Germany in December 2005 and received a German vehicle registration document, but has an H licence plate and thus offers tax advantages as a classic car. Easy maintenance and spare parts supply thanks to the common Triumph drive.'

The car is said to be a Burlington Arrow



kit. It could be, but it has been modified from the standard Burlington build plans. That square front end is not an approach I've seen before. The car wouldn't have been converted to what it is in 1968, so that will be the date of the donor Triumph, no doubt. I do not know what tax advantages the German government allows for cars such as this. The asking price is 8490 Euros.

That leaves one more car (below), also red, with the Lotus 7-style body, advertised on [www.classic-trader.com](http://www.classic-trader.com). Again, the description is translated from German:



'1966 Triumph Herald 12/50 "Super Sport" with 1854cc Dolomite Sprint engine. On offer is a 1966 Triumph Herald 12/50 "Seven Sport" with a 4-cylinder 1854cc Dolomite Sprint engine with aluminium body and FIA historic papers. This vehicle was purchased in England in 2021 and imported to Germany. All customs duties and papers included. In 2022, the Triumph was completely dismantled and rebuilt in a specialist

workshop for classic cars. A part of the work carried out is listed below, a detailed picture documentation of the work is available.

- Stainless steel tank 49 litres
- Overhaul of the brake system on the rear axle
- Master cylinder with brake booster
- Radiator with integrated electric fan with adjustable thermostat
- New alternator and clutch

• Newly made wiring harness

During the restoration the Triumph received a new paint coat and a custom-made leather interior. The vehicle is registered in Germany with H licence plates and is immediately ready for use.'

Interesting that the description of this car starts with '1966 Triumph Herald 12/50' – the look of the car now is about as far away from a Herald 12/50 as it could get! I don't know much about the workings of the FIA (Federation Internationale de l'Automobile), but I find it surprising that this car would qualify for FIA historic papers.

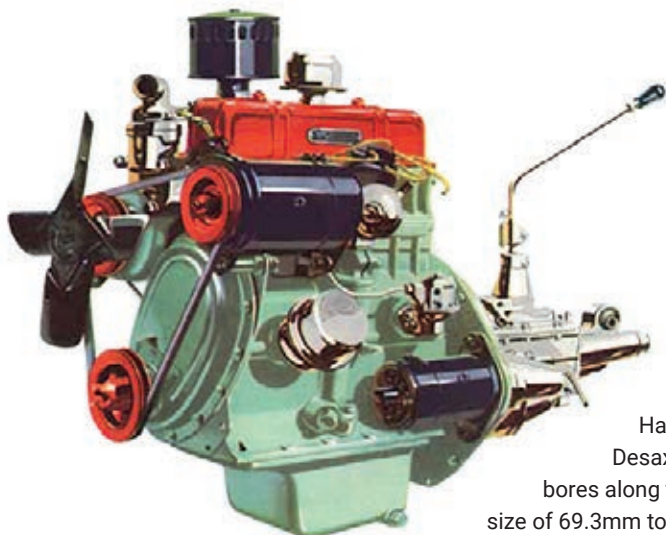
The classic-trader.com advert includes over 20 photos of the car and it does look good, extremely well finished. There is not a photo of the engine bay, but the ad does give a YouTube link to a video that shows the engine, which is running. If you are reading this article on paper you will have to try to type in this short link, <https://youtu.be/PZESn89K9IU>. The asking price is a healthy (healthy for the seller) 24,637 Great British Pounds.



*Trevor*

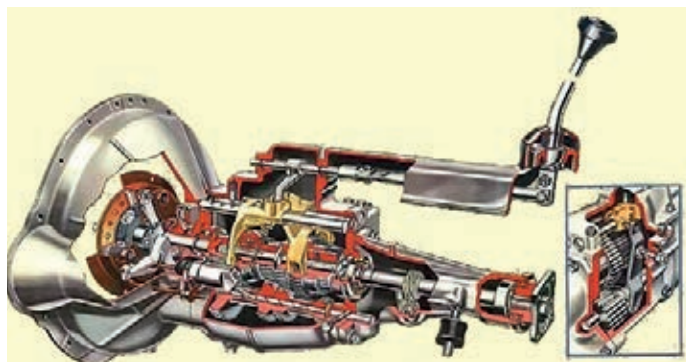
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# OUR SMALL CAR GEARBOX – HOW MUCH CAN IT TAKE?



An early publicity image of the SC engine and gearbox with central gear select.

Back in March last year I covered our Small Car engine and how improvements might be achieved. Over the year I have made progress with looking into what could have been done to improve the 948cc unit before



948cc gearbox publicity image.

Harry Webster applied Desaxe and recentring of the bores along the block to allow a bore size of 69.3mm to take the capacity up to 1147cc. I will not reveal anything significant until the next stage of flow testing, but will just say that the six-port head has its merits.

Going back to that article last March, I will roll out the same picture of an early SC unit, but get you to focus on the gearbox. You can clearly see that the standard 8 and 10 box was used as the basis for the Herald

one, the same being true of the differential components, although of course for the 8 and 10 they were housed in a beam axle. A key difference of the early unit was the gear selector being directly over the selection forks, but other than that the Standard box formed the basis for the early 948 Herald alloy all-in-one casing. Actually, the remote gearchange extension was introduced in the Standard Pennant, so that pre-dated the arrival of the Herald too.

## MAKING A GOOD CASE

Obviously, an alloy casing is much lighter than a cast iron one. I will be using one of those, even though many people talk of the ability of such a casing to 'ring like a bell.' I am hoping that modern sound insulation on the gear tunnel may help. The follow-on arrangement was the separate alloy bellhousing. With this there was much less noise, but expense led to an eventual change to a cast iron bellhousing for the Herald and Spitfire. Actually, I believe it may have been expense that drove the change for the full all-in-one alloy casing. In the far picture, upper left is the Herald 1200 box with heavy cast iron casing, upper right is the all alloy casing box (in this case with Works adapted Vitesse 6 gearing), and in the foreground is the 1960 948 Coupe box with alloy bellhousing. An interesting aspect of the all-in-one casing is that the swinging bearer for the clutch release bearing pivot assembly is bolted into the back of the bellhousing

part rather than being pinned into the housing itself. This is just visible in the picture below (zoomed in from the main one). It would be interesting to hear from members who have changed gearbox from the earliest to later types with respect to transmitted noise and maintenance aspects.



# INTERNAL AFFAIRS

Now to gear ratios. Much as I said when discussing the engine, it has to be remembered that the starting point was a low powered unit never intended to be used at higher speeds. The basis is a four-speed box, albeit with synchronised shifting only on second, third and fourth, but the ratio set up (including final drive differential ratio) are focused more on getting moving with limited power than actually being able to accelerate through a broad range of speeds, and certainly not about achieving a high average speed at efficient low to mid engine rpm.

Here in this table is the comparison of gear ratios, including for slightly later cars,

also showing the Marina gears with the late single rail box to show how ratios changed with the generation of vehicle and the developing requirements for power and road speed. Obviously where an overdrive can

be added you can move to a fifth gear, and modified third overdrive, working at a ratio of 0.75, but that is not an easy conversion on the earliest cars without adapting the chassis.

Vehicle	1st gear	2nd gear	3rd gear	4th gear
948	4.271	2.46	1.454	1
1200-12/50-Spit4	3.746	2.158	1.394	1
Spit IV	3.5	2.158	1.394	1
Vitesse 6	2.93	1.78	1.25	1
GT6	2.64	1.78	1.25	1
Marina	3.11	1.93	1.31	1

One of the key things to note is that the Vitesse 6 gears are effectively a nice close ratio set, so long as you have sufficient power to pull away in first – a standard single carb 948 and even a twin carb might struggle, as would a standard 1200. For that reason, there are Works racing gearboxes, and replicas thereof, that use Vitesse 6 ratios in an all-alloy casing. I am lucky enough to have found one

and intend using it in my 948cc experiment.

In order to understand the effect on road speed and driveability with the standard Herald gearboxes and the standard differential options, it is vital to note that the Coupe had a more beneficial final drive ratio than the Saloon, but was still quite high – 4.55:1 in the Coupe compared with 4.875:1 in the Saloon. This results in the 948 cars being somewhat



under-gearred, especially as the Herald was a little heavier than its predecessors the Standard 8 and 10. Here is the initial analysis with original standard wheel sizes and with max speeds in each gear given for a nominal 4000rpm for drivers who are not pressing on, and 5000rpm as the point at which power will be waning. The tabulation is built using the formula  $(1000 \times \text{Circumference} \times 60) / (\text{Overall Ratio} \times 1760)$ ; in this, rolling circumference is in yards and the figure I have used is for original 5.2 x 13in crossply tyres. Obviously with 4th gear being direct, the overall ratio is identical to the diff ratio, in the other gears the overall ratio is diff ratio x gear ratio.

Herald 948 Saloon	1st/Rev	2nd gear	3rd gear	4th gear
Overall ratio	20.82	11.99	7.09	4.875
mph/1000rpm	2.95	5.12	8.66	12.59
mph @ 4000rpm	11.8	20.48	34.64	50.36
mph @ 5000rpm	14.75	25.6	43.3	62.95

Herald 948 Coupe	1st/Rev	2nd gear	3rd gear	4th gear
Overall ratio	19.45	11.20	6.62	4.55
mph/1000rpm	3.5	6.1	10.3	15
mph @ 4000rpm	14.0	24.4	41.2	60
mph @ 5000rpm	17.5	30.5	51.5	75

Herald 1200	1st/Rev	2nd gear	3rd gear	4th gear
Overall ratio	15.42	8.88	5.74	4.11
mph/1000rpm	4.2	7.29	11.28	15.76
mph @ 4000rpm	16.8	29.14	45.14	63.0
mph @ 5000rpm	21	36.42	56.42	78.75

It should be obvious that a Herald 1200 gearbox, even without overdrive, is viable as a daily driving gearbox in modern traffic on single carriageway roads, but if you are venturing onto dual carriageways and motorways you will get a lot of engine (and road) noise, as you will be running at just under 4450rpm in fourth gear. However, if you are able to obtain or have built a close ratio box using Vitesse 6 gears and using a Herald 1200 diff with modern 145 x 13 tyres, you have the following, but probably need a tuned engine to achieve the ability to pull away in

first and second gear, and can reach 60mph in third gear (hence also showing speeds for a nominal 5800rpm max in each gear).

**NB** You can use the formula from above for your tyre and wheel combination as long as you calculate circumference in yards.

	1st gear	2nd gear	3rd gear	4th gear
Overall ratio	12.04	7.32	5.14	4.11
mph/1000 rpm	5.46	8.99	12.81	16.02
mph @ 4000rpm	21.86	35.97	51.26	64.0
mph @ 5000rpm	27.32	44.97	64.07	80.01
mph @ 5800rpm	31.69	52.17	74.32	92.81

Although setting up the gearing towards this specification means straying from complete originality, it does achieve a degree of levelling up with the capabilities of modern vehicles. Having said that, finding the relevant components in good condition can be difficult, and in a slow moving traffic jam being able to trickle along at just over 5mph at 1750rpm would make a 948cc Herald saloon the ideal vehicle! You will note that I have highlighted the potential top speed of a tuned Herald with Vitesse gearing, and this will be very interesting to establish; the comparator is

the Vitesse 6 which had 70bhp, but clearly with more weight to pull. The latter achieved between 88mph and 90mph depending which road test you refer to. The question is, could we get over 60bhp from a tuned 948cc, and if we can, can it pull 5800rpm in fourth gear?

So that was a quick foray into early gearboxes and the options that might be considered in seeking driveability. To finish up, I will briefly mention that there is a clear need to consider how to transmit the power from engine to gearbox, and that requires a good clutch! Apart from now being very rare,



948cc Clutch

the early clutch – although a good design for the time – is somewhat limiting. The picture (above) shows its nature.

That is it for this month. I will leave you to think about the clutch, and next month will talk about the ubiquitous Laycock de-Normanville D type overdrive.

*Adam*

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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

Do you take your Triumph on holiday? Having just seen photos of all the Triumphs at the Isle of Wight weekend, it's a great thing to do. Why not 'do the double' this year? As you might have seen on the TSSC Weekends advert spread, we have some TSSC events on consecutive weekends with not too many miles between them. These include the Dales and Peak weekends, both with great runs through the countryside, the Sunshine Rally and National in Leicestershire, and the Shuttleworth day event with Norfolk's Mile of Triumphs Weekend. More details and booking

forms for these events are on the TSSC website under the Events tab.

They are a great excuse to have a week-long break, meeting up with fellow enthusiasts at both ends of it and maybe seeing some new places in the days between, especially if an event would be too far to travel for a single weekend. Of course, it wouldn't be the same without a Triumph, so make sure you give yours a holiday and 'Do more with your Triumph.'

*Paul & Christina*



#### ANDOVER

What a lovely lunch meeting we had in April. The sun was out, mostly clear blue skies – although a bit chilly in the wind – so we took Sybil the Spitfire 4 for a spin. Guy had washed her the previous weekend and given her a blow dry before taking her to the garage for a top up of fuel, so she was looking rather good. The meeting turned out even better when we had a clean sweep of classics, with no moderns among our group – 14 people and nine cars. The icing on the cake was having one each of all three models of the early Spitfires - Sybil, a Mk2 belonging to Dave who joined us for the first time, and Graham in his lovely Mk3 joining us for only the second time again recently after an absence of some years.



Conversations around the table were spirited at times, interspersed occasionally with one of Jasper's lovely two sheepdogs popping up to say hello. Topics ranged from cars to tractors, and even Robin's solar panels which were having a lovely day in the sun. There was some discussion of the upcoming event



at Awbridge, described as a village fête but which includes a car show. Those who had been before said that it was a good event to attend. It was tempting, but it was being held on 10th May and we planned to head to Leatherhead to get set up for SEM on the Sunday.

As ever, I couldn't hear a great deal at the other end of the table, but Bob tells me that topics there ranged from the definition of hybrids and the inaccessibility of TR7 contacts to the usefulness of battery packs. He also said that right on cue, when they left, Graham's battery gave its intermittent impression of being completely dead, although once fired up the engine runs fine. So we got a free demo of his battery pack in use. Bob was impressed, and described it as a useful bit of kit.

I concur. We've had one for some years which still works well. However, with so many cars we can't always guarantee having it with us in any particular one if it should it fail to proceed! Afterwards Graham noted that the car got him home OK, but

when he tried to re-start the car immediately after getting home the battery was very nearly dead and clearly not holding any charge, so it looks like a new battery is on his shopping list.

We are planning a run out for our June regular meeting, to the Royal Logistics Corps Museum in Worthy Down. The plan is to meet up at the Costa Coffee behind the Chalkhill Blue, then drive in rough convoy to the Coach and Horses at Sutton Scotney for lunch (SO21 3JH), aiming to be there about 12. From there we will travel to the museum, where we have been invited to line our cars up in front of the building. Please let me know asap if you would like to join us so that I can get a rough idea of numbers, but we're also happy if you decide on the day to join us. All I ask is that you please meet us promptly by 11.15am to leave at 11.30am, or let us know where you hope to join us during the day.

Everything starts happening this month. The show at Rainscombe Park is on over the weekend of 31st May-1st June, and the following weekend of 7th-8th June it's the Wiltshire Agricultural Preservation Group's Rally at Rowde, Devizes. The weekend after that, on 14th June there will be a Classic Car Show at the Weyhill Showground near Andover. You can contact the organisers on Facebook, just look for 'Weyhill Car Boot' as it's being held at the same place, or via their website

<https://weyhillshowground.com/>

And, to end the month, if you fancy a nice day out and pleasant run, how about going to the Standard Triumph Picnic? This is hosted by the Pre-1940 Triumph Motor Club and is open to all Standards and Triumphs. We've been a few times and there's always a great range of cars there. It's based at a country hotel near Leamington Spa, so all facilities and food etc are available. Unfortunately our dance card is rather full for the next few weeks so we can't get to most of these, although we do hope to be able to make an appearance at the WAPG Rally in Rowde.

Just a bit of advanced warning this time. We're going to be on board our new narrowboat at the time of the July meeting on 9th July, but there will still be a lunch meeting that day at the Clatford Arms, so do please go along to meet up with other like-minded people.

As a footnote, we were sad to hear that there was a major fire on Good Friday at Hangar 3 at Boscombe Down Airfield, and the whole of Hangar 3 and the Hangar 3 café (where we had lunch at the café and a visit to the Boscombe Down Aviation Museum last June) have sadly burnt down to the ground. This is particularly sad as the hangar, a Grade 2 listed building, was due to be restored as part of a scheme to build some new houses nearby.

## AREA NEWS

### Meetings

31st May-1st June – Rainscombe Country Show, Oare, Marlborough, SN8 4HZ.

7th-8th June – Wiltshire Steam & Vintage Rally, Rowde, Devizes, SN10 5TB.

11th June – Area trip out to the Royal Logistics Corps Museum in Worthy Down, with lunch at Coach and Horses, Sutton Scotney, meeting at the Costa Coffee behind the Chalkhill Blue, Andover SP11 8BF.

14th June – Weyhill Classic Car Show at Weyhill Showground, SP11 0PP.

22nd June – Standard Triumph Picnic, Woodland Grange Hotel, Old Milverton Lane, Leamington Spa CV32 6RN.

*Guy & Suzie*

### AVON

As I write, it is 8 o'clock in the morning and I'm looking out on a lovely sunny garden, a refreshing view indeed. Fortunately the 27th April – Drive It Day – was a similar day. We met in our usual place, and after a countryside drive had a garden centre coffee stop. Then it was on to two final destinations, Lacock Abbey and the Atwell Motor Museum. Both of these are excellent destinations, and if you visit Wiltshire I strongly recommend a visit. You won't be disappointed.



By the time you read this a group will have been for the weekend to the Castle Combe Steam Show. Let's hope the weather is kind to us.

Currently we are still meeting at The Huntsman in Downend. If you are local why not pop over and see us?

Enjoy your shows,

*Dave*

### CAMBRIDGE

A number of us arrived earlier on the riverside at the Plough than our normal 8pm start in May as the evening sunlight called to us to get out in our cars and drive.



We had some honoured guests all the way from South Africa. Fannie Nortje is the chairman of the Kwazulu Natal region of the Triumph Sports Car Club and brought his wife plus her sister and brother-in-law. They loved the range of cars in the car park which featured eight different models from a TR3 to a V8 TR7, many with their roofs down. Conrad was able to enjoy speaking some Afrikaans too!



This was despite three of our normal stalwarts not being able to make it having only just arrived back from driving the awesome North Coast 500 around the west of Scotland – Toby, Mark and Mike were home safe, but probably asleep after the six hour drive down. Rob on the other hand managed to make it, but he hadn't been driving so was better rested.



We chatted to Fannie about what can be seen at the Club HQ, and our own chairman Chris Gunby generously arranged to meet our guests at the headquarters and show them around the following week. Steve is looking for a buyer for his rare and beautiful Mayflower. The beautiful green TR3 drew admiring comments. Farren brought his red 1500 Spitfire in for a valuation after he'd had the engine rebuilt with a higher spec cam in it.

We were just discovering that last orders had been called when I got a phone call from Howard in his TR7. He had broken down just a mile or so down the A14 and was feeling vulnerable on the dark and dismal not-quite-wide-enough hard shoulder. We quickly assembled a posse of volunteers and tools and roared off to his assistance.



With a bit more light, some hazard warning lights protecting him and a few borrowed tools (with plenty of moral support) Howard was able to diagnose the fuel shortage issue and managed to get her running again. We then escorted him through town to his road home to make sure it didn't conk out again and he sent a message later saying he got home safely. Some sort of blockage in the fuel system which meant that the big V8 in his TR7 ran short of it, probably quite quickly given the size of that thing, and died. That is the beauty of a car club like ours – people who don't just care that you get home, but are prepared to drive out and come help lend tools, hold the torch for you and support you while you fix it!

Our next meeting is Monday 2nd of June at the Plough in Fen Ditton as usual.

*Tom*

### CHESHIRE

Sandbach hold their Festival of Transport on the same Sunday as Drive It Day, and the day remained dry for the duration. At Sandbach, in addition to Hark the Herald, there was another 13/60 ragtop and a Vitesse Mk2 ragtop. There was a Spitfire (which escaped my

camera), the Triumph Formosa, a Citroen DS20 (I wish the mechanics were not so difficult), a Trojan bubble car, a Chevy Bel Air with a polished steel finish and (apparently genuine) bullet holes, many other cars, a number of steam engines and many lorries. The parade was supposed to start at 4pm, but it wasn't until 4:25 that things seemed to start moving. As with previous parades, it seemed that the entire population of Sandbach lined the streets as we proceeded through them.



On meeting night, the weather changed from rather warm to sort of normal for the time of year. It had just started to spit with rain as I left home, but that was all it did, so hoods remained down. When I reached the Cock and Peasant, there was a small crowd of people gathered around a Ford Model T, which is definitely not a normal item. This was Arthur's car, which he'd said at an earlier meeting he might bring along. I was given a lesson in the functions of the lever and pedals, fortunately without the engine running.



Matthew has made little progress on his Spitfire project, mainly due to exams, which I recall are important. Alan brought me up to date with his GT6, which now contains more metal than last time we talked. Roger told us of difficulties with a (rear) wiper motor, which somehow moved us to the issue of start dates on credit cards. I took a straw poll about the digital version of the Courier, and I think two of us said we would happily move to it.

I mentioned changing a set of points, and Alan informed me of a technique to determine the point at which the points open (pun intended), namely a cigarette paper between the points which can be removed as the gap opens. I remember that the points gap

could be measured with a piece of cigarette packet, but I now use a bulb (LED of course) across the points to establish the point of opening and use a dwell meter to determine correct points gap.

The weather cooled quite a bit for Gawsorth Hall, but this seemed to have very little effect on attendance, which meant lots of cars to look at. There were two Herald 1200 saloons, Mr Burnham's a Vitesse ragtop, a very nice Mk2 GT6 and at least two Spitfire MkIVs, plus the Triumph Formosa and two Model Ts.

In June, we can look forward to Tatton on the 7th and 8th, with Lymm Historic on the 24th. Our next meeting is on Thursday 5th June at the Cock and Pheasant. First run out of the year, so 7:30 for 8. The Swettenham is the likely destination.

*Henry*

**CORNWALL**

Well, here we are nearly halfway through the year and what a great half of the year we have all had so far, out enjoying our Triumphs. Another good attendance in April for our club night, marvellous to see you all. The New Inn have been very accommodating for us and would like us to continue our meetings during their busy period, but we shall be using the snug.

The show season is now upon us, so our Sunday drive outs will stop for July, August and September, but we do have a full programme of shows which I have shared on many platforms. Our WhatsApp group is a great way of letting one another know of what shows you are attending; it worked very well last year.

Our big event for this month is at Higher Harlyn Park, St Merryn, on 27th-29th June. It's going to be a great weekend of gathering with Triumph friends. A highlight for April was Drive It Day, being organised this year by Sally-Ann and Anthony and here is a report of our day.

**Drive It Day – Sunday 27 April**

This year's Drive It Day was a real treat, made even more special by the welcome addition of members from the TR Register. We met at



The Gold Centre near Porthtowan at 10:30am, with a planned departure at 11:00. By then, a fantastic turnout of around 40 cars had assembled, all gleaming in the brilliant sunshine.

Our route took us along the north Cornwall coast towards Wadebridge, passing through St Agnes, Perranporth, and Goonhavern – right past the New Inn, our usual meeting spot. From there we continued to Newquay, then along the stunning coastline past Mawgan Porth and Watergate Bay. With the weather on our side, the views were absolutely spectacular.



At St Merryn we turned towards St Issey, with Wadebridge in our sights. Unfortunately, a long traffic jam – caused by a traffic incident – meant our plans had to change. Some of the group diverted and found their own routes to our lunch venue, the elegant Trenyhton Manor near Fowey. Our own journey hit a small bump when the coil overheated in our car, requiring a half-hour stop. Huge thanks to Brian and Wendy, who very kindly went home to collect a spare coil for us. Once back on the road, we were able to meet them at the hotel.

The staff at Trenyhton Manor were incredibly accommodating, kindly holding off lunch service until all of us had arrived. Set



against a backdrop of beautiful sea views, the hotel provided an ideal setting for a delicious lunch and a peaceful stroll through the gardens afterwards. It was wonderful to see so many cars out on the road and so many members joining in. I hope everyone enjoyed the day – it was a fantastic celebration of classic motoring in Cornwall.

Many thanks go out to Sally-Ann and Anthony for all their hard work in organising this amazing day. I shared lots of photos on Facebook, WhatsApp and our group email, but also please do have a look at M H Photography on Facebook who took over 130 photos of our cars for which I was very thankful of their attendance.

That's all the news I have this month. Safe and happy motoring.

*Carol*

**CUMBRIA NEWS**

Drive It Day this year was accompanied by reasonably good weather, and for TSSC Cumbria members it was a good drive to Dalemain House near Ullswater for the Wigton Motor Club meeting. This event coincided with the end of the International Marmalade Festival at Dalemain, so not unsurprisingly I was unable to prevent our newest member, a certain Mr Paddington Bear, from attending. Whilst I was pleased to allow him to sit alongside me in my car as we travelled to Dalemain, I was somewhat dismayed at the amount of marmalade sandwich crumbs that I had to brush away from my immaculate car interior later in the day. After a rigorous tasting of a large number of the hundreds of marmalades on offer, a selection of suitable flavours were purchased for consumption in the very near future.

The turnout of cars wasn't bad, and apart from our TSSC cars there were a few other Triumphs on the field, including a couple of rather smart Sprints. It's always a pleasure to meet new Triumph owners and talk to them about their vehicles – and hope fully encourage them to join the Club!

My return journey in my Triumph 2000TC was only marred by a slight fuel starvation incident. I would like to think that after driving over a speed ramp it may have stirred up a bit of muck at the bottom of my fuel tank which caused a temporary fuel shortage that quickly cleared. However, I

also suspect that the very sticky marmalade sandwich crust I found stuffed in the air filter may have been responsible for part of the problem. I can't imagine how it could have got there, or how the car got so sticky inside, but it's nothing that an intensive valeting won't sort out.



**The next events on the horizon**

- Sunday 29th June - Moffat Classic Car Rally, at the Moffat Showground, DG10 9QF, in aid of Macmillan Cancer Support.
- Sunday 6th July - West Cumbria Vintage Club rally, at Hayes Castle Farm, Distington CA14 5YB.
- Sunday 20th July - Rotating Wheels rally at Gosforth, old showground, off the A595, CA20 1HP.
- Sunday 27th July - Ripon Classic Car Gathering at Ripon Racecourse, HG4 1UG.

For more information about any of these events or for passes, please contact me on 07999 693989. Hope to see you there!

*Nigel*

**DERWENT VALLEY**

We are getting ready for our camping weekend at Ashbourne from the 19th to the 23rd of June, and hope to see you there. The run will be on the Sunday the 22nd.

For Drive It Day some of our members joined up with Notts area to do a run to Claymills Pumping Station.

Our May meeting was a meet up at Matlock Bath with a visit for fish and chips and then continuing at the Fish Pond pub. We had three new members attending and hope to see them again.

We are planning to have a mini run to our next venue, which will be announced on our Facebook page.

*Bryan*



## AREA NEWS

### DEVON

I missed out on April's Club Night, so John took the reins. It was another well attended evening, with a large array of Triumphs on display – three Stags (two of them wearing hard tops) and three stunning GT6s, one of which is the first Mk3 off the production line, an unrestored car and completely gorgeous. John had the pleasure of presenting Jon Chartres with the Member of the Year trophy, awarded by the Council of Management (COM) nationally. Delighted to see that Jon's huge input into the Club and Devon Area in particular is recognised nationally.



Jon also arranged our Drive It Day event, which was fully booked. Meeting at the House of Marbles at Bovey Tracey, before we left I was delighted to award the national Cudmore Trophy to the unsuspecting recipients, Peter Barker and Christa Percival. Their exploits in their 1960 Coupe this year have been published over two months in the Courier. The Cudmore Trophy is awarded by COM for the best use of a Triumph car. What better than following in the tyre tracks of Annie Soisbault and Annie Spiers who completed the Rallye Monte-Carlo in 1960.



Jon had again organised a great drive through the Teign Valley and over the moors to Postbridge Village Hall. The Hall Committee once again provided the most delicious cream tea for us all. We started with 23 cars at Bovey Tracey, including friends from the Devon SOC, and ended up with even more at the finish when we were joined by several from North Devon. We had everything from Christa's 1960 Herald Coupe to new member Dave's TR7, with Heralds, Vitesses, GT6s, Spitfires, Stags, a lone Dolomite and Tim's Burlington Arrow which as usual

attracted a lot of attention. We saw a huge number of classics out and about on a beautiful spring day. The benefits of Club membership were clear to see when Bob's Vitessse suffered a loss of power – everyone rallied round and we shadowed him back towards Plymouth.



### What's next

Sunday 1st June – Area Treasure Hunt. We hope you have booked for this by now, and we are looking forward to a Summer Treasure Hunt for a change. Perfect for Exeter and East Devon members who we don't often see.

Sunday 6th July – Sunrise to Sunset Run. We will need numbers by the end of June to confirm and we will advise if any prepayment ordering is required. The plan is Sunrise at Haytor Rocks, followed by 9am breakfast at Ullacombe Farm nearby, booked for 20. Dinner is booked at the Blue Ball Inn, Lynmouth at 6.45pm for 20. Then to the seafront car park for the sunset if we cannot see it from the pub. Provisional booking at Grist Mill, a working wool mill and museum, for around 1pm for a tour. Their coffee shop will be open for drinks. Bring your own picnic for lunch as the Mill is opening specially for us. There will then be a suggested run/route from Ullacombe to Grist Mill and then from Grist Mill to Lynmouth. People can join us at any of the stops, so you need not think that you have to do it ALL! There will be time to rest up if you are planning the whole day. Rob Lingard is organising this one. [rob lingard139@yahoo.co.uk](mailto:rob lingard139@yahoo.co.uk)

12th/13th July – Powderham. Entries should all be in by now. Shane and Dave will send out passes as soon as they are received.

Sunday 31st August – Heads up for TSSC Summer Picnic. TSSC member Miles Coward and his lovely parents Brian and Angela

have kindly offered to host a joint North/South Summer Picnic at their beautiful home in Bridestowe, just south of Okehampton. This will be a 'Bring what you Eat' event, but please register your interest with Darren. [darren.groves@googlemail.com](mailto:darren.groves@googlemail.com)

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

Monthly Club Nights at the Star Inn, Liverton – These popular evenings continue on the third Wednesday of each month, so this month on 18th June. All are welcome, there is a big car park to show off our cars, great food and company. An idea of how many are coming is always appreciated.

Keep running on all 4, 6 or 8, preferably as designed!

*Sue & John*

### NORTH DEVON

I (Andy) couldn't make the May meeting, but it seems that there were a good number of people and Triumphs in attendance. Along with Darren were Simon and Max, Alan and Janet, Lee, Dawn and Geoff, John, Kay and their son Tristan, Robin and his brother Jerry complete with Robin's Vincent, and three TR owners from the TR Register.



There are a couple of great events in June. The Lyn Valley Classic is on 8th June – please come along as this is a great event. Then on June 15th the Fathers' Day at Morwellham Quay near Tavistock will be taking place.

Looking forward to July, there is the sunrise to sunset Run to the Sun event organised by Rob Lingard on 6th July, we have the flagship event at Powderham on 12th/13th and on 26th we have a

TSSC stand at the RHS Rosemoor event near Great Torrington.

Please join us on the first Thursday of each month at the Crealock Arms, Littleham EX39 5HN from 7pm. We are glad to welcome anyone, whether you are in a Triumph or not!

*Andy and Darren*

### ESSEX

The weather in April really set the Essex Group up for bringing their lovely Triumphs out. On our monthly meet we had a drive-out to Marks Tey in Colchester, to The Bungalow Diner which has a 1960/1970s classic style which a lot of bikers and classic car enthusiasts are drawn to. We booked for 25 people to eat, 13 Triumphs came and throughout the day a few more arrived. It was good to talk to new people and explain all about the Essex Area. During the day I went through the up and coming shows, and also the Drive It Day details. We ended with an Easter Raffle, with proceeds going to club funds and cancer charities.



National Drive It Day was on the 27th April and we had 21 cars join us at the Toby Carvery in Notley Cross. All of us set off at 10am in groups of four to our first stop, which was Perywood Garden Centre where some of us had a coffee and lunch. After looking around, we moved on to the next stop – a drive of a further hour and a half to Datum Attitude Brewing Co, a micro-brewery with a great selection of beers (alcoholic and non-alcoholic) for everyone to try. Some of us decided to end the trip here, but others then went on to finish the drive to Crossing Temple Barns. A good day was had by all, with sunshine all the way around. Thanks go to Ian for arranging this route for his chosen charity Prostate Cancer, and Karl for creating the Tulip map for those who prefer this form of instructions for their co-pilots.





On Sunday 4th May a few of us took part in the 53rd Ipswich to Felixstowe Historic Vehicle Run. We met up at Colchester Services on the A12 and drove to Christchurch Park in Ipswich where we assembled until it was time to move on the road run towards Felixstowe. Although we had some rain and lower temperatures than last week, it did not spoil a lovely day out. There were 500+ vehicles parked along the promenade, which made a great sight.



**Essex Diary for June**

- Sunday 1st – Cars at Hertford Castle.
- Sunday 8th – Aldham Olde Tyme Rallye.
- Sunday 15th – Battlesbridge Breakfast, 9am (check their website).
- Friday 20th-Monday 23rd – Area Weekend Trip to Leamington Spa.

**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).

Mike

**GATWICK**

A lot is happening at the moment with trying to get my Mk3 finished – not only did the overdrive pack up, but so did the speedometer! This was all before my trip to the IOW. Amazingly the speedometer was fixed in 24 hours by The Guage Shop. The overdrive took a bit longer and has now been returned after a rebuild by O/D Spares. I'm hoping to fit it back into the car on the Saturday before Leatherhead. My drive down in my Mk1 to the IOW was in beautiful sunshine, which continued to

shine into the following week (what a time to have a break in a Triumph).

As the IOW camping weekend drew nearer, the island started to fill up with Triumphs. What a weekend we all had thanks to Jo, Roxy and the team. Sadly space restrictions prevent many of the pictures I'd like to show you of our adventures on the sunny island. Hopefully there are other pictures in the Courier of the weekend's convoys and places we visited. However, we (Al, Jeremy, Cliff, Frances and myself) had our own mini convoy one evening to Bonchurch Inn.



From last year I'd been keen to get the three early Spitfires together for a photo this year, but to my surprise we gained a fourth! From left to right is my Mk1, then Tony's beautiful blue Mk2, Robin's red Mk2 and finally is a very late white Mk2 belonging to Derek. Hope to see you all again next year guys.



For Drive It Day, see our slot in that section of the mag on p16.

**Shows coming up**

- 3-6th – July Le Mans
- 13th July – BL & Leyland Show at the British Motor Museum at Gaydon
- 27th July – Gatwick Area Stand at the Bromley Classic Car Show on the South of England Show Ground in Ardingly.
- 8-10th August – TSSC National at HQ

We'll also be going to Cranleigh Classic Car Show and Capel Classic Car Show, plus others in the pipe line.

This month's meeting at the Crown is on the 10th at 8pm. There is no excuse not to enjoy your Triumphs in this sunny weather!

Tony

**LEICESTER & RUTLAND**

Area members made the most of the weather in April and early May! The April meeting had a good turnout of Triumphs in the pub

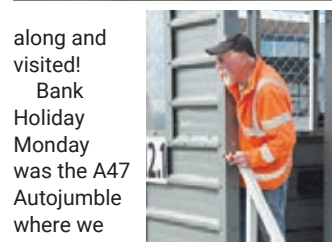
car park, and a warm welcome extended to people coming for the first time.



Drive It Day was well attended with a combination of sunshine, driving and quite a bit of eating – we managed to weave in breakfast, tea and coffee, ice cream and a hog roast in less than 60 miles. It was great to see the usual members, but also a few new faces who joined us on the day at various points on the drive. We managed to meet another car club on a very narrow gated road between two of the villages, pretty slim odds even on Drive It Day. Some being in quite large cars, they fortunately took to the grass verge to let us all past and it was all taken in good spirits. The drive ended at Stonehurst Farm for their first car show of the year, which is a very large meet with hundreds of cars, a real mix of everything classic and interesting accompanied by a hog roast and bar. This will definitely be one to attend again later in the year.



Donington Historic was up next at the start of the bank holiday weekend, where we had 10 cars on display in a great spot right next to the track. We even had two of our members supporting the event – Mike M marshalling in the box right next to us, and Steve G there supporting the Sporting Bears. Being on display in the middle of track means you are never far from the racing, and can enjoy the mix of vintage, Formula One, touring cars and classics on the track. We were again fortunate to have some new faces join us on the day, and met several members who were there as spectators. Thanks to everyone who came



along and visited!

Bank Holiday Monday was the A47 Autojumble where we had several cars on display. It is located between Hinckley and Leicester on the A47, and is held on each Bank Holiday Monday, when the weather holds up. This event has grown over the past few years with hundreds turning up in classic cars, and also a pretty large selection of treasure in the autojumble. Quite a few bargains went home with members, and we got to chat to more members who spotted the TSSC flag.



If that wasn't enough, we also had members join in events in Norfolk, the Isle of Wight weekend, and even had a wedding with the Herald in attendance!



Coming up in June we will be joining several events. As always we are happy to meet up to drive over together, so if you want to join us, please drop me an email. Area members will be going to the club Open Day at HQ, the Classic Car Show at Ragley Hall on 15th June in Alcester, the Club picnic, and the Peak Run.

Our area event will be coming

## AREA NEWS

up in August, so please get your bookings in for the Sunshine Rally 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.

Hope to see you at one of the events soon.

*Jason*

### SOUTH LONDON

There were 13 of us at the May meet – only four in Triumphs, but it was chilly. As I write we are looking forward to the South of England meet next Sunday. I will be there with my Mk3 Spit and a TSSC South London banner – I hope you came up and said hello!

New Pete has a sub-optimal speedometer which he bought with him in a plastic bag. We looked at it and decided it didn't work. No sensible advice given or received.

Update on Les's saggy rear spring on the red Herald. He removed the trunnions, but the new spring was still really low, so he put in new polyurethane bushes. Has anyone else suffered from a weak spring?

Mem arrived late and had a good line in trying to get rid of some of his excess stock in order to clear his garage of unwanted spares.

Lesser spotted a TR8 'in the wild' – not many of those around.

*Rich*

### M25 EAST

Here we are in June already and things are beginning to hot up. Sorry for no write up last month – there was nothing to report on, and I guess you're all bored now with tales of my gearbox rebuild. Well, I might as well give the last instalment – the car now is all back together, running lovely and more importantly I can change gear without the dreadful grinding noises. The clutch is much improved and comfortable, and

the drive is also a lot smoother now I've replaced the collapsed wheel bearing. We've been on a couple of reasonably long motorway journeys and all is good (touch wood).

Events in April took a while to get going as it was a bit chilly to start with. Our first use of the car was for a wedding. Malcolm and Lesley's daughter Nancy got married down in Kent over the Easter weekend. Malcolm took her to the venue in his Vitesse and I was seconded to take the three bridesmaids in our Herald. The cars both looked 'spot on' – polished, bedecked with ribbons and bows and both sporting specially commissioned number plates. Congratulations Jack and Nancy.

Our first actual car show for this year was at the Saffron Walden Crank Up. It was a gloriously hot day (makes a change) and so we had to make use of the bar quite early on! Only two cars for this one, but we met up with a few of our ex-Club Triumph Eastern mates.

The first camping weekend was at the East Midlands Steam & Country Show. This was held over the first weekend in May. I forgot how much hard work camping is, all the setting up and all the gear you need to take. Barry somehow managed to forget his car keys and was faced with the prospect of having his car stuck on the trailer all weekend. Luckily enough my Herald key fitted his ignition and he was able to take it out with the engine still running so I could start mine – what a palaver. It was the first time we've done this show and it was a good one. Plenty of tool stalls which we all like, lots of military stuff, steam, cars and everyone's favourites – Pop Pop engines.

After getting sunburnt the week before, it was back to normal with cloud and chilly winds. We had a visit from Chris and Jane from Northants and Kevin popped over for the day on Saturday. We did

manage to have a BBQ Saturday night, followed by a few drinks. I think we need to up our game though as we were all in bed by about 10 o'clock – this would have been unheard of a few years ago! The show was a three-day event, but after sitting in the cold all day Sunday we decided to break camp and come home. We'll keep this one on the list for next year.



Next one on the agenda is our old favourite the SEM, which is always a great weekend. You'll have to wait till next month to read about it.

### June Events

7th/8th – Aldham Old Time Rally.

14th/15th – Holbeach Steam & Country Fair.

19th to 22nd – Peak Run.

*John*

### WEST MIDLANDS

The first meeting of the newly reformed area went very well, with 29 people attending. Vehicles were a Mk2 2.5, a Mk1 2.5 saloon, a Herald 1200 saloon, a 13/60 convertible, two Vitesse Mk2 convertibles and two red Spitfires – one 1300 and one 1500 – plus an Australian-built Mini Clubman. There were lots of happy conversations, and a fair few tucking in o the Farmer John's excellent menu.



Ken talked about what we should do with some old club equipment; the gas barbecue has been offered to club members for a donation to a local charity and other items will go the same way.

As a group we attended Crich Tramway Museum in Derbyshire. It went well, but was overshadowed by one of our members going off the road with a suspected diff seizure. Adam was extremely fortunate, his Spitfire ending up backwards under the Armco

barrier on the very busy A38. He escaped with a bruise on the side of his head, and although in shock, he continued to the Tramway Museum with his son Luke in his Herald. We all realise how lucky Adam was – he wasn't far from serious injury. The fate of the Spitfire is yet to be decided.

Eight cars are heading to New Hall Mill for an open day display. The mill is quite ancient and believed to be the only working water mill in the West Midlands. Stephen Clapcott, a local member, is organising the event.

The next event is a group trip out to Rhayader, Mid Wales in June, but this is fully booked. This will be the fourth year of this event, organised by Wendy and Darren who think it might expand even more next year.

Phil is replacing the suspension bushes and overhauling the brakes on his Mk4 Spitfire, my long term Herald GiGi (a convertible project) is coming along and hopefully will be ready for MoT in the next couple of months, the first time in the road since 1974!

*Chris*

### NEWBURY

What superb weather we have had over April. This gave us the opportunity to get our Triumphs out on the road. Drive It Day this year had glorious sunny, dry weather and cars were out in force. Ian N organised a nice run out as Tim had told us the Pumping Station at Crofton was having a steaming day and special car park for classic cars. Ian N in a TR6, Steve in a Vitesse, Phil and Jackie in a Spitfire, Chris in a Stag, Dave and Mary in a Vitesse met at Waitrose in Newbury, which gave a good mix of Triumph models.

Following Ian's lead, we went along the A4 to Froxfield and then down attractive country lanes to Great Bedwyn. We had to park in the overflow field as there were so many cars. The setting was great, and several people followed walks along the canal or visited the pumping station itself. Thanks to Ian for setting up the day.

Ian C has been busy working on the rear suspension of his Spitfire, so here's an update from him.

'Restoration of my Spitfire 1500, AKA the Skateboard, has been happening on and off for the last five years. More off than on – progress has been slow, and the current phase is a complete removal and refurb of the rear





suspension. I've found plenty of helpful articles in resto mags, and of course The Courier. But how come the authors never seem to encounter issues and everything is completed in a timely manner...?

'The refurb was going well. Our chairman Dave Rumens had helped with drifting bearings back into place and I was hopeful of completing the rear trunnions quickly and re-fitting everything, but I couldn't get the rebuilt trunnion housing back into the vertical link. It was too wide. I compressed the cups as much as I could, but still no joy. At this point life got in the way of the resto and I had to put it on the back burner.

'Despite a lot of online searches and videos, I couldn't find anyone else who was having trouble. Had I done something wrong? Months passed and I finally managed to get to a club night and ask for help. As usual, everyone pitched in with useful advice and then came the light bulb moment when somebody said: "That's not unusual. You need a bit of tie bar and two nuts to gently prise open the vertical link."



'I'm a cautious soul and don't want to ruin anything, so once again I took my bits, complete with tie bar, over to Dave. Suffice to say it got the seal of approval, and now one trunnion has been installed and the other is on the bench waiting – the resto is back underway. Once again this demonstrates the benefit of belonging to this great club and group. Help and expertise is always available when you get issues you can't find solutions to online. Thank you all, especially the long-suffering Dave Rumens!' Thanks Ian for your report.

As for me, in early April I took my Vitesse out for a drive to make sure it hadn't developed any problems due to its winter layup. All was fine until I got to within 500 yards of home and found the gear lever had turned into a porridge stirring spoon. I just managed to locate first gear and get the car back into the garage. On investigation I found the gear lever ball had completely disappeared. Fortunately, I already had a rebuild kit and, just to be on the safe side, I replaced the ball and all the bushes. I am glad to say all worked fine on Drive It Day.

**June's meetings are:**

Weds 14th – We are roaming. Check your emails and the Newbury Facebook for details.  
Weds 28th – at The Craven Arms, Skinner's Green Lane, Enborne, Newbury RG20 0HG.

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

*Dave*

**NORFOLK**

We have a winner! Congratulations to Andy and Gill (gold TR7) who win this year's mug for our Drive It Day Scatter Treasure Hunt with 92 points. This year's event included Norfolk Lavender, Creake Abbey ruins, RAF Bircham, Newton Heritage Centre, St Mary's Church, a walk around Great Massingham village and a fighter jet in the middle of a field. The lunchtime



gathering was at Bircham Windmill where we had over 20 Triumphs parked up. Points were for correct answers, but the big scores were gained by taking photos of other Triumphs out and about. Only 12 points separated the top five. Thanks to all who joined in with the quiz, and also those that came along to help us fill the parking area up for the lunchtime social.

Our next event was organised admirably by Tim, who writes: 'On Sunday 4th May we had our third visit to the Bungay Area Lions Club Classic Car Rally at Earsham Hall, Norfolk. Each year we get more Triumphs come along, and this year we had 15 – three Spitfires, two Heralds, two Vitesse, two TR6s (one brought by a friend from the TR Register), two TR7s, a GT6, a 2000, a 1300FWD and a Bond Equipe.

'The weather forecast was changeable, and it was certainly right! Waking up to overnight rain, the day did not look promising. However, it cleared out and we headed off to the meeting point – Smokey Joe's Diner in Ditchingham. All assembled, we left in convoy for the couple of miles journey to the show, and with no queues at the gate we all filed in and parked up together. Once we had got the banner and the flag set up, we were all ready for the day.

'The show is always a great day out. There were around 300 vehicles on show, from military, commercial, American, modified and of course general cars of all makes, models, ages and types. There was the usual good selection of stalls to visit, the Hall's antiques centre was again open, and the offering of good hot food is always appreciated at these events. The varied entertainment program of local artists made for a good atmosphere, and there seemed to be more people visiting the show than in previous years.

'Despite the weather never quite deciding if it wanted to be sunny or dull, we had lots of socialising throughout the day and all club members seemed to have a good time at the event. We are already looking forward to 2026.'



I would just add that as luck would have it we were parked up next to editor Simon's Acclaim which became part of the TSSC Norfolk line-up. Thanks for organising, Tim, and for the report.

Our June meeting (Thursday, 8th June) will be a BBQ at Old Buckenham Airfield, where Station 144 Bistro will be opening up just for us. It will be a slightly earlier start than normal – 6.30pm for food at 7pm. A 1/4lb burger or hotdog is £7, but I do need to give numbers for those wanting food so please email paul.norfolktriumph@gmail.com if you want food, especially if you require a vegetarian option.

I'm in the process of getting a Triumph area at the North Norfolk Railway Golden Years Weekend which replaces the usual Transport Festival on Sunday 27th July. Details are still being finalised, but the cars will probably be at Holt as usual and cover the 1960s, 1970s and 1980s. Again, let me know if you'd like to join in.

**Forthcoming events**

Thursday, 5th June – Club Night, BBQ at Old Buckenham Airfield.  
Thursday, 3rd July – Club Night, fish and chip run to Cromer.  
Sunday, 17th August – Tea and Cake afternoon.  
Weekend, 12th-14th September – Camping Weekend and Mile of Triumphs.

*Paul & Christina*

**NORTH EAST**

I am sorry for the lack of report last month – I was away visiting family so missed the deadline, but

I did manage to pack a few days of sunshine in my suitcase so it was a good start to April. And I managed to get the GT out of the garage a few times before Drive It Day on the 27th.

On Drive It Day we had seven club cars and nearly as many modern classics. It was nice to see Andy and Anne Dunning again after such a long time, it must be over 15 years since we last saw them in their Vitesse. His only issue on the day was an escaping hub cap, which he managed to recover. The weather on that morning started out dry, but really cold. However, as the day progressed it got a bit warmer, and it never rained all day, which was a bonus. After a brief stop at Bolam Lake, we continued on our way up to Rothbury for a picnic lunch. Afterward we travelled through Alnwick to get ice cream at Morwick Farm Dairy near to Amble, and then on to Stannington for a coffee before returning home. In total we covered around 100 miles through the beautiful Northumberland countryside, a good run for some cars that have not been used over the winter.

By the time you read this, a few of us will have attended the Ushaw House show – more on this next month. The next event after that will be Morpeth Fair on the 8th June. We will send out an email with meeting points etc for those who are attending.

I will be missing from June's meeting on the 1st as I will be away again. If anyone wishes to organise an event or knows of one that may be of interest, please let us know.

*Geoff*

### NORTHERN IRELAND

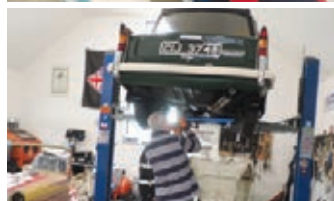
Good weather is still with us this last while, and I hope that it remained so for our weekend away to Stranorlar, Co Donegal on 17th-19th May, with us staying at Kee's hotel. Thankfully a good number have booked after we got a good deal through Alan (H).

Although Mon 5th May was shown as one of our events at Shane's Castle, I didn't go this year as I felt that I had to queue for too long, nor did I like the entry fee of £15 per person. I trust that you liked the article within the letters page in relation to the journey to France that Ian and Brenda (M) took in their TR6.

I regret the cancelling of the 10th May run, but it was done

for several reasons, including the NW 200 and for the VE Day celebrations marking the 80th anniversary of the end of World War II in Europe.

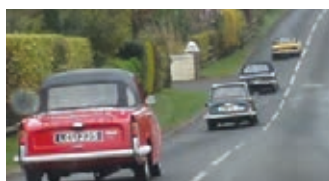
Our annual Lift, Look and Lubricate took place on Sat 19th April at the home and garage of Colin (L) at Scarva, as well as an afternoon run in the general area of South Down. Not too many took the opportunity this year as a few Triumphs were off the road, so more time was spent on those who arrived early before the run. Of course, we had the added bonus of Heather's hospitality, as well as buying our signed copies of Colin's book on the Triumph Herald. This is a very in-depth account of the Triumph Herald over nearly 100 pages with several local cars within the many photographs.



As expected, a few more cars turned up for the run itself which saw us make our way to Loughbrickland from Scarva before taking the local roads, passing the locally named lake. Next up was Rathfriland as we missed out the centre to pass Kiltarriff Hall Country House and Drum Lough as we made our way along the B7 to and then through Mayobridge. Some lovely countryside here as we came to Burren to then make use of the Ballydesland Road and beyond to our tea/coffee stop at Annett's Garden Centre. It was interesting to note that along that short stretch of roadway there are quite a few lakes well known for their fishing opportunities. Nice surroundings here at the centre and well worth a longer visit in the future.



On the road again brought us to the well-known classic car area of Kilbroney and then, up on the hills to our left, Cloughmore Stone. I remember walking up there last century when I was a very young man. There were great views of Carlingford Lough along this road before coming to the walls of Ballyedmond Estate and in the centre, of course, the Castle that is well worth a view. Rather than driving through Kilkeel, we came off the main road to make our way through Attical to then have a closer view of Slieve Muck and the well known Mourne Wall on our right. Next into view was the Spelga Dam, with its own 'Magic Hill,' as we made our way to and through Hilltown to once again arrive at Rathfriland, this time from its other side, to continue to our destination, the Salt Kichen at The Boulevard, Banbridge. Once again we all enjoyed our meal here. A big thank you once again to Colin and Heather.



Sadly, just one more bit of news. After many years of ownership, Ernie's 1964 Triumph in on the way to a new owner. I trust he knows what is under the bonnet as it is certainly not a 1200cc version engine, more like 2500cc.



### Events Diary

Wednesday 4th June – Meeting at Carrick Castle at 7.45pm, to Rinkha, then Brian Spurle for tea etc. This is in lieu of our June area meeting.

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

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*

### NOTTS

As the sun was shining for a change, for Drive It Day we joined forces with the TR Register Trent area. We started out having a full English breakfast at the Horse and Groom pub, where the car park filled up nicely with up to 30 cars turning up.

After a catch up and looking at the lovely collection of classics, we set off. The TR Register's Ian Viles and Barry had prepared the run out that consisted of no motorways, just small towns and country roads. We were heading for the Great Northern Classics in Derby. All was well until our Vitesse decided to break down literally at the gate, but Nigel changed something under the bonnet and we were off again.

We went into Great Northern Classics for a coffee and browse around the showroom. An absolutely gorgeous Mercedes Goldwing was the pride of the GNC – worth over one million pounds, needless to say you admire it from a distance. After a break, we then continued on to Clay Mills pumping station in Burton on Trent. We had coffee and cake before going into the first hut for a talk from one of the volunteers, who dedicated his time (along with 50 other members) to getting the pumping station back to its original state. All the work and time is definitely worth it, and this is one thing to go and see if you are in the area.

After the tour and another coffee, we said our goodbyes and drove back home in the wonderful sunshine. What a day of smiles and driving out with our classics. Brilliant day out. Thanks to Nigel Hill and Ian Viles for organising the trip.





Our Notts meeting took place at the Horse and Jockey where we had lots of our members join us for jacket spuds and live music – a great night was had by all, but only one classic turned up as it was a cold night in April. Look out for our next meeting, which is always the third Wednesday of each month. Facebook gets updated every day. Thanks again to members supporting the Notts area, it is very much appreciated.

See you at the meet on Wednesday 18th June. Look out for the Facebook page and text message we send out.

*Nigel & Di*

**PETERBOROUGH**

Another lovely meeting and well attended as usual, so thanks to those of you who turn out and make our meetings so jovial and informative. We had two Spitfires in the car park this month, but unfortunately my GT6 was imprisoned in the garage due to a skip being delivered on the driveway.

Following on from last month's tribulations, Mike's Vitesse clutch is now freed off and Steve's brakes have magically fixed themselves! Steve is quite rightly suspicious of the miracle cure and is going to investigate further, but he has treated the Herald to a new rear number plate, just to show his appreciation. Malcolm took his GT6 for an MoT and got a pass, despite the screen washer switch disintegrating afterwards. We are both interested in making the swap to TR6 style switchgear and will probably do this despite the cost.

We had a lovely run out for the annual Drive It Day. 15 cars were involved, and we were joined by the local U3A club – Malc is the

organiser and also owns a very lovely Stag. We started as always with a breakfast meeting. This time we were at Willowbrook Farm Shop café on Helpston Heath. The run saw us take in the scenery of Lincolnshire, Cambridgeshire, Rutland and Northamptonshire. I'd like to thank Doug for coming up with the route and producing a terrific route guide with info on the areas of interest we visited or drove by, sensational effort as



usual Doug! Despite having a problem with her nearside door catch, Tina managed to join us and Jackie, her navigator, successfully completed the run without falling out! Charlie looked suitably dapper in his bow tie. The weather was kind to us, in fact it was a glorious day.



I joined Mike and Deb Dolby on Sunday May 4th for a visit to the Scarecrow Festival at Uffington. The whole village seems to join in and makes this an interesting visit. There was an eclectic collection of classics, both cars and agricultural machinery, on display. My GT6 was parked between an MGC and a Citroen DS. Plenty of tea and cake stalls too, happy days. Mrs



Dolby had made her usual delicious picnic and I was delighted to be invited to share.

Our June meeting will be at the Gordon Arms on June 9th at 7.30pm.



*Steve*

**SCOTLAND EAST**

Summer is here, and what a summer it has been so far! We celebrated the start of the season with Drive It Day and a drive to the National Museum of Flight at East Fortune. It's a fantastic museum near North Berwick that boasts an impressive collection of aircraft, including a BA Concord, Avro Vulcan, Spitfire, Meteor and so much more.

We met at Riccarton Park and Ride, making quite a sight in the mid-morning sunshine – Cameron in his Blue GT6 Mk3, Andrew in his white Spitfire, Colin in his everlasting brown 2500S, Mike in his yellow MGB and me in a red MGF. We set off with Cameron leading the way, the sound of his twin exhaust clearly overpowering the sound of any nearby cars. The best place to be is driving a GT6, but following behind comes a close second. With my mirrors filled with classics, we all set off down the coast to North Berwick.

Upon arrival at the museum, we met Ken Thomson who was kind enough to give us a private tour. Ken, who owns a red GT6 Mk3, works at the museum and has flown many of the planes on display over a long career in aviation. He was able to give a wonderful and knowledgeable tour filled with fascinating and interesting anecdotes from his years of flying experience. Thank you, Ken.



As with all classic car runs, the day was not without minor mechanical issues, but all the cars that started the day made it to the museum and back home again. Sun, sea, classic cars and aircraft – I challenge you to find a better way to spend your Sunday!

On the 8th of June we are attending BVAC Classic Festival

of Motoring at Thirlestane Castle. This show is one of my personal highlights of the year with over 1000 classic and vintage cars of all models and styles.

We will also be attending the 44th Festival of Historic Transport at Lathalmond Bus Museum on Sunday 15th June. While not on the same scale as some, the show is located in the grounds of the museum and the restoration workshops will be open to the public. This means that not only will there be many interesting cars, but you can also see vintage buses in various states of restoration and talk to the teams working on them. Well worth coming down.

Our next meeting will be at the Hawes Inn at 19.30 on the 9th June. I hope you will be able to make it. I do enjoy a chat around the cars in the car park at this time of year.

*Alan*

**SCOTLAND WEST**

Well that's Drive It Weekend done for 2025. We started on Friday 25th April at Stirling services in the central belt of Scotland and then proceed via a scenic route to the Premier Inn at Portlethen. We enjoyed lunch at Peggy Scotts Cafe at Finavaon on the way up and Friday night dinner was at the hotel. On Saturday we were off to the Grampian Motor Museum at Alford via an 80-mile scenic tour organised and directed by Graeme. We had a very nice lunch at the museum, followed by a good look around. The museum current has all the Top Gear cars on display, including the Herald boat. We also met local TSSC member Crawford Hendry and his very nice Herlad 13/60, and even managed to do a temporary fix on his windscreen wiper which had just fallen off.

We had decided that we would be going into Aberdeen town centre via bus on the Saturday evening, and though we had much debate on which bus stop to use, we all managed to get there and enjoyed a very nice meal at a Nepalese restaurant.





Dinner in Aberdeen.

On Sunday morning some of us went down to Aberdeen beach boulevard to meet up with the Triumph group who were taking part in the Drive It Day event, which involved 160 cars going from Aberdeen to Crathes Castle. I was also there on behalf of the TSSC to present Danny Stroud with a special award – Danny had just stepped down as area organiser after completing 28 years of service for the North East Scotland Group.



Five cars in Portlethen.

As a group we have decided that Drive It Weekend in 2026 will be to Port Patrick area in the south west of Scotland. If anyone has any thoughts on runs out etc, please let me know,

Reports on Stirling Show and Doune Hill Climb will be next month, while the Thirlestane Castle event will be on the weekend of the 8th June and is organised by Alan Wells from the Scotland East Group. This is a much loved event and will see over 1000 cars on display over the weekend.

Gordon McDonald is looking to organise a run from the Harvester restaurant in Hillington, Glasgow to Inveraray Castle. Please see more details on our events page. The provisional date is Saturday 27th September.

Dave

## SOMERSET

We had a great Drive It Day at the end of April – the weather was kind and the roofs were down. The drive was up into the Quantocks, then along the coast before crossing the Brendon Hills, finally ending up in the Blackdown Hills. We covered around 80 miles, with everyone making it for lunch at the Greyhound Inn and Staple Fitzpaine.

I saw four Vitesse, a GT6 and a Spitfire at the Abbey Hill show over the early May BH weekend. This is a nice little show, and the first proper run out with the TR since the gearbox and overdrive was reinstalled. It seems to be behaving, and the Vitesse is running well too.



We have had a small balance held in an area bank account for some time, but the bank was going to make a monthly charge which made keeping the account unviable. So the account is being closed, and following some discussion at an earlier club night, I will buy some tools/equipment that can be borrowed by Somerset members. If you have any suggestions, let me know. Spring compressors, tuning accessories and timing lights have been suggested. We already have an 'Area' hub puller and I have a spring lifter that I am happy to loan out if anyone needs one.

I have decided to cancel the proposed picnic on 1st June to Litton Cheney – with only a couple of attendees it was not viable, and I needed to confirm numbers with the venue.

Next club night is Thursday June 12th. I am hoping to organise a couple of roving meets, so look out for an email nearer the time.

## 2025 dates for your diary

7th June – Burnham Car Show.  
21st June – Lympsham Manor.  
12th-13th July – Sedgemoor Show.  
2nd-3rd August – West Somerset Railway.  
2nd-3rd August – John Haynes Classic Car Show.  
27th-28th September – Somerset Festival of Transport, West Woodlands.

See you soon,

Steve

## SOUTHERN

We had a nice roaming meet at the Bat and Ball pub at Hambleton. A bit crowded at first, but then we move into the restaurant only to find Wendy and Alan having a sneaky meal. I was tempted to

pinch a chip, but thought better of it as I might have got my wrist slapped.

For Drive It Day, a big thanks to Neil Fletcher for planning and organizing the route. It didn't take long before we got separated from the main contingent, so with Jackie navigating we went on a spirited drive through the countryside with Mike and Vanessa following in the Stag. We eventually arrived at our destination only to find the ones we had left behind were there before us. A lovely day and drive, and again big thanks to Neil.



Our regular meet at the Stars was a bit quieter than usual. Jerry and I arrived in the Vitesse, followed by John on his bike, Dick and Dave B in their GT6s only to find out that the road between the Stars and the Petersfield roundabout was being closed from 8pm for resurfacing. We were told of an alternative route back to the A3, but it took us through a load of country lanes before coming out at Buriton, and by that time Jerry was completely disoriented.

MG Wendy and Dave did make it to the Classic Car Sunday where they were told that there was no entry to the venue until 1.45pm and had to park up in a nearby lane. So did the rest of the world and his dog that was going to the event. On questioning the organisers, they were told it was to alleviate the queueing up the road at the previous month's meeting. Did it work? NO.

## Up and coming events June

3rd – Regular meeting, The Seven stars, GU32 3PG.  
7th-8th – Stokes Row Steam rally RG8 7PU.  
14th – Bishops Waltham Classic Car Show.  
14th – Blackbush.  
14th-15th – High Weald.  
15th – Hollycombe Classic Vehicle Show.  
15th – Fathers Day Classic Car Show, The Hampshire Hog PO8 0QD.  
19th – Roaming meet, The

Milbury's SO24 OPD.

22nd – Harts Classics.  
Tweseldown Racecourse, Bourley Road, Fleet GU52 8AD.  
21st-22nd – Dene Rally, Ropley.  
27th-29th – Cornwall camping weekend.

## July

1st – Regular meeting, The Seven stars, GU32 3PG.  
6th – Godalming Classic car show.  
6th – Drive Through Time, Bognor Regis.  
12th – Wallops Wings and Wheels, Army Flying Museum, Middle wallop SO20 8FB.  
13th – Swanmore village fete and classic car show.  
19th – Roaming meet, The Elsted Inn GU29 0JT.  
25th-27th – Netley Marsh show.  
27th – Bromley Pageant (at Ardingly).

That's all for now folks.

Mark

## SUFFOLK

I thought with the recent good weather our May meeting would be out in the car park having a browse round the cars. The sudden cold snap put paid to that, and the 12 of us that were there remained inside for most of the night. There was a little time outside though, when Peter wanted Colin to check the end-float on his Vitesse. Occasionally he has a bit of stiffness changing gears and was concerned that worn thrust washers might be reducing the effectiveness of the clutch. Thankfully it seemed to be well within tolerance, which is to be expected as Peter has looked after his car in the 30 years he's had it. Still doesn't answer why he has the odd problem changing gear, so a bit more investigation is needed.

A few of us have been having alternator trouble. Brian attended the Ipswich to Felixstowe Run, as did Chris (TR250), Lindsay (Spitfire) and myself (Ford Pop), but he had issues with the battery running flat on Lightning. That run is notoriously slow and hard work on the cars' cooling systems, and initially he thought it was due to the high current draw on his electric fan. He needed a jump start halfway through when the car stalled, but the car also didn't start later that day when visiting an old school friend and the alternator was deemed dead. Although he's sourced a replacement, there's a chance his battery is also showing

signs of a faulty cell.

Robin has had an alternator fail on his Zetec-powered Herald that was only 18 months old, and he's sourced a Lucas one as a replacement. I also had one fail earlier in April on the TR6, which meant driving back across Ipswich at night on just the battery, and those Bosch pumps draw quite a current. That alternator was off an old parts car I had, with a date stamp of 1997, so it had lasted pretty well.

Mathew is continuing to make good progress on the TR6 and had a video of the car running. It's still on axle stands, needs the timing set properly and some of the control cables finishing off, but that's a very satisfying result. He also has new tyres fitted to the wire wheels and just needs to remember to properly tighten the spinners before getting it off the stands.

Mike was hoping to attend Rickinghall Autojumble on the 10th May (postcode IP22 1HD). This is a regular event on the second Saturday of the month, and also involves a bit of a car show. If the right stalls are there, there are bargains to be had. At the last one, I managed to get a new old stock Delco distributor cap and two rotor arms still in their packets. Considering I'd had an issue with the GT6 cap failing a couple of months ago, I thought this was a wise purchase.

Take care all and see you on the 3rd June.

*Russell*

## SURREY

Hello all. Well, I am about to board a ferry to the IOW, so this will be a short note in anticipation of some fun. The big news is that the Vitesse is finished and running – I have to do about 1000 miles in low and slow and hard and soft. The weather is amazing, and the roof will be down the whole weekend. So, Vitesse engine in, all electrics and ancillaries in place and petrol on the pot. Turn it over and bang, we're off.

Driving with no gearbox tunnel in, what a noise but to ensure no leaks or clutch problems. All fine. Seats back in, tunnel, carpet and



silent running. In short it goes like a missile. Up hills in top and pulling. Done about 150 miles so far, it may take some time.

Anyway, the Spitfire is packed to the brim, going well with new MoT and service. That will do; let's hope the weekend goes well and speak soon.

*Cliff*

## EAST SUSSEX

The overflow car park at Sheffield Park station was the meeting point for a charity Tea & Cake run. Organised by Gill and Clive, this entailed bringing cakes and biscuits for a drive through the East Sussex countryside (minding the potholes near Fletching) and ending up at their house to consume said tea and cakes. Twelve Triumphs along with 25 occupants took part, with cars starting off correctly but ending up taking various directions to get back to Hove.

Clive and Gill left the car park first to get ahead of the rest of us so they could park up for some car action photos and then get back home before the thirsty hordes. The kettle was kept on the boil all afternoon to keep numerous tea pots topped up. There was so much cake that everybody got leftovers to last the next week. A collection was made for charity and £130 was raised for Macmillan. Thanks to everyone, and especially to Gill and Clive.



Thursday 17th was the date of the monthly 'Blokes' meeting, and this time we went to the Upcountry Nursery in Scaynes Hill as eagle-eyed Martin had seen that they were offering two breakfasts for the price of one. Fourteen cars arrived, including Malcolm, Gordon's friend, who must have enjoyed the camaraderie as he joined the TSSC a few days later. It also turned out that it was Keith's birthday (Kate had told us via the WhatsApp group without him knowing).

This month the 'Ladies' went for tea and cake at Hilliers Garden Centre, Hailsham. Finally, they had found a venue serious about afternoon tea because there were plenty of scones for everyone.

Big thanks go to David and Kim for organising a National Drive

It Day run on Sunday 27th. From Lewes, they led six Triumphs through the Sussex countryside to end up at the Six Bells pub in Chiddingfold, where there were lots of cars and bikes in the field alongside the pub. Cars, coffee, burgers and sunshine – what more could you want of a Sunday afternoon?



Magnificent Motors at Eastbourne on Saturday 3rd May was another great gathering. The TSSC East Sussex Area had nine cars on show (three Spitfires, two Mk2 2500 saloons, two GT6s and two Vitesse) and they generated a lot of interest with the public. It seems that only Triumph owners lift their bonnets for inspection; is this some kind of secret salute?



## Events coming up in June

Wednesday 4th – monthly meeting at the Halfway House pub.

Saturday 7th – Garden Party at Geoff and Wendy's in Crowborough.

Sunday 8th – Wheels Through The Years show, Burgess Hill.

Sat/Sun 28/29th – Broyle Show, Ringmer.

Sunday 29th – Breakfast Meeting at Rushfields Garden Centre, Poyning.

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

Spring has sprung, and April was ushered in with absolutely gorgeous weather, just right for getting the classics out and about. How lovely to see them appear on the roads. And how lovely to be driving them once more, with the soft tops down and the wind in your hair. It truly is a different type of driving experience to modern day cars, as I told my 18 year old son many years ago – and having

allowed him to try it (with me trembling in the passenger seat as he took it round the local trading estate) it changed his life. Sadly though, he went to the dark side – he saved up and bought an MG roadster. But he still owns it nearly 20 years later – marriage was something of a 'take me plus my car, or no deal.'

The lighter evenings help considerably of course, especially with what seem in today's driving like candle power headlights. Many of my friends are opting now for changing their lights to more modern options, but I'm a bit of a purist and have been avoiding the issue as much as I can by driving only in daylight hours.

Alan and I have spent our time organising the Drive It Day run for the club. As the club members hale from quite a wide area, a route of around 50 to 60 miles from an agreed meeting point, of varying roads and scenery, to a venue which offers the option of snacks or a meal is the general specification. A few options were suggested to the club last month and we settled on Hodnet Hall in Shropshire. Studying Ordnance Survey maps scale 1:175,000 or 1 inch to 2 3/4 miles is very helpful and gives the opportunity for planning routes that offer a variety of roads. It was thus armed we set off to try out our planned route. As I write we have now driven it three times to ensure our directions are accurate, though there have been odd differences along the way, so hopefully all will have gone well!

I have been urged by a few members recently to use Beeline as it cuts down on the possible hitches and misreading, but to me the whole experience includes reading the written Tulip map. I remember well in the early 1970s writing down my instructions pre-journey and holding them on the steering wheel as I manoeuvred my way up and down the country.

And the saga of my cars? The Spitfire is having a real sulk. She really likes to be the centre of attention; the carburettors have had it, the overdrive is not working and the chassis needs attention. I am so lucky to have Paddocks, a really good Triumph parts specialist, close by in Chester so I can nip along and get the parts required, but I do feel I'm getting too well known there! On the other hand, the Stag is back with me, looking beautiful and driving like a dream, and (touch wood) will be good to go on our big summer

## AREA NEWS

adventure – Ireland's Wild Atlantic Way in June.

Don't forget if you want to know more about the activities of our club, look us up on our website: Border Classic Cars. You can access the activities on the calendar pages which are open to all. And if you want to contact me, the details are on the Directory pages at the back of the Courier.

Happy Driving,

*Julia*

### SOUTH WALES

Area member James 'Privet' Hedges had 'volunteered' to organise our Drive It Day run, and what a fantastic job he did! The only advice that I could give him was to keep the run in Wales which would guarantee sunny weather.

Driving solo in my TR4A, I left my house at 9am on a very sunny and cloudless day, stopped off to fill up with E10, then headed to the first rendezvous point at the Nantgarw Scottish restaurant for breakfast. Already at the rendezvous were Treasurer and Ex-AO Al in his beautiful TR7 and Mr Herbert in his equally beautiful TR7. Next along came Mike, John and Mother Mafia in their immaculate Acclaim, then the Heydon twins Kalib and Jerad in their twin-carb Herald 13/60 saloon, followed by the one known only as Pearce in his stunning Spitfire MkIV. Ten minutes before the time to leave, Paul and Dotty G pulled up in their fantastic Vitesse Convertible.

As I was the only one who knew the way to the second meeting point just past the Storey Arms, I led our elite group along the A470 where Elin and Dan were waiting in a layby in their pristine Spitfire Mk3 called G. Continuing along the A470 and into the Brecon Beacons enjoying the sound of our Triumph engines and the wonderful scenery, we arrived at the second meeting point to find James' lovely Spitfire 1500 parked up.

James jumped into his car and led the nine cars with the lucky 13 club members along some great roads. I recall passing through Llandoverly and at least three counties, with a mid-morning stop on top of a mountain and then



on to Carreg Cennen Castle to a nearby café for lunch. James had pre-booked tables for us and the Mafia 'negotiated' a 25% discount.

After we were all refreshed, James led us to Usk reservoir (which is nowhere near Usk), losing Mr Herbert on the way until frenzied (hands free) phone calls were made and he managed to find us. We stopped at the reservoir for a coffee and cake (thanks Elin) break.



This was the last stop of the day, and we carried on along minor roads (a few of them still had remnants of Tarmac on them, but not many) through the beautiful Welsh countryside around hairpin bends, up steep inclines and past kamikaze sheep, our Triumphs making a fantastic spectacle. As we regained the A470, the Monmouth Mafia turned off towards Abergavenny. The rest of us continued through the Beacons, losing Al and James (who were in the lead) in the traffic. Elin and Dan turned off for their farm just after the Merthyr turning, while the Heydon twins and the one known only as Pearce turned off at the Aberdare roundabout, which left me to lead Mr Herbert, Paul and Dotty G further along the A470 to join the M4.

Mr Herbert and I turned off the M4 at junction 30 to leave Paul and Dotty G to continue along the motorway to their home.

I waved to Mr Herbert as I turned off onto the private road near my house, my TR's odometer showing a total of 182 miles travelled on the day.

What a fantastic day out it was on the most important run in the calendar for the classic car movement, the day when we get out on the road en masse and remind the general public that classic cars are not museum



pieces, and to garner support against those who would love to see them removed from existence. A massive thank you to the 13 club members in the nine cars that not only took part in this event, but supported our James 'Privet' Hedges' efforts in organizing this mammoth route. Well done James.

*Bern*

### WESSEX

We thought it would never happen – Christchurch Quay, the first of the year to actually be held. The true first a couple of weeks previously had been cancelled at the last minute. With that in mind, everybody made the effort with some 400+ cars coming and going. It was mostly sunny and warm, but a cold breeze from the northeast kept the coats on.

Trevor's Sunday run and lunch was enjoyed by all, judging by the complimentary comments received the following day. A perfect day for open top motoring.

The classic car auction held every three months had everything from a 1933 Austin Pickup to a Daimler eight-seater limousine by Eagle. One hundred lots in total.

Breamore Steam Working Weekend had many attractions; classic cars, commercials and motorbikes, miniature steam, stationery engines, steam and vintage rallies.

### Christchurch Quay Dates

Sun 8th June  
Sun 22nd June  
Sat 12th July  
Sun 28th Sept

All vehicles must be pre-2001. No need to book. Oil drip trays required.

### Other Diary Dates

1st June – Hardy Tour.  
3rd-6th July – Le Mans.  
13th July – New Forest Car Show, Bransgore.  
6th-7th Sept – Beaulieu Autojumble.  
5th-7th Sept – BPPC Swanage Rally, Nordern.

I have only listed a few events so as not to take up too much space. A full list has been sent via our Wessex email.

*Martin*

### NORTH WILTSHIRE

We were delighted to have 11 Triumphs present at our April meeting, the most ever! A few of us then attended the TR Register

track day at Castle Combe, where Ben and his dad Colin were putting Ben's heavily uprated Spitfire through its paces. We had reports of over the ton approaching Avon Rise.

Our main event this month was Drive It Day, when we had coordinated the event with a breakfast meet. Andy and Wilson organised the day, based around the south west of our area this time. We met at Five Zeros Supercars in Bradford on Avon for breakfast. Eleven triumphs were present from our group and we got our first ever look at Pete's Spitfire. All told there were about 16 of us present.

We followed the meal with chats in the car park, before a drive out taking in a delightful route via Trowbridge, Seend and Potterne to Devizes where we pulled up in the market place. Eight cars set out on the run, with two intending to drop out as we passed their homes. It was only possible to get five of the six remaining cars together in the market place and they are pictured below with their crews.



On the car front this month, Callum has re-engined his Herald yet again and is about to fit twin Webbers to it. Craig's Herald is hors de combat after suffering a seized supercharger (on his way to Castle Combe). Pete's Spitfire is finally on the road and Andy and Wilson have fitted new window glass to both of his doors on the GT6. The glass came from Germany and was half the price of UK glass! Jim has fitted new front suspension springs to his GT6.



A gathering around Callum's Herald admiring his latest engine.



Colin's Herald and Ben's Spitfire attracting attention.

And that concludes our news.

*Jim*

## SOUTH WARWICKSHIRE

I guess most of you will have heard by now that we won Area of the Year 2024 – thank you all for being so awesome! Thanks to the CoM too, of course. As usual there were well over a dozen of us at the club this month for the meeting, with over half a dozen cars, and Dave T handed over our area trophy which I've had installed above the bar in the club.

Before I get on to the Isle of Wight camping trip, (which I just managed to get back from in time for the meeting,) I'll report on the other stuff that we've done this past month. Firstly there was the Gaydon Gathering on 8th April, where Owen's Spitfire made its debut. Yes, it lives! And it's very orange. He'd had a few teething problems – a bit of a nasty rattle from the engine at tickover speeds which went away when the engine revs rose a bit, but sounded frankly terminal. We'd tried a bit of remote diagnosis on Whatsapp from a description of the symptoms, and much air had been sucked between teeth as tbh it sounded like the crank was broken. Anyway, he made it to Gaydon and it was great to see it back on the road in one piece. A bit later on however, Owen found that the crank pulley nut had gone walkies, so the noise was the crank pulley rattling loose on the end of the crank. A new nut was sourced from eBay, and the 42mm socket and a large breaker bar was lent by me to do the thing up. Sorted, a thankfully a lot cheaper than a full engine rebuild. Oh, and by the way, the Gaydon Gathering was massive, totally filled with cars of all makes and models. Apparently they forgot to turn off the ticketing when they reached capacity. Hope they do that again next month...



Owen's Spitfire.

So after that, there was Drive It Day, for which a few of us convoyed from Harbury Club to The Piston Club at The Stag near Stratford, making it there in time for Sunday lunch. As last year, the Sunday roast that they do there was magnificent, the best I've had anywhere (and that includes mum's cooking!). My friend Michael (the bass player from the Bowie band) came along too with

his wife in his TVR, which I told him was practically a Triumph anyway – it's got TR in it, it's loud, slightly unreliable and leaks, so I think he felt at home. Anyway, he took a picture of us which I've used below – a great day out and again great weather.



Next for me was the TSSC Isle of Wight Camping Weekend (which nowadays is really the Isle of Wight Static Caravanning Weekend) at Waverley Park Caravan Site for the early May bank holiday weekend. Great to see about 60-70 Triumphs of all types turning up and convoying around the island every morning, lots of sights and sounds, a trip to the Donkey Sanctuary, then to The Needles along the military road, beer, quiz and a band in the evenings, and a couple of days spare at either end for us to do whatever we wanted. Loved it. We're booked in for next year already



As I write, I've also just been to the Southam Cricket Club show, where I met Owen, Mike P and Pete B. A very good show, more enjoyable than the Gaydon Gathering for me tbh and recommended. Next up is the South of England Meet in Leatherhead, if I can get the rebuilt gearbox into the white GT6 tomorrow then maybe I'll be able to take it and show the previous owner that it's back on the road.

There is plenty going on in the rest of May on which I'll report next month, but a bit further on, June 7th is Harbury Carnival and it'd be nice if some of us could bring our cars to park up in the field on display. There's generally no need to book in advance. There's also something I've been told about called The Bard's Drive ([www.bardsdrive.co.uk](http://www.bardsdrive.co.uk)) on 8th June – I can't make that, but maybe take a look. I will, however, be going to Princethorpe College Motoring Festival on 29th June which promises to be good, and on 11th-13th July there is the Club Triumph camping event at Gaydon, which is well worth going to, if

only for the Bowie tribute band... see the CT website for details. Then 8th-10th August is the TSSC HQ camping weekend. I'll be going to that. We all need to return the booking form (that came with last month's Courier) by email to show our interest. It has the potential to be very good I think. Also FYI, Wellesbourne show is 6th September and we'll be doing that one too.

That's enough for this month I think. Next meeting is Tuesday 3rd June 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 Bull Ring Garage CV33 9HL and follow the short one-way section to the carpark on your right.

Mark

## WORCESTER

Another month already, time seems to be flying by and arrangements are already being made for the Le Mans trip for those of us attending. I certainly can't find enough time in the day to get everything done. Mind you, falling asleep after lunch doesn't help! Must be getting old – before you say it, Andy.

On a slightly cooler evening we had eight classics turn up and 21 members attend, including some new members (John and Julie in their lovely (Inca?) Yellow TR6 and a couple of other newbies who I was unable to get any details from (sorry guys!).

Well, Vicky didn't have a lot of announcements (always a good thing in some members' view, but he shall remain nameless!). However, there are a number of events taking place soon and Vicky is going to send out an email clarifying these as she hadn't had time after being out on the OAP run during the day, heading towards Craven Arms and the Discovery Centre along with several refreshment stops I'm sure.

Drive It Day was also a success with 17 cars making the trip, ending up at Highley Engine house on the Severn Valley Railway. Classic cars AND steam trains – when is the fun and enjoyment ever going to end?

## Other dates for your diaries

14 June – BBQ at Vickys.  
22 June – Standard Triumph Picnic Tuesday eve meet at Gaydon.  
2nd Tuesday each month at Stoke Prior.

Well, I think that's all for this month as I need to get this finished before the deadline, but keep an eye on your emails, including Junk, from Vicky with news of events. Take care all and enjoy your Triumphs (or MGs, Rileys and Volvos). See you next month at the Oak on 4th June.

Stef

## NORTH YORKSHIRE

Hi all, hope you have been making the most of our weather this April. So far its looking as though May will be dry as well, so just hope the sun shines for our annual Thornton le Dale show.



We had a really good day for our annual Drive your Classic, and I've not heard back but Grace organised a trip to the coast so I hope that went well.

Our Fish and Chip run as usual will be at our May meeting, so hope the word gets round. If you have access to Facebook, Grace and Simon keep this updated so always have a look and see if any of the events suit.

Sometimes I do wonder if anyone reads my posts in the Courier. It's always good to have feedback and an idea on what you all want from our area, so please let me know – good or bad, it's always good to hear the thoughts of you, the members.

Please see below a list of events we plan on going to, and again if you know of suitable shows in the area, let me know.  
8th June – Brighton Airfield Y08 6DS. 10am, no need to book.  
15th June – Castle Howard.  
17th June – Bring your Vehicle night, Squires Café LS25 5LX. 5.30pm on.  
5th July – Triumph Day at The Motorist.  
20th July – Newby Hall.

Just repeating what I wrote last month – we have a big event local to our area on the 5th July in our area 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.

Hope to see you soon,

Keith

## Area Directory

For area meetings please check with your AO

### SCOTTISH AREAS

#### SCOTLAND CENTRAL WEST

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

#### SCOTLAND CENTRAL EAST

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

#### SCOTLAND NORTH EAST

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

### NORTHERN AREAS

#### CHESHIRE - 1st Thurs, 8.30pm

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

#### CUMBRIA - Last Sun, 12 noon

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

#### LANCASHIRE - Last Tues, 8pm

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

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

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

#### MANCHESTER

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

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

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

#### W: tsscne.wixsite.com/tsscnearea

MES Training, Blackmoor Court,  
Durham DH1 5ES

#### WIRRAL - last Thurs, 7.30pm

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

#### NORTH YORKS

Keith Warren: T: 07534 820155  
E: warrenktr6@yahoo.com  
FB: North Yorkshire  
The Greyhound - 4th Tues 8pm  
82 Main Street, RICCALL YO19 6TE  
The Motorist - 2nd Weds 6.30pm  
New Lennerton Lane,  
Sherburn in Elmet,  
Leeds LS25 6JE  
SOUTH YORKS - 1st & 3rd Tues, 8pm  
Richard Oakes: T: 07702 492349  
E: the.oakes@btinternet.com  
Pastures Lodge, Pastures Rd,  
Mexborough, South Yorks S64 0JJ

### WEST YORKS

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

### MIDLANDS

#### COVENTRY

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

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

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

#### LEICESTER & RUTLAND - 1st Mon, 7.30pm

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: nigeljohnehawes@gmail.com  
FB: TSSC Northants Area  
Overstone Manor, Sywell, Northants NN6 0BB

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

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

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

Thomas Cope: T: 07972 039532  
E: imp064@yahoo.co.uk  
FB: TSSC Oxford  
Julian Hall T: 07796 467646  
E: julianhall13@gmail.com  
FB: TSSC Oxford  
Great Western Arms, Aynho Wharf,  
Banbury OX17 3BP  
Contact Thomas or visit Facebook page

#### PETERBOROUGH - 2nd Mon, 7.30pm

Charlie Noble: T: 01780 666045  
E: tssc@noblesoft.co.uk  
Steve Abbott: T: 07516 488443  
E: abbott4747@talktalk.net  
FB: TSSC Peterborough Area  
The Gordon Arms, 527 Oundle Rd,  
Orton Longueville, Peterborough,  
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

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

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

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

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

#### CANTERBURY

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

#### GATWICK - 2nd Tues, 8pm

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

#### HANTS & BERKS - 1st Tues, 8pm

Alan Fulbrook: T: 07795 096394  
E: alan.fulbrook@ntlworld.com  
The 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@googlemail.com  
 W: www.tssc-devon.org.uk  
**FB:** North Devon TSSC  
 Crealock Arms, Bideford EX39 5HN

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

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

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

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

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

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

**WELSH AREAS**

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

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

**NORTHERN IRELAND**

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



**International Contacts**

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

**WHO'S WHO**

**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

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



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

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

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

**Council of Management 2025 Meetings**

**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](mailto:editor@tssc.org.uk). Help and support will be given!**

### AMPHICAR

#### David Chapman

T: 01684 592985

E: amphicar@tssc.org.uk

## TSSC Officers

### TSSC TRIUMPH ARCHIVE

#### Ben Carney

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

T: 07875 944541

E: archive@tssc.org.uk

### INTERNATIONAL LIAISON SECRETARY

#### John Pullicino

No 53, Triq il-Muskatell, Attard,  
Malta ATD 2731

T: +356 994 98268

E: international-liaison@tssc.org.uk

### YOUNG MEMBERS CO-ORDINATOR

#### Situation Vacant

**Do you think you could fill the role?**

**Please contact the Chairman [Chris Gunby](mailto:Chris.Gunby@tssc.org.uk)**

**T: 07843 435190**

**E: [chairman@tssc.org.uk](mailto: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



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Rover V8. Drives, stops, new brakes, sills replaced, solid underside. Needs a few jobs to make roadworthy. Historic status. **£4750 Chris Hewitt (Dunoon) Tel: 07747 623213**

#### 1972 Stag

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#### 1978 Spitfire 1500

See advert on Autotrader/Facebook. Owned since 2003, lots of work done. I don't use it so needs a good home. **£8000 Tony\_9978 (Portishead BS20) Tel: 07711 809045**



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Same family, 30 years. Garage/dry use only for 25 years. Respray in original Brooklands Green. Recon engine (Kipping). **£3900 Tonyriley1234\_9976 (Marlow, Bucks) Tel: 07961 822368**



#### Spitfire Mk3

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#### 1973 Spitfire

Hard top, soft top, overdrive, s/s bumpers and exhaust, leather covered seats and dash, many more extras. Call for info. **£7500 John.g1965\_9992 (north east) Tel: 0792129448**



#### 1971 Spitfire 1300 MkIV

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#### Dolomite Wheels

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#### Herald Coupe rear seat

Rear seat base/back plus cards, blue, some damage. Can box for courier. **£40 George Shannan (Newton Stewart) Tel: 07968338919**

#### Spitfire Mk3 parts for sale

Two Spitfire wheels and tyres **£10**.  
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 Hood bag **£5**. **Andrew G Melvin (Tadcaster) Tel: 07756472376**

#### Vitesse/Herald Convertible rear seat

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#### Courier magazines

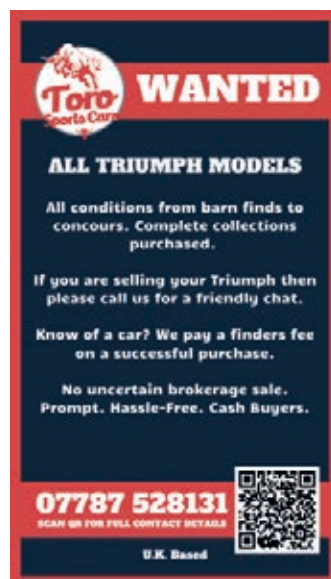
From 2019 to the present. Free. Customer collects. **Patricia (Southport) Tel: 07594 604523**

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## PARTS WANTED

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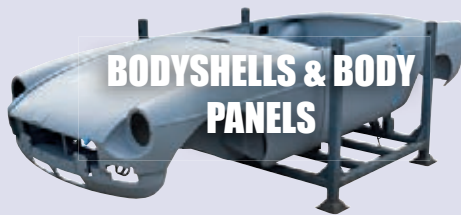


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