

THE COURIER

THE MONTHLY MAGAZINE FROM THE TRIUMPH SPORTS SIX CLUB

ISSUE 532 NOVEMBER 2024

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FROM THE EDITOR

This month I had a wonderful letter from Graham Jewers, who currently owns my old Vitesse. Graham had seen my feature in the September issue looking back at the Triumphs I have owned, and did a double-take when he saw his car pictured there. He very kindly filled me in on his part of the story, and you can read that on p10.

That feature in the September issue also netted me details of my old Herald 1200, which is currently owned by TSSC members in Norfolk. I hadn't heard or seen anything about this car since I sold it, so I was delighted to learn that it is still with the same people and that they love the car. Through a roundabout route I am also in regular contact with the current owner of my old 1300 FWD, get the occasional update from the chap who bought my old TR7 and see one of my previous Acclaims regularly

pictured in the Area News pages.

I've never seen or heard anything about any of my other former Triumphs, not even the Herald 13/60 that was my first or the ratty old Herald 1200 that I liked so much I bought it twice! Like many of you I'd love to be reacquainted with some of those early Triumphs, but I can't help wondering about whether it is always wise to dig up the past. So have any of you bought back a car you used to own, and did the reality of today live up to your memories of yesterday?

Simon Goldsworthy

Editor
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THE
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TRIUMPH SPORTS SIX CLUB SHOP & MUSEUM

Sunderland Court, Main Street, Lubenham, Leics LE16 9TF
Club Shop - The Club Shop is temporarily closed.
We hope to bring you further updates shortly.

TSSC Museum - Open Monday to Thursday 9am - 5pm
and most Fridays 9am - 2pm (please check first)

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

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THE GET OUT

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PHOTO OF THE MONTH PHILIP BARNES



Instead of a classic Ad this month, we have this wonderfully atmospheric shot of a Herald 1200 convertible. It was sent in by Philip Barnes in response to my

comment in the October issue asking for your best Triumph pictures. This one is certainly a cracker, but do you have one that is equally good? We'd love to see it!

CHAIRMAN'S COMMENT

A SUCCESSFUL AGM AND A NUMBER OF RICHLY-DESERVED AWARDS

After a very successful TSSC AGM held at HQ and on Zoom, I am happy to let you all know that the minutes of the meeting are available to look at on the TSSC website under the documents section.

This year we had more members on Zoom than ever before, with people joining us from four different countries – it was great to see members being able to be part of our club's day from all across the globe.

One of the most enjoyable sections of the AGM is the awards presentation. Every member of our great club is eligible for an award, and on a personal level I just want to give a huge 'thank you' of my own to everyone who takes time out of their daily life for the benefit of the TSSC. Whatever you do, be it as

a member, an Area Organiser, a member of staff or a CoM member, THANK YOU, we all appreciate what you do. The official awards presented this year at the AGM were:

TSSC 'Thank You'

Douglas Hogg (Northern Ireland A/O)
Dave Rumens (Newbury)
Costa (Gloucester)
Roxy and Jo Hawkins (Isle of Wight)

The Cudmore Trophy for doing more with your Triumph

Roger Greening (Worcester)

Area of the Year

North Devon

International Member of the Year

Jeremy Woods (Surrey)

Member of the Year

Paul Girling (Norfolk)



This year the TSSC Council of Management made two new TSSC **Honorary Members**, the ultimate 'thank you' from the TSSC for many years of service to the club. They are:
Roy Ross (Cumbria)
Bernard Robinson (HQ)

Congratulations to all of the above.

Chris Gunby



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FERGUSON TRACTORS AND MORE AT HQ

Justin Chambers, Club Secretary of Welland Valley Vintage Traction Club, reports on a memorable visit to the TSSC HQ, with many vehicles having more than a casual link to Standard-Triumph.

Welland Valley Vintage Traction Club is based a few miles down the road from the Lubenham HQ of the TSSC. We are a small club celebrating our 60th anniversary in 2024. Our members' passion is the preservation and promotion of vintage and classic vehicles, machines and implements, whether agricultural, commercial or domestic. Like the TSSC, WVVTC is lucky to own its own premises where our members can store their vehicles. Although a little rougher around the edges than the TSSC headquarters, our one-acre site is home to seven steam rollers, 20+ tractors, a number of military and commercial lorries, plus various pieces of agricultural equipment and implements. We also own a 3ft gauge steam locomotive engine once used to haul ironstone around Kettering, which is in the process of being rebuilt.

Having lived in the area for a couple of decades, I have passed the sign for the Triumph Sports Six Club in Lubenham on probably hundreds of occasions, not really giving it any thought but thinking it was merely a small room housing a few filing cabinets and run by a couple of volunteers. Imagine my surprise when a chance meeting with Trudi Prettyjohns led to a conversation about the real secret hidden behind the tall walls – the TSSC museum, shop and meeting rooms. This meeting sparked the idea of organising a tractor road run

from our yard in Market Harborough to incorporate a visit to the museum. Trudi was very enthusiastic about this, a date was agreed and the event was advertised in our club newsletter.

After two weeks of torrential downpours and local flooding, the sun finally decided to put in an appearance on the day of our road run (thank goodness, as most of our tractors are 50+ years old and don't have cabs!). In all, 15 tractors and a classic army lorry set off from our yard and drove a 10-mile scenic route around our beautiful country lanes before arriving at the TSSC HQ. After parking our tractors, we went inside for coffee and biscuits at the Herald bar. Most of our club members were astonished by the fact that they didn't know the museum existed – I lost count of how many times I heard somebody say: 'I have driven past here so many times, and never knew this was here!'

After the refreshments had been consumed, Trudi showed us around the museum, telling us about the history of the cars preserved in it and interesting facts about many of the smaller exhibits. It was a fascinating visit for us all and there are some fantastic items housed there. Some of the cars evoked special memories from decades ago – of family trips, first cars, parents' vehicles and more – as Triumph cars featured in many peoples' lives at some point.



There was also a strong connection between some of the visiting tractors and the Triumph brand, as a number of the tractors were Ferguson TE20 and Massey Ferguson tractors built at the old Standard-Triumph site at Banner Lane in Coventry. Some of the tractors were also powered by a Standard engine – there was a Ferguson TEA20 powered by a Standard petrol engine, and an early red MF35 with a 23C Standard diesel engine. It was great to see two iconic Coventry brands with a shared history parked side by side.

After rounding everybody up for a group photo, we all got back on the tractors and took a different 10-mile route back to the yard, where we joined up with other club members, some of whom had steamed their rollers up for our social afternoon with a barbeque and raffle. Our thanks go to Trudi and the TSSC for their hospitality, and for such a fascinating visit your headquarters.

PROGRESS ON THE SHROPSHIRE SPITFIRE

As Suzie reported in last month's Spitfire 4/Mk2/Mk3 Register report, the Shropshire Spitfire is making great progress, and hopes are high that it will be finished and ready to auction in the spring or summer of 2025. This is the Spitfire 4 Mk2 that was given to the Shropshire Area of the TSSC some years ago, and on which they have since been working to restore with the aim of then selling it on and giving the proceeds to the Severn Hospice in Shropshire, the place which had cared for the car's previous owner during his final illness. David Embery, AO of Shropshire Area, gave us this update.

The Shropshire Spitfire now has the perfect home in Messrs TD Fitchett located in Oakengates, Telford. They have consistently given us extremely valuable support, and now as we get to the final phase, there can be no better place to be. Our skilled welding team of Colin Johnson, Mick Cox and Paul Williams have ensured that floors, door skins and a multitude of other panels have been replaced or repaired, and with Paul's expert help we'll soon be looking towards paint, and then fitting up. In addition to the above progress, we have other areas of fabulous news about which to provide an update. Both individuals



and businesses are now joining in with the project:

- Shropshire Triumph Group members Cliff Griffiths and Paul Darby have volunteered to restore both the genuine leather seats and the steering wheel.
- Coverdale UK Ltd have provided carpets.
- Newton Commercial have supplied interior, engine bay and boot trim.
- PolyBush provided a full set of suspension Polybushes that have been fitted.
- Simon Morgan, via his company Linxdesign Ltd and in conjunction with AutoSparks, has provided a complete new electrical loom. Simon's father Eric has also very kindly made a large cash donation.
- Star Polishing & Plating in Wolverhampton are re-chroming the brightwork.
- ClassicLine are providing one year's car insurance that should see us safely through

to the auction in spring/summer 2025.

Our sincere gratitude to all these businesses and individuals who have contributed. However, there is still much to do, and we aim to continue our success in 2024 by taking a couple of important steps.

- The Shropshire Spitfire is taking pride of place on the main TSSC stand at the NEC this November, and we'll be there promoting the project and looking to raise further funds through sales of our very own T-shirts and baseball caps. (A very big thank you to Simon Morgan and his company Linxdesign Ltd who have very kindly donated the cost of initial production and purchase of these.)

- We are looking to sell tickets that will go into a draw for rides in the Shropshire Spitfire after it has been restored, with all funds raised being used towards the restoration costs. Details on how to purchase will be made available very soon.

We are delighted to receive all levels of support to make sure we get the Shropshire Spitfire over the restoration finish line and we are extremely grateful to all those who want to make a donation via the link on our group website: www.tssc-shropshire.co.uk/tssc-shropshire/shropshire_spitfire.asp. Please consider making a donation and/or look to purchase a raffle ticket, T-shirt and/or baseball cap.

NEW DADCARS ZONE AT THE NEC

The organisers of the Lancaster Insurance Classic Motor Show are on a mission to encourage the younger generation into the classic motoring community and have joined forces with YouTuber DadCars to create the DadCars Family Zone at this year's event, being held at the NEC from 8th-10th November. The DadCars Family Zone will offer a welcoming hub for families, with free activities including classic car colouring in and car treasure hunts to encourage children to spend time looking at the wonderful cars on display with their parents.

DadCars founder Ben Marshall said: 'There has never been a more important

time than right now to get this next generation passionate about internal combustion engine cars. We need as many children as possible to understand these are not simply old, noisy, polluting cars. They are a very special part of our history. The best way to do this is to share our passion with them and make fond memories.'

The DadCars Family Zone will include Mini Rovers offering little ones the chance to experience the joy of getting behind the wheel and navigating the twists and turns of an obstacle course for a nominal fee.

Tickets to the show are now on sale. Check the website www.necclassicismotorshow.com, and remember to use the special TSSC code (see p41 for full details) to get a great discount on your tickets.



BROMFEST?

As you can read in this month's Area News, Colin Robertson – AO of the West Kent area – is hoping that his plan to have a West Kent stand at next year's Bromley Pageant at Ardingly Showground on the 27th July could grow to have a combined stand for all TSSC groups within striking distance. Colin is happy to coordinate things initially, but suggests that a committee can be set up at some point if necessary. The working title for this endeavour is BromFest (as a homage to TriumphFest), and he has set up bromfest@tssc.uk for mail and [Facebook/groups/bromfest](https://www.facebook.com/groups/bromfest) for interaction. Please do join the groups and let him know your thoughts and interest as soon as possible so this can be moved forwards.

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SPOTTED THIS MONTH AT AUCTION

H&H held a large sale at Duxford on 9th October, and a large number of Triumphs crossed their auction block. However, we were particularly drawn to these two, which topped and tailed the Triumph element of their catalogue. Both were genuine TR8s, and having two offered in the same sale has to be a notable event in its own right, but it was their respective results that caught our eye.

First to go under the hammer was the 1980 Convertible with an estimate of £10,000-£12,000. This was a LHD car sold originally in the USA, but which had more recently been living in France. According to the catalogue, its engineer owner had made every improvement to the car that had been recommended by Roger Williams in his book *How to improve your Triumph TR8*. It was said to drive flawlessly and clearly a fortune had been spent on it, but the bidding fizzled out at £7000 and it was a No Sale.

In contrast, lot 136 was a red 1979 TR8. This was a Coupé rather than a convertible, making it much rarer than the drop-top TR8s. Only a few years ago this would have slashed its value, but things have changed more recently and the tin-tops have found a new army of admirers that have pushed up their values enormously. This particular example was now RHD, having been converted in 1983. It had also undergone a colour change from blue to red, came with extensive restoration work completed by S+S Preparations in 1989 and was fitted with a replacement and considerably uprated 3.9-litre engine, so it too was far from original. Yet against a guide price of



£14,000-£16,000, the hammer fell at £14,000 and it cost its new owner £15,750 once the commission had been added.

Obviously there are always lots of factors at play in any sale, but we can't help thinking that the non-standard look of the convertible car held it back – if modification is your thing then crack on and have fun, but don't do it with an eye to resale value because the market does tend to be suspicious of anything too far removed from standard.

However, here is a final sobering thought that could make you weep. At CCA's Stoneleigh sale, a Reliant Regal Supervan III that was used in some episodes of TV's *Only Fools and Horses* was sold for £29,250. The editor says this as a Reliant Regal saloon owner himself, a three-wheeled van for the price of two TR8s, a convertible and a coupé? The world's gone mad!

EVENTS

NOVEMBER 2024

FRIDAY 8TH-SUNDAY 10TH LANCASTER INSURANCE CLASSIC MOTOR SHOW

Join the TSSC on stand 5-340 at the NEC Birmingham. Club members, friends and followers can book tickets at www.necclassicismotorshow.com quoting our club code **CCCN0V242** to save on tickets.

DECEMBER 2024

SUNDAY 1ST – TSSC HQ Open Day

Sunderland Court, Main Street, Lubenham, Leicestershire LE16 9TF.

2025 DIARY DATES

9TH FEBRUARY – The International MG and Triumph Spares Day at Stoneleigh Park. A wide range of traders and exhibitors offering parts, tools and advice. £15 per adult.

13TH-15TH JUNE – The Dales Run in Memory of Alan Heaton (see p66).

21ST SEPTEMBER – 5th Tour of Devon
Further details to come in due course.

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



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LOOK, IT'S OUR VITESSE!

With the arrival of the September edition of the Courier, I worked my way through the opening pages, and eventually reached the story by our new editor, Simon Goldsworthy, about the Triumphs in his life. It was very entertaining reading, but when I turned over the page, I stopped and stared. 'Look Alison,' I said to my wife, 'it's our Vitesse!' There, in Simon's story, was a photo of our car which we now found out had previously belonged to him. I decided to call Simon and as well as congratulate him on his new role, to let him know that the Vitesse was still going strong and also still in the TSSC. (When I bought it in November 2023, the Vitesse still had a 2014 TSSC sticker in the windscreen so I knew the

car belonged to a previous member, although that was after Simon had sold it on.)

Back in the 1960s when I was a schoolboy in Kettering, I used to look longingly at Vitesse and GT6s and say to myself that one day I'd get one of those. I think it was the sound of the straight-six that attracted me to them. As it happens, many cars passed through my hands, be they privately owned or company cars (even an FF1600 race car in the 1980s), but never a Triumph. After I retired from work in 2017, I bought a 1998 Ford Cougar V6 as a modern classic to occupy my time, and joined the Torbay Old Wheels Club.

Then in 2023 I got to thinking – whatever happened to the Vitesse and GT6s? The

time had come to search for one. I missed three by minutes according to the phone calls I made, but eventually came across MYB 863E. After a phone call and a visit, the deal was done and at last I'd got my Triumph.

Next, we joined the Devon area TSSC and were welcomed to the club by Sue and John Franklin, taking the Vitesse on its first journey to the TSSC lunch at the Smugglers Inn at Dawlish. At the January club night, we learned of the planned Tour of Brittany in May, and asked if we might join the trip. At this point we suddenly realised we didn't even know how reliable the car was, and wondered if it would make it to the ferry in Plymouth, let alone tour round France and back.

We did one or two club runs and shows in the run up to May though, and all seemed to be going well. We decided to get the car tuned

A CLASSIC CAR DESERVES A CLASSIC PICNIC



While our beautiful machines are at their best on the open road, we can also take time out to enjoy picnics at classic car shows, as my wife Sheila and I are doing here in Northumberland and Durham at the



Morpeth Fair Day and Beamish Museum. We are pleased to say we don't always get through our sandwiches undisturbed as our 45-year-old, one-owner-from-new Spitfire attracts constant attention. The tea can

go cold while I tell its history and explain it is in constant use and has done over 250,000 miles, all on the one engine which has never been stripped. In fact the car is all original apart from the hood – the first black one split at the Vyback window when it was 29 years old, which was the perfect opportunity to fit a new one of a more appropriate colour. By the time eager children (and usually their parents!) have enjoyed sitting behind the wheel, we can eventually reach for our cakes and biscuits, but we wouldn't have it any other way. Let's raise a cup to another happy car show season.

Roger and Sheila Harvey

up at Roundham Garage as it wasn't running at its best. Richard, the proprietor, advised that the car was in good shape, except that the 11-year-old tyres needed replacing because although the treads looked good, at that age they could easily de-laminate, and that the front upright bearings and trunnions were in poor condition. We were now a couple of weeks away from the Brittany Tour.

On the day we needed to catch the ferry, we were all packed but had no car after a few hiccups with parts delivery had slowed work down, but at 3 o'clock that afternoon we were good to go. The Tour has already been well documented in the July Courier, but apart from a few strange noises from underneath, the Vitesse ran reliably.

The highlight of our trip, and something which filled us with pride, was that the hotel we all stayed at chose our Vitesse as their favourite car. Apparently it was a close choice between our car and Julian and Lorraine's Bond Equipe, but the hotel managers said that compared to all the well-fettled others, it looked like an old classic car. A backhanded compliment, but we'll take it.

We followed this with a few shows and runs in the summer which we enjoyed, and even helped out as chauffeur for our neighbour Dylan on his school Prom Night. So all in all this became quite an eventful year, which led up to receiving that September Courier.

While discussing the Vitesse with Simon, there was one question I wondered if he could help with. The car came with a file of past info and receipts, and also a couple of pages from Classic Car World, where writer Chris Hope had written a feature on buying a used Vitesse. Simon said that he knew Chris and lent him the Vitesse, but had never seen this article that was written during his ownership. It would seem a later owner must have slipped the pages into the file.

The classic car show season is coming to an end for this year now, with cars getting tucked away or passed on to new owners. Perhaps next year though, we might meet up with Simon to reacquaint him with MYB 863E.

Graham Jewers



SUCH A WASTE OF RESOURCES

Looking at the picture of the lovely Triumph 2000 Estate in the October Courier, I had flashbacks to 1968 when, working as an installation engineer team leader for GEC, I was installing a new public address system in the old BSA Carbodies factory in Coventry. I was there for around six weeks, and was fascinated to see, every week, a car transporter laden with new and totally finished Triumph 2000 saloons delivered to be turned

into Triumph 2000 Estates. The perfect roof linings and rear interiors were stripped out, the roof was cut off, the new roof was welded on and lead loaded, and the tailgate and new trim were fitted. The removed parts went into a skip. As a car lover, it made me sad to see so much blatant waste. The Rover 2000 Estate was created there in the same way, with the same amount of waste.

Gil Keane, Better Car Lighting



COLCHESTER CASTLE PARK SHOW

Colchester Castle Park classic car show was to be our last show of 2024, so we were looking forward to it. A deluge of rain was forecast, but we awoke on the Sunday to see no rain whatsoever. I pushed the car out of the garage and it started to rain, but by then I was committed and headed off to the meeting at Starbucks. There I was soon joined by the Aston Martin club and talked to the owners, telling stories of the time I was working on the DB9, of how the locks came from a Fiesta, the rear-view mirror was Renault and the remote was Volvo – LoL.

I was soon joined by Ian in his Spitfire, and we headed off to the show, which was only a short distance away. Once again it started to rain and after we parked up we headed to the bacon butty van and the shelter of a tree to eat our breakfast before we got too wet. Sometimes when it rains people stay at home, but the event was well attended and the field was soon bursting with all manner of classic,

vintage, American and custom cars. The weather improved and we were able to dry off the cars and put the roofs down and discuss our cars with the public. There were other Triumphs there too – a GT6, Toledo, 2000 and a pair of TRs. The sun even came out to entice more people in and the result was £12,000 raised for the charity, Headway.

Robin and Rachael Moore
Essex Area TSSC





HOW THINGS MIGHT HAVE BEEN *(Part 1)*

James McColl describes the restoration and upgrading of his Triumph Stag, and what motivated him to create his version of the car that might have been built if things had been different in the 1970s.

Rather than just describing how my Triumph Stag came about, I will also explain why and what motivated me to embark upon what became a lengthy and ambitious project. In short, I enjoy making design changes and applying radical thinking to make all manner of things look and work better; I just can't help it. That has applied to houses mostly, but this story is about my vision of transforming the performance, comfort and reliability of a car that I always desired.

The Stag is a very elegant design with Italian flair penned by Giovanni Michelotti, but it was made by a mass-producer, not an Aston Martin, Bristol or Morgan. The

reasons for its poor reputation for reliability are well documented, but it could and should have been so different. In those days, before the Japanese led the way with quality, there were always going to be compromises and flaws, which seems such a pity considering the Stag's beauty. I decided, therefore, to transform a deserving, neglected car with a blend of higher-quality components and modern innovations. If Stags were rare, I might have taken a more conservative approach, but there are plenty about and I felt that I could afford to experiment without damaging our motoring heritage. Whilst I respect the 'as-it-left-the-factory' concours approach, there are no rules to say what is right and what is wrong, it is purely down to personal preference.

Anyway, my story begins in the early 1960s, before the Stag was conceived. I lived with my mum and dad in Puttenham, near Guildford, in a pretty cottage that needed some TLC. They renovated it to a high standard over a few years, and the die

was cast. They did this several times over the years and always worked hard. Sadly, we lost dad in 2012, but until the last few months of his life he was a human dynamo who had a brilliant mind which he combined with practical skill. Mum was and still is full of good ideas, and always comes up with sensible ways of doing things. I learned so much from them over the years.

On one autumn day in 1963 when I was nine, dad came home from work in a gleaming black convertible with the registration number SMH 45. He explained that it was a Triumph Roadster 1800 and was beaming from ear to ear as he showed us around it. Dad said that in 1946, when he was a teenager, he saw his first Roadster; it was plum red and parked with the top down, outside the Weston-Super-Mare Winter Gardens Pavilion on a very warm day, and at that moment dad vowed that one day he would own one.

We went out for a spin that evening; I was sandwiched between my parents on the leather bench seat, progressing to the rear dicky seats for short journeys. Those seats were even fitted with airline-type lap belts. Rear impact protection would be quite another question, but it is easy to criticise when we compare with today's safe but



Nine-year-old James is at the wheel of the Roadster, his mother in the passenger seat, at the 1964 White Waltham Steam Fair.

soulless cars. We took the Roadster to Cornwall and Somerset over the next couple of summers, which was fun. We would meet up with aunts and uncles in the west country and my cousin, Sue-Jane, still shares happy memories with me of riding in those dicky seats. Dad kept it for about four years, mostly for weekend use, and it always looked stylish. It was heavy to drive and none too quick, but we all felt rather special in it. Dad was always pragmatic and had the reality lived up to his dream, he would have kept it. I, though, was inspired, and as they say, the fruit rarely falls far from the tree.

It is now August 1970. I am nearly 16, sitting in my dentist's waiting room and have just read an article about the new Triumph Stag in Autocar. That was it; love at first sight. I had to have one, one day, just like dad with the Roadster. Seeing and hearing my first Stag on the road soon after only reinforced the ambition.

In 1972 I attended college and got a Saturday job in a garage next to Godalming station. This was Concours Motors, and as well as servicing work, the company would restore a few classic vehicles and sell some low mileage, used modern cars. I had the time of my life. Everyone teased and got teased – practical joking was compulsory, but the attention to detail and customer service was exceptional. Even though my mornings were spent removing rubbish and grease from the floor, ramps and benches, tidying up tools and collecting parts, sandwiches, pasties and cakes and making tea, the afternoons were always spent valeting and delivering cars back to their owners, and that was when the fun began.

This was a well-heeled area and some of the cars I drove were a teenager's dream. I still can't believe my luck that I was actually entrusted with the following, amongst many others: Jaguar E-Type and XJ6, Aston Martin DBS Vantage, Rover P5B coupe, Rolls-Royce Silver Cloud, Alfa-Romeo Spider, Reliant Scimitar GTE, Ford Capri 3-litre, BMW 2002 tii, and on one occasion a 1956 Bentley Continental fastback. Amazingly, I drove them all responsibly. Why risk a great job?

The funny thing about the Bentley is that its registration number was 10 JML. When driving down Godalming High Street a friend spotted me, I stopped briefly and he suggested that the plate must stand for James McColl Loony! I thanked him for his observation with a two-fingered salute as I wafted away in the beautiful car, but on reflection, he might have had a

point. A recent Google search showed that the Bentley was the Earls Court Motor Show vehicle, whose first owner was the managing Director of H.J. Mulliner. Provenance indeed! I

remember the grey paintwork was looking a little tired at the time and the bonnet 'B' had been over-polished, but it looks fantastic now, as you can see in the picture, having received a major renovation.

Dukes Auctions sold the car for £300,000.

On one sunny Saturday morning in the summer of 1973, a rather distinguished looking gentleman visited the garage. He oozed 'old-money' with a rather dignified appearance, being dressed in slightly shabby tweed – ahead of his time for the Goodwood Revival! He had brought in his red 1966 Ferrari 275 GTB4 long-nose, registration number YN 4. Distracted from my chores, I sauntered over. 'That's a beautiful car sir!' 'Yes my boy, I am rather fond of this one. Whenever I decide to buy a new car, I travel down to the factory and Enzo always sorts me out a good one!'

We chatted some more about his previous car, a 250 GT Lusso. This man has style, I thought. After he had driven off, I asked my boss, Bernard Smith, who he was. 'Oh, his name is Mr Baring. He's something in the City!' Yes, I think we can all agree upon that, can't we? Sadly, I did not get to drive that car – there were limits.

On another memorable Saturday in 1973, there she stood – CXD 62H, a dark blue automatic Triumph Stag. It had been in the garage during the week, and Bernard asked if I could take it back to its lady owner. I reversed out very carefully and headed off. I cannot recall where the house was or how I got back, but I can still remember that wonderful exhaust note and wishing the car were mine. With knowledge gained since from Chris Liles of the Stag Owners Club, the car is extant and a rare pre-production model. Amazingly, I spotted a



The 1956 Bentley Continental fastback driven by a very youthful James. Image reproduced with the kind permission of Dukes-Auctions.

picture of the car on a Stag Facebook group and it is now owned by Ian Howe. I contacted Ian to tell him about the article I was writing. He was delighted to hear from me and sent a recent picture he took of his wife standing next to their gleaming car (below). Ian is a proper classic car enthusiast, a very practical and interesting man. You can imagine that we spoke on the phone for quite some time. He and his wife clearly enjoy it and I find that very gratifying. I understand that like all Stags CXD does have its idiosyncrasies, but that's all part of the joy of ownership. It is an important, early Stag and very desirable.

I repeated the experience a few weeks later in a green overdrive model, KPC 206K, which according to a DVLA search is also still with us. Sorry Bernard, I now admit that I stopped by my home to show off that car with the top down and gave a young lady friend a lift to the station. The Stag seemed to have it all, combining elegance, good performance (for its time) and luxury; not many cars came with electric windows and power-assisted steering as standard in the 1970s, but more importantly, they made one feel special and still do.

However, you will not be surprised that this was the time when I became aware



The Stag that James drove in 1973 is still in fine shape, and is pictured here in the hands of its current owners.

FEATURE - MODIFIED STAG



of the Stag's reputation for unreliability, mostly because of overheating problems. I knew something was wrong and struggled to understand how such great looking and great sounding premium cars could be allowed to leave the factory with major faults developing at low mileages, but that is what happened back then.

Jeremy Clarkson's 'Staaaag' feature ('It's a bit of a cad's car – always go long on the a!') in an early episode of Top Gear interested me, especially his enthusiasm for the 'remarkable' Buick-Rover engine (his words) and his astonishment that it was not used in the Stag. What made me smile was his comment that 'the Stag was British Leyland's best car, which is like saying Mike Batt's best song is Remember you're a Womble!' I recognise that the Triumph engine with its overhead camshafts is a more up-to-date design and with careful maintenance, a coolant header tank and improved head gaskets can perform very well indeed, but it was rushed into production before various problems had been ironed out. Production quality control was poor – casting sand being found in sumps in later years is outrageous but sadly true. I like an engine to be robust and reliable and believe that production of the Rover engine should have been stepped up by diverting investment cash that the Triumph engine's development and production must have consumed. I am sure many might disagree with me, but it's history anyway. In my fantasy, things were simpler, and a well-run British Leyland would not design and

produce an engine so similar to another that was available already.

Career, family life and house renovations (of course) took over and I waited longer than dad did to fulfil my desire, but in late 2009 I started looking for a Stag and planning all that I had in mind for it. I did my research and established that if you want a pristine standard car, (which I did not,) just buy a pristine car or an unashamed 'fixer' – the middle-ground priced vehicles might cost as much to put right as a cheap one. I contacted Gary Bates at TRGB about a non-running, automatic 1976 Stag in Carmine Red with beige interior that he had advertised (PGF 190P) at that time. We chatted about my plan and agreed upon a price to include transportation. Despite being somewhat down at heel, the body was straight and not badly rotted, but the

engine was seized, and the interior needed a complete refit. Gary was completely open about its condition, but this was exactly the starting point I sought – I wanted to bring this car back to life and in a rather special way.

The initial hard work was done by local bodyshop experts, who stripped the paint, fixed some 'after-market ventilation' in the floor, fitted new sills, a nearside front wing, rear wing repair panels and fuel tank. All the remaining panels including the bootlid were in good condition, fortunately.

With much attention paid to detail, the finish produced was fabulous, panel fit and paint quality being significantly better than when the car left the factory. Next then, the mechanical, electrical and interior redesign. This was a long process, which I will detail in part two next month.



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SPITFIRE

MkIV | 1500



IT'S IN THE
blood!

This issue we have a great story from Daniel Read, so without further ado I will hand over the keyboard for him to explain the background to his car.

Steve

This 1973 Triumph Spitfire was transformed into a race car in the 1980s. It was built specifically for sprints and hillclimbs, in which disciplines it competed throughout the 1980s and 1990s. The car enjoyed a successful racing career, notably winning its class in the *Car & Car Conversions* Sprint Championship during the 1990s. It also competed in circuit racing, with its last appearance being at the Silverstone Eight Club races in 1992. It was then retired and put into dry storage.



As for me, motorsport has always been in my blood – my father was an avid competitor in rallying and autotests, and he passed on his passion to me from a young age. Over the years I have competed in various motorsport disciplines, from sprint events to endurance racing, in cars as diverse as a BMW 116, VW Golf and Porsche 944 S2. However, a love for classic cars that was instilled in me by my father meant that owning and racing a historic car like the Triumph Spitfire was always destined to happen.



an extensive rebuild, but also spent the last two years meticulously piecing together its racing history. I've tracked down original event programs, old result sheets and photos – in fact, anything I can find to preserve its legacy in a comprehensive history file.

Its engine is a 1300cc small-crank race motor fitted with Mahle race pistons, a KENT race cam, lightweight pushrods and a Duplex timing chain. It breathes through twin Weber 40 DCOE carburettors, and has been rolling road tuned to produce 119bhp. There is room for more power, but I've opted for reliability and consistency.

Since taking ownership, I've used the Spitfire in the Tonbridge Wells Motor Club Sprint Championship at Goodwood Motor Circuit and Gurston Down Hill Climb, and most recently in June I competed in the Triumph TR Speed Championship at Mallory Park, where I won my class.

Looking ahead, I plan to continue taking part in low cost sprint and hillclimb events as I currently have a young family. As funds allow, the car will continue to be developed and I hope eventually to get the car back to a standard for full circuit racing at some point in the future.

I acquired the car in 2022, and immediately began an extensive rebuild to bring it back to competitive form. The overhaul included a complete suspension upgrade, alongside a fully refurbished braking system with a tandem master cylinder, bias valve and GT6 brakes.

Nicknamed The Flying Banana, this car has become my true passion, though much to my wife's dismay it means countless hours spent tinkering in the garage. Since purchasing the car, I've not only undertaken



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Recon exchange brake caliper type 14	£48.00
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Brake disc 208715 Drilled/Grooved	£60.00 pair

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

GT6

Bonnet assembly Mk II 908116 less tubes	£1,500.00
Bonnet assembly Mk III 913766	£1,740.00
Front wings Mk II 908113/4 (Surface Rust)	£150.00
Front wings MK I 907154/5	£120.00
R/H front overrider Mk I 710717	£72.00
Boot floor carpet Mk I/II 810841	£36.00
Main carpet early Mk III new tan 819813	£36.00
Main carpet late Mk III new tan 822633	£36.00
Recon Steering Rack (exchange)	£96.00
Seat belts	£85.00 pair
Manifold banjo bolt 145155	£12.00
Fibreglass Gearbox Tunnel Cover	£72.00
Gearbox (exchange)	£480.00
Recon exchange D Type O/D	£600.00
Clutch kit	£96.00
Front suspension vertical link	£150.00
Front shock absorbers	£24.00
Track rod ends	£9.60
Rotoflex coupling 152273	£48.00
Rotoflex bush kit inc tubes per side	£37.50
Brake shoe Mk I/II/III rotoflex GBS750	£19.50
Brake shoe non rotoflex GBS746	£20.00
Front side/flasher lamp assembly 155416	£24.00
Delco distributor cap	£18.00
HT lead set	£18.00

TRIUMPH 2000/2.5 PI/2500

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

Rear centre bumper (estate) for insert 917813	£150.00
Rear quarter bumper (saloon) plain 910158 LH	£96.00
Rear quarter bumper (estate) 923444 LH	£60.00
Rear bumper moulding (saloon) 824479	£36.00
Interior door knob 615888	£1.80
Dash veneer set 2000TC/2500TC - ZKC1552	£65.00
Dash veneer set 2000TC/2500TC - 730397	£65.00
Interior grab handle ZKC 701/711	£24.00
Boot carpet 728551	£36.00
Recon manual steering rack (exchange)	£96.00
Gearbox (exchange)	£600.00
Mk II front side/flasher lamp 216149/216150	£42.00
HT lead set	£18.00
Clutch kit	£96.00
Rear shock absorber	£20.00
Brake shoes Mk I (axle set)	£48.00
Brake shoes Mk II (axle set) GBS803	£21.50
Rear wheel cylinder GWC1205	£18.00
2.5PI Rostyle Wheel trims	£120.00 set

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Dolomite Rear lamp assembly R/H TKC938	£72.00
Rear screen rubber 913937	£60.00
Dolomite 1300/1500 new exchange distributor	£72.00
Dolomite 1300/1500 recon exch distributor	£60.00
Set of HT leads 1300/1500	£12.00
Set of Sprint H.T. leads	£60.00
Oil filter 1300/1500 GFE119/150	£6.00
Sprint gearbox (exchange)	£600.00
Sprint clutch kit	£96.00
Gearbox exchange 1300/1500/18/50	£480.00
Gearbox exchange 18/50 3 rail	£480.00
C/V joint 1500 F.W.D. 518093/UKC 1160	£96.00
Front subframe mounting cup washer 138626	£12.00
Recon steering rack (exchange)	£96.00
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Anti-roll bar mount bracket 153669	£15.00
Dolo recon exchange caliper	£72.00
Brake pads Dolo/Toledo	£24.00
Dolo 1500/18-50 brake shoes GBS746	£20.00
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HERALD 13/60

Darren Groves



My *Triumph* adventure

I know I promised you the final instalment of Adrian's Herald 13/60 restoration this month, but having surgery has put me out of action for longer than I had hoped, so an extended period of recuperation means you will have to wait a little longer I'm afraid. Fear not, it will be in next month's *Courier*! Instead though, I have something that I'm sure will resonate with many members who have been serial Triumph owners over the years, so I will hand you straight over to Philip Tucker who tells his story of Triumph ownership and how he arrived at his very nice 13/60 convertible.

Darren

I have always been fascinated by Triumphs; it's not an obsession, but more of an adventure, a way of life.

Our earliest Triumph ownership was in 1972. It was a bright red hard-topped Mk2 Spitfire. My wife Helen spotted it in a local garage on her way home from work. We visited, thought it through for about a second, maybe even two, and immediately traded in our very tired but well-loved Min. The Spitfire became a joy to own, but a year later a new job in a new area beckoned and we needed a bigger car, so we sold the Spitfire to fund this, a sad but necessary sacrifice.

A couple of years went by and then we splashed out and bought a stunning one year old Magenta coloured Triumph TR6 2.5PI. A year later we traded it for an estate

car when our son Aaron arrived, another necessary sacrifice.

A year or two later, in a moment of madness we bought a second car, a Spitfire Mk3, but a year or two after that another new job in a another new area beckoned, so we sold the Spitfire and moved again. Then a couple of years later, we traded the family car for a lovely white hard-topped K-reg 3.0 Stag. This too was sold for a family car, this time in 1980 when our daughter Sarah arrived. The next Triumph was a TR7, a pretty car, but terribly unreliable so it didn't stay in our ownership too long.

We made what turned out to be a final career move and a couple of years later we acquired another second car, but this time it was a Triumph Spitfire-based Spartan, which was in need of much love and attention.

Our son Aaron, then 12 years old, and I renovated over about six months. When completed, we drove it and had fun in it, but an opportunity came up to buy a superb British Racing Green Spitfire Mk2, so we sold the Spartan and bought that, then took care of it until it too was sold to fund other things like bigger family cars.

Time moved on quite a bit, Aaron got married and moved further north. Then he decided to buy a renovation project, a really attractive Triumph Herald 1200 Convertible in red, and 18 years later he still owns it. It is beautifully finished and pretty special.

Aaron joined the N.E. branch of the TSSC many years ago, and through that he signed up for the Le Mans Classic in 2008. We went in his Herald, and driving the Mulsanne Straight at full speed in it was pretty special.



On reflection, I think his Triumph acquisition became the stimulus for me to do it all again, so I bought a very smart red '67 Mk3 Spitfire on eBay, but I bought it blind! I also joined the N.E. branch of the TSSC, and in 2010 we went to the Le Mans Classic in the Spitfire, an experience not to be missed. However, later in 2010, it became apparent that much work was needed on the Spitfire and it was going to be very expensive. I had two choices: I could walk away from it, or bite the bullet and pay for it to be professionally repaired and to get everything done. I chose the extensive repair and it really hurt, but the outcome was very special. After full repair, I continued driving the car for several years as often as I could, but although I was enjoying the driving, I was beginning to discover how difficult it was getting out of the car, especially on the rare occasions when the hood was up.

It seemed to me that it could not be anything to do with me getting just a bit older, so it must have been that the Spitfire was getting lower! After much soul searching and less and less use, about seven years ago I decided to sell. I was sad to see it go, but pleased that it went to an enthusiast near Loch Lomond. More often than not since then, I realised how much I missed my Triumph convertible. This was even more reinforced by occasional trips in Aaron's Herald convertible, now fitted with a 1500 Spitfire engine plus overdrive together with a Spitfire diff.

So I decided to look again. My criteria? Simple enough really – a convertible Triumph, but easier to get in and out of than a Spitfire. It also had to be a finished car since I didn't want another project. On the viewing list were convertible Heralds, convertible Vitesse, Stags, even an

early 1948 Triumph Roadster.

Aaron and I spent several months scanning advertisements, viewing Facebook pages, contacting the TSSC, contacting friends Chris and Brian and other TSSC members and attending classic car shows. When even checked out Mathewsons too. We quickly discovered that whenever something good came up, it disappeared just as quickly or it was a minimum 2-3 hour drive away, or both. This whittled down the options quite a lot, but nevertheless we kept looking. We found a nice green Vitesse Mk1 convertible 2½ hours north, but when we visited, we were both disappointed. Then we went south of Leeds to view a nice looking yellow Stag, but again we were both disappointed. Our third viewing was another Vitesse convertible, but sadly, once again it fell short of expectations.

Throughout our searching we had also seen a number of very attractive looking Herald convertible – 1200s and 13/60s – but all or most of them were close to six



hours travel away. I came very close to buying one blind, but recent viewing and my earlier purchase experience put me off the idea. Good friends also warned me off, and I heeded this advice

And then, about six weeks ago, a beautiful blue and white 13/60 1970 Herald Convertible appeared. All the photographs and car renovation history was saying the right things, so Aaron and I shared the images with TSSC friends for advice and immediately made arrangements to view the car near Hull, close to two hours south of me. The hammering rain was no help on our journey through East Yorkshire, but the car was exactly what the photographs had shown. It had undergone a complete body off restoration, came with a stack of invoices and piles of evidence of what



HERALD 13/60

had been done, what had been purchased and replaced. The entire work had been completed by a really nice guy called Steve, who is a mechanical engineer. The quality of his work was evidenced in every part of the car, even the bespoke upholstery and finishing trim. We asked for a drive, and Aaron and I both drove it. We agreed the price and the deal was done there and then. So I now own a 1970 13/60 Triumph Herald convertible after a really good day's work.

It's only been driven about 200 miles since purchase, but wherever it goes, it draws lots of admiring smiles and many photographs have been taken. For example, only yesterday three different guys in a supermarket car park were smiling and asking about the car, and one asked to take photos. Now I can tinker and make the car my own. Adjusting the carb to improve the running plus fitting a slightly smaller steering wheel, a rev counter and some extra gauges are on the list, and maybe a radio too, we shall see.

So at a young 76, my Triumph adventure still continues after 52 years, but now it's in a stunning Triumph Herald 13/60 Convertible. Putting it simply, it's just been lots of fun. All the grandchildren love it, and our 14 year old granddaughter has her eyes on the car. Could that be a genetic thing?



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INTERNATIONAL NEWS

THE 2024 VTR NATIONAL CONVENTION

We're delighted to be able to bring you a report this month from Tommie Cook in the United States. Tommie has also written a report on his rather special GT6 which we hope to run next month, but for now we have his report on the 50th Anniversary Vintage Triumph Register Convention, which managed to bring together a tremendous gathering of Triumphs and seems to have kept them and their drivers wonderfully entertained over a long September weekend.

This year the Vintage Triumph Register (VTR) celebrated its 50th anniversary, having been officially formed in October 1974. From humble beginnings, the VTR has grown into a rather large club with chapters across the United States, and even in Canada.

The VTR holds a National Convention each year, with the site varying, making each convention distinctly different and allowing attendees to drive more miles one year and fewer miles the next. Remember, the USA is rather vast and driving from California to New York is about 3000 miles! There are a few brave souls who do drive each year, but an ever-increasing number of participants trailer their cars to the gathering.

This year the convention was hosted by the Indiana Triumph Cars Club and held on September 8th-12th at Brown County State

Park near Nashville, Indiana. It was attended by slightly over 200 cars – down a little, as usually about 300 cars are expected. This year the featured Triumph model was the wedge cars – the TR7s and TR8s. There were almost 40 wedge cars attending, making this year's VTR truly *a shape of things to come!*

The weather was slightly warm for September, but the nights were cool and the roads were exceptional – lots of twists, sharp turns and changes of elevation allowing for ample playing of the gears and throttle to keep the engine within the power band. Wind in the hair and the seductive growl of the exhaust reinvigorates the soul and soothes the nerves.

There were breakfast runs, wine tour runs, a drive to tour the Cummins Museum, and drives featuring winding roads full of

hills and curves that challenged the driver's ability. Unofficial drives were also on the agenda, as were pizza and beer on an outdoor patio with long-time friends, and my wife's favourite – a run into Nashville for delicious ice cream that was handmade by the local establishment. Wow, was that chocolate raspberry ice cream the best!

American VTR gatherings are somewhat different to UK gatherings in that there are many different driving events. Presenter is always an autocross (or solo race), a gimmick rallye, a time-speed-distance rallye, a hillbilly funkhana, and of course the Concours d'Elegance – part of the uniqueness of the VTR National Convention is that every Concours d'Elegance entrant must participate in a driving event to qualify for the car show.

The VTR Concours d'Elegance and Participants' Choice car shows were held on a grassy field close to the park's covered bridge entrance. There was plenty of open space to allow room for judges and viewers to move about the concours cars, which were parked in their respective classes – showroom stock, modified touring and modified prepared classes. Participants' Choice cars had their own area and were separated by model.



A special thank you to the Indiana club for putting on the VTR convention. Everyone seemed to enjoy the event and were well entertained. The roads were amazing, the drives were outstanding, the cars attending were incredible, and best of all the people attending were the best. Luckily, the weather for the four-day event was pleasant: sunny with moderate days and cool, clear nights. This made for conditions that were just right

for driving cars, polishing cars, discussing cars and socializing in the evenings with a proper ale or two. Attending a VTR isn't just about seeing Triumph cars. It is more about seeing old friends, making new friends, and driving the cars we love.

Hurricane Francine struck the Louisiana coast on September 11th and proceeded to work its way north, bringing wet weather to Indiana as everyone departed for home on

the 13th. This made for a wet drive home in our Triumphs, but nothing that a towel and good cleaning can't properly handle.

Happy Motoring!

Thank you Tommie. It's safe to say that we will always have room for any event that includes quite so many active Triumphs – we look forward to hearing about the 2025 VTR National Convention.

THE BOYS OF (LATE) SUMMER

It's always good to hear from John Pullicino in Malta, but even more so when his reports arrive on a cool, damp, late September day here in England. We're sure that sunshine will be even more welcome to the majority of TSSC members by the time you read this as winter creeps in, so we're delighted to pass on this triple taste of Mediterranean joy. Over to you, John.

For the last 45 years I have been reading British classic car magazines and consequently am more than aware that most Brits will put their classic cars into storage in winter, avoiding the dreadful salt, and tinker with projects in their garages lubricated by hot tea. Eventually when spring comes around, there is a Triumphant venture outdoors hoping to strike good weather.

The situation here is rather different on this little rock in the middle of the pond, as our cars tend to stay in garages during the hot summer months. This year was so hot that very few of us ventured into garages to tackle a pending job. Normally autumn is an extension of summer here, but the Arctic air penetrating Europe provided some fresh air for the first time after an arduous summer, so the Triumphant post summer fun started.

The first of three events in the space of three weeks was a static classic car show as part of a village fair. The small, relatively unspoilt village of Mqabba was famous for its limestone quarries. The village sports two rival band clubs, and we were invited by one to join in this little fair. We had three small saloons on display, all locally

assembled, participating together with a locally-assembled Vitesse and an imported Mk4 Spitfire. The owner of the white 1300 was a newcomer to our group, and we were accompanied by another group member in his C4 Corvette.

Our friends and group members Brian and Anne Crook were back from holiday, so I planned another drive for the following Friday evening. Unfortunately I had to postpone at the last hour, due to an amazing downpour which would have provided some fun if we had Amphicar owners in our group. The following Sunday, we met in Attard and drove along the coast road to St Andrew's. This was previously a British Army barracks and residence, also commonly known as Pembroke. We parked in a car park with the period 1902 Edwardian hall in the background, which had served as an entertainment hall for wounded soldiers in period and has recently been restored and converted into a large restaurant.

The following Sunday we participated in an international event known as The Distinguished Gentleman's Drive. There were more than 100 classic cars participating in



this event, with three early bird group members and their spouses joining. Some other Triumphs took part, including a TR3 and a Spitfire Mk4. This was indeed a very enjoyable charity event, filling us with hope for other events in store during the cooler months to come.

Thank you to John for bringing some sunshine into our lives. Wherever you are in the world, we'd love to hear from you, whether you're 'Doing More In Your Triumph' in fair weather or 'Doing More To Your Triumph' in foul. Wherever you are in the world, please drop us a line at international-liaison@tssc.org.uk to tell us of anything from a huge gathering of Triumphs to just a little bit about you and your car. We love to read your stories and to share them with the Courier readership.



FROM ACROSS *The Pond*



Once again, the basis for my contribution this month is to show you some Triumph-connected cars that are currently up for sale, or have been recently. For the first car we're going back to the year 13 BH, that's 'Before Herald,' or on an alternative calendar 1946. Just on a philosophical/metaphysical point, I cannot personally corroborate that there was a time Before Herald, as I was born in the same year as the Herald (actually, exactly six weeks after the Herald was officially launched at the Royal Albert Hall), so have no direct knowledge. However, evidence suggests that the universe did exist before the Herald and I appeared.

The silver, open-wheeled car was recently advertised for sale on pccarmarket.com, out of Ontario, in Canada. The headline title is: '1946 Triumph Standard Special,' and here is the catalogue entry:

'This 1946 Triumph Standard Special was built on an early Standard Triumph tubular frame, with an exposed aluminium body, powered by a modified Triumph TR2/TR3 engine, paired with a 4-speed manual transmission. The body was replaced with a shaped aluminium tub, featuring open wheels at all four corners, in vintage race car style. It had been sitting for many years in England before relocating to Canada in 2004. The chassis is said to bear approximately 83k miles on the odometer, and the rebuilt engine is reported to have a runtime of around 15 hours. The seller reports the brakes have been rebuilt, specialty steering components have been installed, new tyres and tubes have been mounted, and a rare exhaust cut-out system has been fitted. This unique right-hand drive Triumph Standard Special is now being offered at auction by its seller, out of Ontario, Canada.

'The original body was stripped down and replaced with formed aluminium bodywork over the original Standard Triumph tubular frame. Equipment includes a chrome front grille with vertical slats, Standard badging, headlamps, a bonnet cut-out for the carburettors, an external

handbrake handle on the driver's side, an aluminium fuel cap, a rear bumper with tail lights, and a cut-out exhaust system with triple tips.

'The interior features tweed side panels and a bench seat upholstered in red leather, along with a matching dashboard and rear bulkhead. The dash features Jaeger instrumentation for coolant temperature and oil pressure, with a 120-MPH speedometer and 6k-RPM tachometer, a Cemco amp meter, a Weston ohm meter, and a Stromberg Motoscope vacameter. The driver is supplied with a 4-spoke steering wheel, a floor-mounted shifter, and a dash-mounted rear view mirror.

'This Triumph Special is powered by a rebuilt and performance-tuned TR2/TR3 inline four-cylinder engine, equipped with twin carburettors. The rear wheels are driven by a 4-speed manual transaxle. The seller reports that the brakes have been rebuilt, including new brake lines, wheel cylinders, rear shoes, and a new master cylinder. The steering components were sourced from Triumph specialists, and a rare driver-operated exhaust cut-out system is installed.'

That's a typical auction catalogue blurb, frustratingly missing out some things I'd like to know about the car. It's labelled as 1946, presumably this was the year of the Standard Triumph vehicle that donated its



chassis and running gear, but we're not told what that vehicle was. I've looked up that both the Triumph Renown and the Triumph Roadster were introduced in 1946, which was just two years after the Standard takeover. I don't know much about the construction of Triumphs or Standards from that period, though.

I'd like to know when the special was built, and by whom. Seems it was originally built in the UK. I've never heard of a Stromberg Motoscope vacameter (pictured), but looking at what it displays I wonder why all our Stromberg-equipped cars haven't got one. I also love the idea

of a dash-controlled exhaust cutout; I could turn up the noise when I'm clear of residential areas – great fun, but probably not legal in the UK!

You can find a short YouTube video of the car, which shows it being driven around a field. I'm afraid the look of the car is a little spoilt by the driver's head being rather high in my opinion, but perhaps this could be improved with thinner seats. Apparently, the car sold for 7500 Canadian dollars, which at today's exchange is £4200, which



I think is a very fair price... I wouldn't mind that car in my collection, it certainly looks like great fun.

FIBERFAB JAMAICAN



All this talk about Triumph specials in North America makes me think of another car, one that I have written about before (June 2015 and April 2022), and one that you might say is, on looks, the polar opposite of the 1946 special – the Fiberfab Jamaican from the USA. The red car I've included here was advertised for sale on classiccardb.com a few years ago.

Here are just the introductory sentences from the seller's blurb: 'This amazing automobile has been a pet project of mine

for over 10 years but it's time to let someone else enjoy the history and uniqueness of this wonderful and fun car which has turned more heads than almost anything I have ever owned. For those who want to have something beautiful and rare in the garage, Fiberfab is still the answer in the Jamaican, which some consider is the most beautiful body shape they ever created. The simplicity of the Triumph TR3 mechanicals makes it fun and practical to own.'

There are a couple of YouTube videos of the car – search 'Jamaican2 triumph TR3' for one of them.

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NEWS FROM UK, FRANCE & GERMANY

I am afraid winter is coming, and it will soon be time to tuck our toys up in bed. I hope nobody was caught in the recent flooding – we were meant to be going away on our shared narrow boat in early October, but it was on the River Nene and at the time of writing flood-bound. I think it will be stuck for a few weeks yet, so we are now planning a different break.

I am afraid I have not made any progress with the Equipe Mk3 prototype, as other jobs

seem to have got in the way. I need to shuffle the cars about in the garages to give me space and make it easier to work as it gets colder and less pleasant outside. We have, though, managed to put a few miles on our 2+2 as we used it for the Equipe Weekend (as reported last month) and then, given the poor weather forecast, used it instead of the convertible to go to the Area Organisers meeting and AGM on 22nd September. We were surprised that we were the only

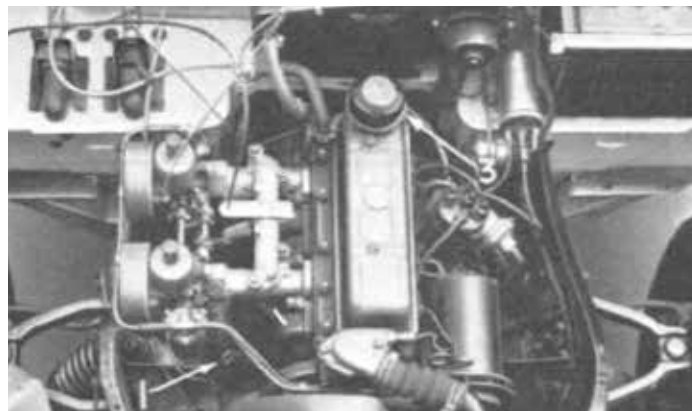
'Triumph' in attendance in the morning, although a Stag doubled the classic car attendance for the AGM in the afternoon.

I saw an interesting query the other day on the Bond Equipe Facebook group. A 2+2 owner was having trouble fitting the carbs onto the block because the intake pipes were out of line with the head. This car has the Mk1 Spitfire intake manifold, and the first thought was to loosen and realign the bolt-on link between the intake pipes, but that did not do it.

The owner then mentioned that a Mk2 Spitfire intake manifold would not work as the support of the throttle bracket was on the wrong side. I then realised what the problem was – the two intake pipes were the wrong way round, as was the link piece. On the Equipe, which did not use the Spitfire rod throttle linkage, there is an L-shaped bracket which bolts to the engine side of the link section and goes over it to provide a support for a throttle cable. This was not a problem I had come across before, and it was good to help solve the riddle.



The Stag pictured at the AGM.



A photo from the 2+2 handbook showing original (correct) set up.

Whilst on the subject of carbs, my 2+2 has a 1500 Spitfire engine fitted. It has never been quite right and idles poorly, but at Beaulieu I managed to find a set of reconditioned 1500 carbs. Last weekend I swapped them for those which were on the car. After a bit of fettling the car is running much more smoothly, but the idle is still not quite as good as I would like. However, I enjoyed the test run, so need to get it out a bit more if the weather allows. As it turned out, it had another short run out this morning as Suzie had won a prize at the local garage, so we decided to go in style to collect it – a box of posh doughnuts!



Finally you may recall that in my July 2024 article, I mentioned a card with a 2 Litre Equipe on it. I received a response from Wolfgang Beontgen explaining that these were Quartet cards. He wrote:

'Given the fact that I have been the proud owner of a 1966 Mk2 Spitfire for 35 years now, I would usually drop a line to Suzie (long time ago I did), however I thought of writing to you now as a response to the Bond Equipe Quartet card that you featured in your most recent register report. I am not sure if Quartet was popular in UK, in which case you can ignore my explanation below. However, as the card shown is in German, it might not be well known.'

'Quartet was very popular when I was a little boy. The initial idea of the game is to collect all four cards of a given range. There were Quartets on all sorts of stuff – I still have one covering an exciting story from

NOW, IS THERE ANYONE WANTING A PROJECT?

Again on the Bond Equipe Facebook group, a 4s has been offered for sale. I think it is in France, the car is left hand drive anyway, but unfortunately the owner is only offering the fibreglass body as he wants the rest to repair his



Herald. Perhaps someone could offer him the Herald parts he needs and save the Equipe? The car does look to be in reasonable condition and so well worth saving.

the Lassie TV series. However, I do not actually recall the rules of this initial variant, because we lads played it in a different way. One was using the different performance characteristics such as horsepower, engine capacity, top speed, acceleration and more to beat and get your opponent's card. The one having eventually collected all cards was the winner. Such quartets were available covering ships, railways, airplanes, tanks and of course cars! It was always great if someone had purchased a new Quartet with the latest models, especially sports cars. Very popular too were Quartets on classic cars. Later we were chasing old Quartets from the times when those classic cars were new.

'After seeing your article, I started rummaging in the old shoebox in which I still keep my Quartets, and found some interesting Triumphs, pictured here.'



I guess the closest we would have is Top Trumps which generally come in packs, so these seem to be a cross between those and trading cards. Wolfgang obviously enjoyed the game as his cards are well worn. He found quite a number of Triumph cards – Spitfire, GT6, TR, 2.5PI and Stag.

Guy



TRs NEEDING NEW HOMES

This month I have been asked to try and find new homes for a TR5 and a TR6. Both are available due to very sad circumstances, but I'm sure that the previous owners would want them to be completed and put back on the road where they belong. I can't deny that I'm very tempted myself, but I love my 4A and would always choose to drive that over any other two-seater soft top, so not many words this month, but plenty of images.

TWO-TONE TR6

Mr Michael Clarke contacted me recently to say that a friend of his wife had been unexpectedly widowed. The husband had been the proud owner of a two-tone TR6. The lady has told Michael that she wants to sell the car, which is located in the Castle Bromwich, Birmingham area.

Her late husband had owned this TR6 for over 40 years. It had always been garaged during that time, and from the images he had obviously been carrying out some engine work as the cylinder head has been removed. From the images it doesn't look like it would take much of an effort to return the car back to a running condition. It has non-standard seats, but the original seats are available.

Michael is willing to help the lady out



by acting as a go between for anyone interested in buying the car. If there is anyone who reads this that would like me to put them in touch with Michael, please email me and I will gladly do so.

**THIS TR IN TWO TONE
REQUIRES A NEW
HOME!**





TAKE 5 (A TR5, THAT IS)

I also had a phone call from a chap called Duncan. He explained that a few years ago he had been asked to carry out renovation work on a Triumph TR5, a car that had been tuned by SAH and produced 180bhp. Duncan was more used to restoring Fords, but he decided to take on the TR5 project and you will see from the images that the car has been restored to a very high standard, but requires a little finishing off.

When the car was nearly finished, he had





some sad news. The owner had passed away and his widow asked if he would be interested in buying the car, or selling it on and taking payment for his work from the sale price. Duncan knew that the owner would have wanted the car to go to a genuine enthusiast, and with this in mind he contacted me so that I could put the details in this TR column. Duncan reckons it could be completed in a few weeks.

The car comes with a genuine Surrey

top, Heritage Certificate and plenty of past MoTs. It is a very rare opportunity to acquire a TR5 – there were only 2947 of these cars produced, and of these only 1161 were right hand drive. So, if there is anybody who would like to take on this piece of Triumph history, please email me and I will put you in touch with Duncan. I also have many more images that I can forward on.

**IN WEDGEWOOD BLUE,
THE TR FOR YOU?**

ENGINE START UP AFTER EIGHT YEARS OF IDLENESS



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

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

The engine oil and the oil filter were changed, then I removed the distributor

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

With the distributor refitted, I turned the ignition to the cranking position, but there was only a click from the solenoid. A known good battery was then fitted, and this time the engine turned over. Using a spark tester, I found that there was no

spark at the plugs. A test lamp showed that there was power at the coil, so with the dizzy cap removed and using a test lamp, I found that there was power at one side of the points, but no transfer to the other side. I removed the points and, using a needle file, cleaned up the contact faces, then cleaned the LT connections with sand paper. With everything back in place, I turned the engine over and there was a spark showing at the tester!

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

**THE GT6, NOW
FIRING ON 6!**

Bern

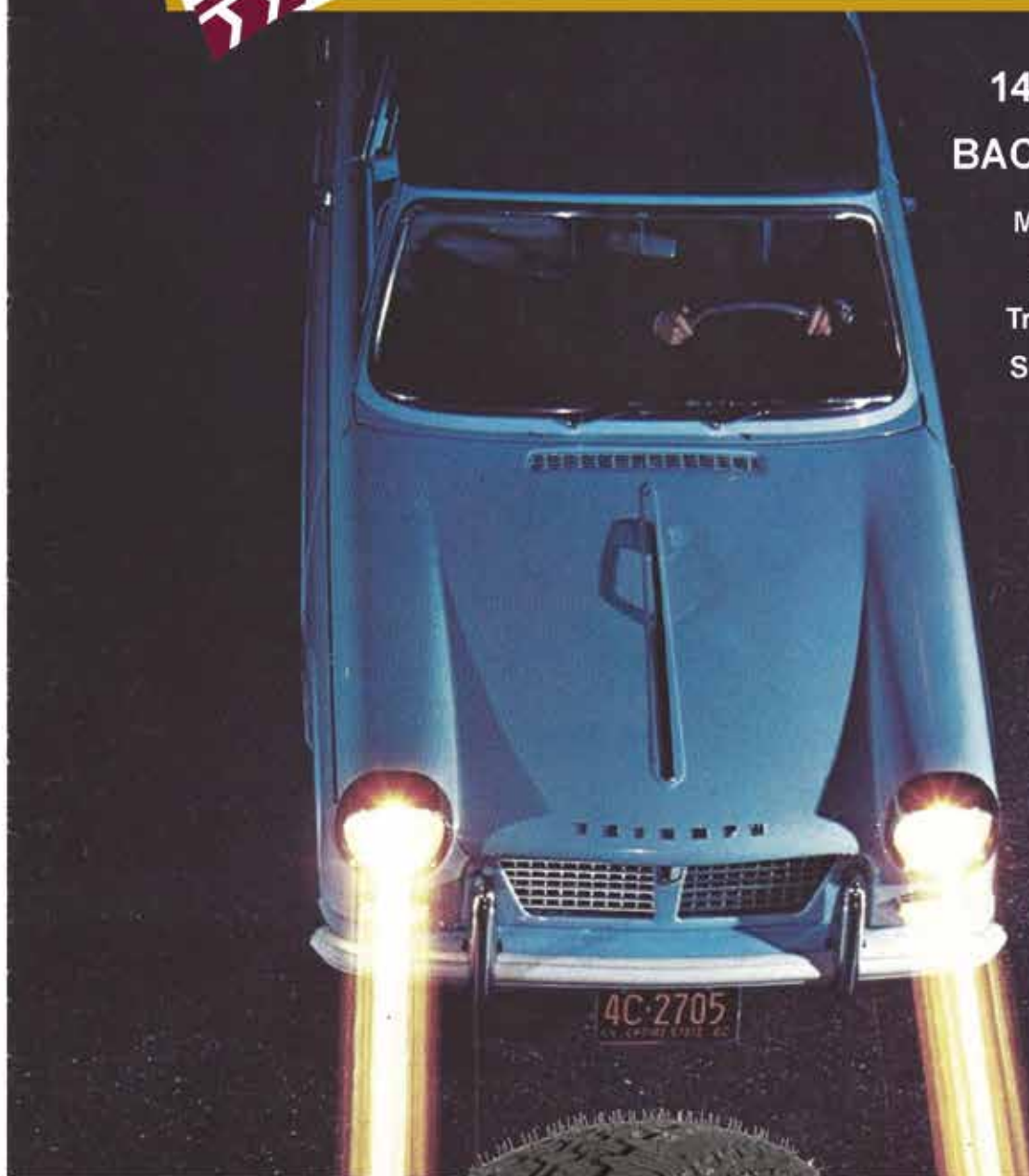


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A CREDIT TO HIS *HARD WORK*

As we saw last month, Paul Smith has put a lot of work into restoring his Spitfire 4. He was not yet finished with the story last issue, but just look at the car now! We'll let Paul finish his story, or at least bring it up to date, because are they ever really finished?

'Eventually, I got the tub back onto the chassis. The bonnet, doors and a new boot lid followed, then on to the interior. I put on new seat covers and fitted new carpets. I always kept the original parts where I could, and I sourced some rare parts from Guy and Suzie. I had the original bumpers re-chromed, and always tried to keep it as original as parts availability would allow. I even kept it positive earth!

'My only indulgence was the exhaust, which I think looks and sounds brilliant!

(I do have the original as well.) Slowly I refurbished or replaced everything else. Hopefully when the warm weather comes, I can get it out and drive it, though I have now taken it to its first local car meet!'

Paul also took the car to an annual car gathering in August at Shalbourne in Wiltshire, not too far from us. Guy went to





the meeting in Doris, our 100 year old Standard Kenilworth (the car in the middle in the picture) and saw the Spitfire there. Paul was talking to the person he bought the car from many years ago – a small world! It obviously attracted a lot of attention, and lovely to see a car in Primrose. Paul has done a very good job, and I look forward to seeing it myself in the metal some time.

AND ANOTHER HEROIC RESTORATION

Continuing with the mammoth task that has been embarked on in Pakistan, here is some more from Asim on their Spitfire.

'To the casual onlooker, there doesn't appear to be much in the way of progress, but keep in mind that this is a case of an entire car body literally being carved out of standard sheets of metal of

various gauges, something very rarely done as this sort of thing is just not worth the hassle when the usual parameters of cost, time and effort are applied, especially in commercial concerns. Only a fabricator can truly understand the stages of this, but seeing the 'before' photos and comparing them with the 'during' photos shows just how far we have come

so far. Admittedly, there's still a bit of a ways to go to get to the 'after' scenario, but then that's how it is going to be. Like just about everything else, it's all about the journey.'

So here's a brief reminder of the 'before' and a view of the resurrected bonnet.



WHEEL BEARING Whines

I have also had an email from Darren Worman, which I'm pleased to share.

'I have owned Spitfire Mk3, AMA 127F, for 28 years now. Unfortunately due to work pressures I have not got as much use out of her as I would have liked, but I'm hopeful that now I should be able to. However, earlier this year worn wheel bearing whines began to emanate from the rear of the car. With the anticipated frequent, use I was keen to remedy the problem.

'The first stumbling block was removal of the notorious rear wheel hubs. After posting a message on the TSSC Forum, members from Luton and Nottingham very kindly offered the loan of their hub pullers. Northants AO Nigel referred me to Ian Gittings, who duly supplied a top quality hub puller as well as a spring compressor.

'After considering the change of both wheel bearings, I then decided upon a full halfshaft rebuild of both. Having removed the halfshafts, it was off to Ian again who undertook a top quality, professional rebuild, sourcing new parts where required and renovating existing parts that could still be used. I have refitted both halfshafts and am ready to enjoy what remains of the summer.

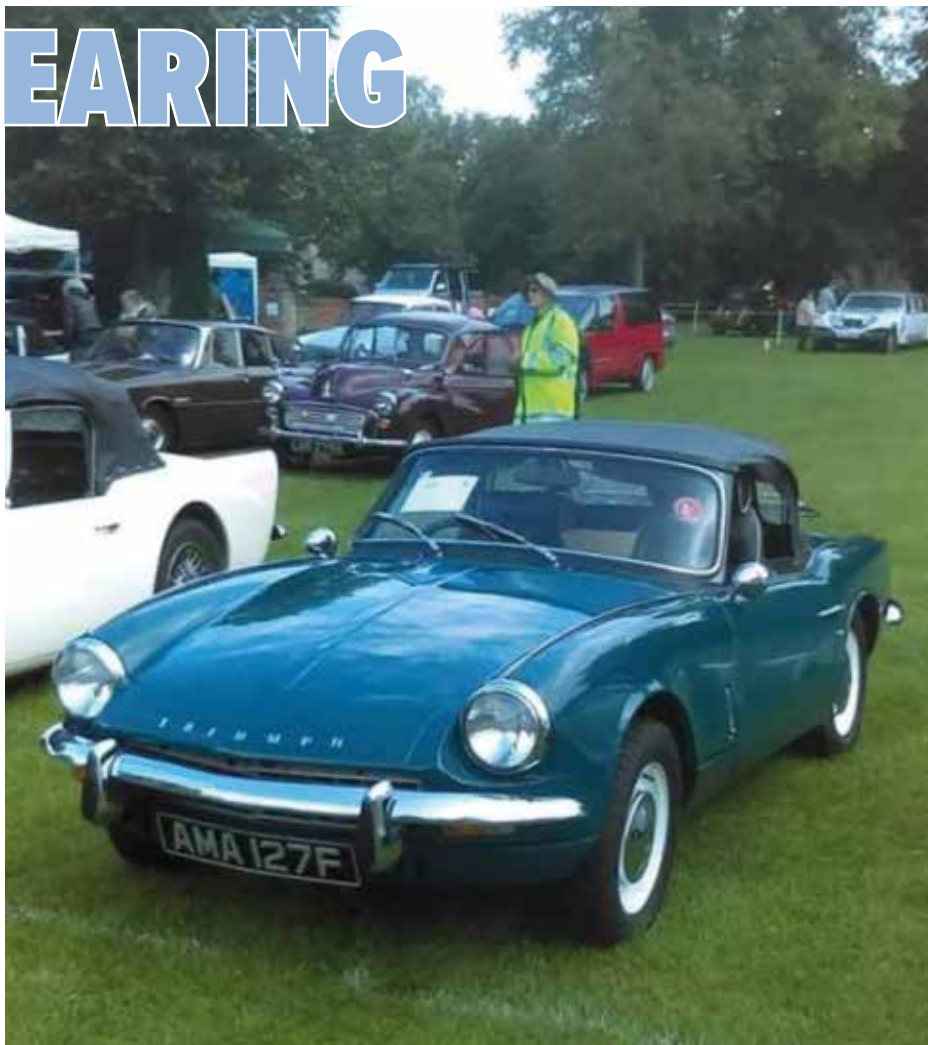
'It was a fairly routine upgrade I guess, but my main reason for sharing this was

to highlight the amazing help and advice that is offered within our club. I have found this invaluable and it has allowed me to keep AMA 127F on the road. Thanks to Pete and Graham of Luton and Nottingham respectively for their offers of a hub puller, and thanks to Northants AO Nigel for

recommending Ian Gittings. And of course special thanks to Ian whose knowledge and professionalism is exceptional – fantastic halfshaft rebuilds. Many thanks.'

That's all for this month.

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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

This year has been a fantastic one for events despite the often-changeable weather, and it's great to watch the classic car world in general go from strength to strength. Yes, there is much talk about market corrections, car values and the future of fuels, but whilst there is much change in our world, the two things that remain constant are camaraderie and enthusiasm within our community for the cars we love. This has come across from the Club at events this year, and we are continually working on behalf of you, the members, to support the TSSC with a tailored insurance package and ensure that package offers a tangible benefit for being a member of this fantastic club. So, when it comes to renewing, remember you won't get this level of cover specifically designed for the needs of Triumph owners and TSSC members anywhere else! Also, if there is anything more we ought to be offering, please do let us know – we are keen to see this scheme continue to evolve and adapt to your needs.

Next year, of course, there is much to celebrate with the anniversary of the TR7 being launched in the UK and the addition of IRS to the TR range with the launch of the TR4A, to name just a couple. I'm sure there are others, but also it is the 60th anniversary of a plucky little hardtop Spitfire winning its class and finishing 13th overall (beating its rival, the MG Midgets) at the 1965 Le Mans 24 Hours.

Suppose you're planning a trip over to the Le Mans Classic next year to celebrate this. In that case, you will be relieved to know that you will be insured for 35 days fully comprehensively to cover your journey, but also that our breakdown cover extends to European travel. Check back to our August issue of *The Courier* for a full explanation of what it covers, or give us a call. The great benefit is that not only is it guaranteed to either fix or repatriate your Triumph back to the UK, but it is also included in your Club insurance package and so will save you costly separate, standalone breakdown cover, which can be expensive these days for older vehicles going abroad.

VALUATIONS

A TSSC Agreed Value valuation represents a figure for which you should insure the replacement of a car. It does not simply represent the market value of your vehicle if you were to sell it, but the cost of buying another just like it if you were forced to try and replace it – a significant difference between our offering and non-specialist cover. You can find the exact process for obtaining this valuation printed elsewhere in *The Courier* or online at: www.tssc.org.uk/tssc/valuations.asp.

But the insured value of your Triumph can be increased yet further. How? The Club scheme includes 'reinstatement cover.' This optional extra allows you to cover your Triumph for a sum more than the agreed value (up to 25%) to protect against a possible shortfall in a claim payment between the value of the Triumph and its possible restoration costs. This is particularly useful on Concours or rare cars like Bond Equipes, for example, where parts and repair procedures may be more costly due to the nature of the vehicle's rarity, modifications, or high standard of restoration.

TOOL AND PARTS COVER

As I write this, some Triumphs are beginning to be tucked away in the garage to hibernate for the winter. This is the best time of year to get on with those routine jobs on the car – or even something more involved in readiness for pitching up at

Tetre Rouge with the TSSC at Le Mans.

TSSC Insurance can ensure all your tools, spares and other sundries are insured—all year round. It's incredible how much value they add up to when you take stock, so we can help you ensure they are protected in the event of the unthinkable.

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FEEDBACK & FOLLOWING UP

The editor has asked if I can keep it very brief this month as he is squeezed for space, so my main piece will have to wait until next month and for now I will just bring you some follow-up correspondence after previous articles. So firstly, Peter Barker followed up on my mention of Tipton Garage in Devon and took his 948 Coupé there for a tune up on the rolling road. The recorded power curve was a very creditable 41bhp, showing very little power loss from the 45bhp net for the 64 year old car!

Also, my discussion about Downton tuning raised a few discussions from people who worked there. This still has me in a quandary as to whether I can build an improved 948cc engine following Downton principles to see if I can get 60bhp from the SC engine, and prove that the standard six-port head can be made to breathe better than the early eight-port head (pictured right), as with very little space the shape of the inlet ports was compromised in the eight-port one.

Crossing the beams here, but I was also contacted by Bill and Anne Watts asking for anyone with knowledge of the location of their former 13/60 Convertible, ORP 7F. So please check in if you have this car, either via the 13/60 Register, to me, or via the HQ.

Finally, a couple of people have asked about the Koni conversion I put in on my rear suspension. I must make clear that this is still an experiment as I wanted to shorten to closed length, but the only damper that achieved the damping rate I needed as well as the closed length was a little short on open length. However, I am hopeful that the shortened open length will act as a droop preventer.

The main issue is that using Mini front dampers at the rear of a Triumph requires the bushes to be changed. You can simply push out the Mini bushes and use cut down Triumph cone bushes, but I carefully adapted Superflex Sport bushes made for a Westfield to suit. The dampers I used were Koni 80-1717, Mini Cooper lowered front. I could have used standard fronts and accepted a slightly longer closed length, but will report back when the car is on the road as to how



The port side of a rare early eight-port cylinder head.

well the set-up works with a slightly de-cambered spring, a ½in lowering block and these dampers. But I do also need to rebuild the front suspension on the Brabham as I borrowed the uprights with disc brakes to put on the 948!

In relation to this, I was forwarded a discussion that came to Vitesse Register Secretary David Tunbridge by Vitesse owner Tony Blackwell. The conversion he talks about was similar to that used by Jack Brabham and has been mentioned in various forms over the years, but it is good to hear from someone with direct experience.

Tony wrote: 'Having owned a number of Vitesse over my driving years, I felt I must write to you concerning the issue of the rear suspension. I had my first Vitesse (a 1600 Mk1 convertible) at the age of 22 and loved it. However, like all of us I had difficulty in cornering and contacted the Triumph Racing Division at Coventry. They were most helpful, and invited me to their premises to carry out a "simple" modification which in their words would transform the road handling.

'I was a bit sceptical, but felt it was worth a try. So I drove up from south London to their premises in Coventry early one Saturday morning, where they gave me a cup of coffee and took my car to their workshops. Half an hour later they returned it to me and explained they had removed the fifth leaf

from the rear spring. That was all, but what a difference! The rear wheels now had negative not positive camber and the suspension was much softer, giving a much better ride. The main issue was the road handling though – I could now out drive a Lotus Elan!

'I took the car to Brands Hatch circuit on the MG Owners day meeting where, in those days, you could drive it round the track provided the Paddock Engineers deemed it track-worthy. Because it was a Vitesse, they put me at the back of the grid for the five lap race, but at the end I came in third out of 35 cars thanks to the revised suspension.

'I contacted Triumph Racing and they were not surprised as they couldn't understand why Triumph had not carried out this simple modification. I have changed the suspension on my subsequent Vitesse and Heralds and they all performed wonderfully. Hope this may help other drivers.'

Thank you very much for sharing those thoughts, Tony. Now, as we head towards winter maintenance I hope your projects get the care and attention they need, and hopefully I will find time to move my 948 forwards. Look out next month for the stories that have been held over from this time, ones which will hopefully inspire you to write in with more Triumph tales of your own.

Adam

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WHEEL STUDS

I've had a few questions from members recently regarding replacement of wheel studs, so thought I'd write a short article for future reference.

The original wheel studs fitted to all GT6s from the factory were a 3/8 UNF thread with a splined taper fit cap. The originals were approximately 36mm long, suitable for the original steel wheels or the splined adaptors for Mk1/2 (and aftermarket) splined spoked wheels or the later bolt-on spoked wheels fitted as a factory option to Mk3s.



Standard 3/8 UNF wheel stud approximately 36mm long.

If alloy wheels are fitted (or wheel spacers), then extended wheel studs are usually required and are available in a higher tensile strength version. I've seen them in various lengths, the most common being 47mm. Care must be taken to use the ones with the taper seat cap, as some studs available have plain cap seats so do not sit properly and are therefore not really suitable.

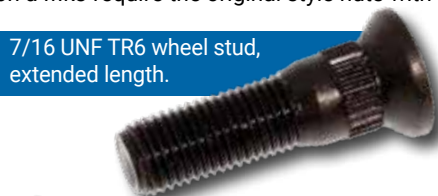
Although I've never had any issues with breaking wheel studs in my 36 years of GT6



Extended 3/8 UNF wheel stud with plain cap seat (unsuitable for Triumph hubs).

ownership (and I drive my car hard), I know some owners prefer to upgrade to larger diameter studs for higher strength. Two popular options here are to use 7/16 UNF studs as fitted to larger Triumphs such as the big saloons, TRs and Stags, or M12 studs as fitted to Rover Freelanders (Part number CLP9037L). Be careful if using Freelander studs as some have plain rather than tapered caps so are unsuitable.

One issue with changing to Freelander studs is that the standard centre caps used on a Mk3 require the original style nuts with



7/16 UNF TR6 wheel stud, extended length.



M12 (12mm) Freelander wheel stud, correct type with tapered cap seat.



Extended updated (high tensile strength) 3/8 UNF wheel stud 47mm long.

a washer which also hold the sprung centre caps, and these are not readily available in M12. Late TR6s used similar centre caps and 7/16in studs, therefore TR6 nuts (part number 145470) can be used with 7/16 studs and the original centre caps. If you have alloy wheels though, then the M12 studs should be OK, but make sure you get the right profile wheel nuts to suit your wheels. A good source of wheel nuts for alloys that I've found is Midland Wheels, also trading as John Brown Wheels. They sell many different variants of nuts in various threads and seatings.

Fitting 3/8 UNF studs can be done fairly easily with the hubs in place, although the brake shoes need removing on the rear if you are fitting the extended 3/8 UNF studs. Removing the old studs is usually fairly easy as they will normally tap out with a hammer. Refitting the new studs of any of the diameters is best done by using some washers or a larger nut as a spacer to clear the wider part of the stud and a plain nut to pull the stud into place to engage the splines. Don't use your wheels nuts to do this as they are often made of softer material and you risk stripping the threads.

Fitting the larger M12 studs or 7/16 extended studs is less straightforward on

Pulling a wheel stud into place. (Picture extracted from the Triumph Experience Forum.)



the rear as it's not possible to fit them with the rear hub in place. As removing the rear hub is not straightforward, a way around this is to make an access hole in the rear backplate to pass the stud through. This can then be blanked off with a grommet after fitting. Alternatively, you can remove the brake slave cylinder and pass the stud through its slot in the back plate, but that involves bleeding the brakes.



Passing a larger wheel stud through a hole made in the backplate. (Picture extracted from the TSSC Forum.)



Mine and Karl Reilly's Saffron GT6s on display at Brands Britannia.

GT6s

Out and about

BRANDS BRITANNIA

I went along to the Brands Britannia event with the TSSC Essex area again this year. The event at Brands Hatch race circuit is a celebration of British classics. Booking in advance as a display car gave free event entry which was great, although you did need to arrive early and stay there all day. Not only were there hundreds of classics on display, but there was also a full day of classic racing including the chance to do a grid walk before one of the races and a parade lap in your classic display vehicle after the last race.



Brian Pringle's GT6 Mk2/Spitfire-based Lightning' McQueen special at Brands Britannia.

SHUTTLEWORTH ALL TRIUMPH DAY



Mike Titchen's Mk2.

A new event for this year was the All Triumph Day at the Shuttleworth Collection. Well I say new event, it was actually a replacement for the All Triumph Day previously held at Duxford. Duxford had put their prices up and made the event uneconomical for the Herts and Beds area of the club to put on, hence the move to Shuttleworth. This year the TR Register Lea Valley group did most of the organisation. The museum is well worth a visit, so I'm hoping the event is repeated next year. On arrival the organisers directed each car to pose for a photo in front of the historic control tower and emailed a photo through to the owners that evening which was a nice touch.

GT6

There were plenty of GT6s to look around at the event.
Here are just some of the ones I saw:

Andy



Emerald Green Mk3.



Mimosa Yellow Mk3.



Mark Smith's purple Gitfire
GT6 convertible/2.5L Spitfire.



Dick Twitchen's Mk1.



Two Red Mk3s.

FROM THE ARCHIVES

As the Shuttleworth All Triumph Day replaced the previous events at Duxford, here is a picture from the Duxford All Triumph day in 2004.

My son James, aged 3, trying out my GT6 at Duxford. Needless to say, as this was 20 years ago he is all grown up and somewhat larger nowadays!



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TRIUMPH TR6 2.5 - 1969

Beautifully restored 1969 Triumph TR6 with Overdrive. The car has all the correct parts for an early model with the correct steering wheel, gear knob, rear wing beading and restyle wheels trims and original hood in "as new" condition.**£28,500**



TRIUMPH TR6 2.5 - 1969

Ex US car with overdrive. We have known this car for over 20 years and have completed lots of maintenance on it. The body and chassis are in excellent condition with no rust. The interior has been custom made in full leather by our trimmer.....**£25,000**



TRIUMPH GT6 2.0 - 1971

Left hand drive ex US car restored to an extremely high standard with lots of work being carried out by TR Bitz. The car has recently returned from a trip to Santorini which it achieved with no issues. The interior has been custom built in black leather.....**£24,500**

TR Bitz have over 50 years of experience with Triumph TR cars, and provide a complete range of services, from sales and brokerage sales service to routine service, maintenance, bodywork or sourcing replacement parts.

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TRIUMPH TR4 - 1973

UK Car with overdrive. Had a previous body off chassis restoration the car is in very good condition in body and chassis with no rust. Upgrades fitted during the restoration include: Spax shockers all round, poly bushed suspension.....**£22,000**



TRIUMPH TR4A SPORTS - 1967

Triumph TR4A with overdrive. We have known this car for 15 years servicing and looking after it for its previous owner. Used on a regular basis, MX5 seats, electric cooling fan, electronic ignition, spin on oil filter conversion and K&N filters.....**£21,500**

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TRIUMPH DAY

SITTERDORF, SWITZERLAND



For the third month running, thanks are due to Robin La Barre for contributing, this time with some photos taken at the Triumph Day on Sunday 15th September just outside the municipality of Zihlschlacht-Sitterdorf in north-east Switzerland.

For Robin this was a most enjoyable meeting – being restricted to Triumphs only made it very special. In central Europe a one-marque meeting is quite rare, if not unique, and this promoted a real family atmosphere.

The press report on the meeting estimated that there were more than 100 Triumphs present. It is difficult with all the comings and goings, but his impression was that this is a bit low; his guess would be nearer 150.

A total of three Vitesse, all Mk2 convertibles, were present including his own car. Rick bought his Vitesse (pictured on this page) in 2022, and now has it up for sale. The car followed a quite tortuous path before Rick bought it in Berlin. It was

purchased new from Henlys in London by an Italian who drove it to Milan, interrupting the journey to register the car in Switzerland for reasons best known to himself. The Vitesse was imported into Germany by the second owner, and now it is back in Switzerland. It is in an impeccable state and the whole history is fully documented.

Boris has owned his immaculate Vitesse (facing page) for one year. The previous owners were father and son, both of them





car mechanics who maintained it in superb condition. As far as we know, this Vitesse has spent its whole life in the Ticino, Switzerland's southernmost canton.

There was a nice line up of Triumphs, including a yellow late Mk3 Spitfire with black windscreen surround and 4.5J steel wheels, and a rally prepared Dolomite. It was interesting to see a LHD engine bay with a smart rocker box too. Also, note the different wiper spacings on the Vitesse – the wider spacing was introduced in 1970 to

facilitate the use of the 1300/1500 FWD wiper mechanism.

If you are travelling on the continent next year, see if you can combine your trip with a visit to a classic car show. May I suggest that the international contacts mail the editor well in advance of future shows planned in your country so they can be listed in the Events page of the Courier?

Following the success of the Sitterdorf show, Robin is optimistic that it will happen again next year. And being quite close to Bavaria, the Black Forest and the Swiss and Austrian Alps, there are plenty of places within reach to visit on a continental motoring holiday.

VITESSES IN MUSEUMS

Now that the dark evenings are upon us and most of us hide our cars away, where else can you go and see a Vitesse in the flesh in dry, comfortable surroundings? Here is where you can see some examples of Vitesse around the country.

HAYNES MOTOR MUSEUM, SPARKFORD, SOMERSET

1969 Vitesse Mk2 convertible – Red – Reg. no. YLR 34G

BRITISH MOTOR MUSEUM, GAYDON, WARWICKSHIRE

1965 Vitesse 6 saloon – Conifer Green

with Matador Red trim – Reg. no. AVL 665C. This is a low mileage car with sunroof and period raised white digit registration plates.



COVENTRY TRANSPORT MUSEUM, MILLENNIUM PLACE, COVENTRY

1970 Vitesse Mk2 saloon – Damson with black trim – Reg. no. DDT 456H

TSSC HEADQUARTERS, LUBENHAM, LEICESTERSHIRE

1963 Vitesse 6 coupe – Gunmetal with Black trim – unregistered, LHD
1968 Vitesse 2-Litre convertible – Slate Grey with Midnight Blue trim – Reg. no. KOD 257F

While the coupe is unique but in poor



condition (above), the slate grey 2-Litre car has been rebuilt and preserved in a condition better than it left the factory. The attention to detail is just incredible.

LAKELAND MOTOR MUSEUM,
BACKBARROW,
CUMBRIA

1962 Vitesse 6 saloon – Black/White duo-tone with red trim – Reg. no. 319 XVT (pictured below). Nestling next to a Ford Consul Capri of the same vintage and competing in the same market, there aren't many black Vitesse's, let alone duo-tone versions, so this car could be unique. The frontal view looks the part with the slotted headlight surrounds complementing the grille. Also, the raised silver digit registration plate is delightfully period, and although the square AA badge looks a bit 1970s, these were introduced in 1967 so are a correct period accessory for a Vitesse.

There may be more Vitesse's tucked away in smaller local establishments, typically of the Mathewsons kind, so please write in with your findings and local knowledge.



2013 COURIER INDEX

Many thanks to Des Sowerby for offering to assist with the Index – here is the next instalment.

Month	Title	Detail
January	3 for 2 Brake Lights	Adapting reversing light to include 3rd brake light
February	Bits and Pieces	Carb air tube for Vitesse 6. Period adverts
March	Servo Unit Fitting	Location for fitting a servo
April	2 Speed Wiper Conversion	How to convert to 2 speed wipers and maintain originality
May	Areas Often Forgotten	Mk 2 UJ problems masked by Rotoflex. Servicing 1600 open breather system.
June	Life With A Vitesse	An owner's story
July	Star 90 & More Old Racers	Report of STAR 90. Fitting wider rims.
August	Clutching at Pivot Points	Fulcrum pin wearing on clutch release fork. Solving sump knocking on steering rack.
September	Vitesse de France	Report of a trip to Le Mans
October	Issue 400 – What's Changed?	How the Vitesse has been viewed over the years. Misunderstanding the swing axle.
November	Stafford and SOLEX Carbs	Report from Stafford. Why did Triumph fit Solex carbs to the Vitesse 6.
December	A festive selection of topics	Developments to the Solex carbs. Introduction of Stromberg CD150 and its developments.

And finally a reminder of a couple of events to round off 2024:

CLASSIC MOTOR SHOW AT THE NEC
8TH-10TH NOVEMBER

The TSSC will have their usual stand and sociable welcome. Without lots of Triumphs huddled outside together, this indoor show does provide more of an opportunity to wander around and look at other classic car marques, find that elusive

brochure and imagine you are still in the middle of the 20th century...

TSSC HQ OPEN DAY
SUNDAY 1ST DECEMBER

Come and have a close look at those contrasting Vitesse's next to each other and enjoy some Spitfire ale, especially if in the passenger seat.

Dave T



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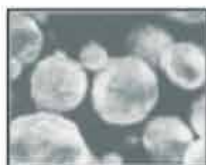
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Area News

THIS MONTH'S REPORTS FROM THE TSSC AREAS

Triumph Sports Six Area Liaison Officers: Paul & Christina Girling

Email: tsscareas@gmail.com Tel: 07584 000442

As part of the upgrade of the Courier, we are hoping to encourage news from a greater number of areas. If you are an AO who doesn't send in news or are a member of an area that doesn't currently have a column, please think about writing just a short summary of the things your area gets up to. This does of course mean that we have to find the space for these extra reports, so we have re-introduced a suggested limit of 550 words and 4 to 5 photos per area. Thank you to those areas who are working to comply with these limits, allowing the space to be shared by more areas.

If you are an AO, take a look at the AO Help section available when you log into the TSSC website. We have several quizzes for download, along with an instruction

book explaining how to use your area page on the website, and another with hints and tips on becoming an AO. There's also an introduction to our online regalia shop and finally a style and content guide to help with submitting reports for the Courier. We should at some point have an instruction booklet on using the Mailchimp email programme too.



Paul & Christina

ANDOVER

There was a good turn-out at the Clatford Arms last month, with seven cars sitting up in the sunshine – Bob in his MGB GT, Richard in his Spitfire 1500, Alan in his TR6, Robin and Ann in their Stag, Jasper his Vitesse, and Guy and Suzie in their Bond Equipe 2+2. (The photos were taken before Kevin arrived in his Spitfire 4.) A good lunch was had by all, with discussions touching on health, the Bond Equipe rally, some filming work that we may have been able to help out with if we hadn't been in that week, and as usual any number of other topics.

As my hearing is so poor I wasn't able to take in much of what was talked about round the table. Kevin now also has 'bionic' ears and said that he had an interesting trip in the Spitfire! I've given up using mine in the

convertible, because amplified wind noise is really not very nice. Guy just has to shout louder if he needs my attention.

It might seem a bit early, but as both of their Christmas menus were available we discussed the relative merits of the Chalkhill Blue and the Clatford Arms as a venue for our festive celebrations this year. We decided that we were very happy with the menu, food, ambience and journey to the Clatford Arms, so we duly booked our meal for Wednesday 11th December. Please put that in your diaries and, if you haven't already heard from us with the menu for choosing your meal, please get in touch.

If any of you are visiting the NEC Classic Car Show this month, please do come along to see us in Hall 4. Look out for the red gazebos almost at the far end of the hall.

NEXT MEETINGS:

8th-10th November

Classic Car Show at the NEC

13th November at 12.00

The Clatford Arms, Goodworth Clatford, SP11 7RN

11th December at 12.00

Festive lunch at The Clatford Arms, Goodworth Clatford, SP11 7RN

Guy & Suzie

AVON

As we enter autumn, there is less news apart from the good old British subject of the weather – wet! A number of members decided not to attend a local-ish show due to the rain and likely mud. On the day the sun was shining, but the mud remained an unknown.

Sometimes it seems sad in the cycle of life that classics are loved one minute and then next thing they get left for years to deteriorate, hopefully to then be discovered and loved again. I have been asked to go and see one such car, a Mk3 GT6. It looks to be in a poor state and the owner is convinced it may just be good for scrap, but I am hoping that a buyer can be found.

We are in the process of planning our Christmas meal, to be



at The New Inn @ Mayshill again after two previous delicious visits.

Next month our meeting will be at The Griffin, Warmley. In October the venue was not as good as it could have been, but thanks to the 13 people who came to check it out.

Stay safe everyone,

Dave

EAST BERKSHIRE

Tuesday 2nd October and it's belting down again, so no Triumphs in the Royal Oak car park tonight. Malcolm turned up late, on his way home from holiday in Malta, but in time to reacquaint himself with some proper beer. We thought his wife might still be in the car outside, but he'd dropped her off at home before heading to us.

Steve and Don are CT members and I suspect they only come to



read our mag which is now shinier, better and more interesting than theirs. And we get it every month. Steve's still thinking of selling his GT6 and 2000, but we're working on him. Don's Vitesse is still nearly finished,

Mark and Paul had a long discussion about hydrogen vehicles, wind farms, electric vehicles, coal and steel and something about whales, I wasn't really listening as it wasn't about Triumphs. Richard came in his modern, well it's 1997 and will soon be a classic itself. The alarm system kept going off – he thinks something to do with the door courtesy light switch. It's incorporated in the door switch, much simpler on a Triumph.

Andy went to Shuttleworth this month and reports a great show, congratulations to Uncle Pete and Herts & Beds for organising a worthy successor to Duxford. Malcolm was also at Shuttleworth, staying to the end. He got caught in a downpour on the way home and hit flooding that ripped his Jaguar's underguard off. He's very pleased he didn't take his GT6. Malcolm also went to the AGM and gave us a detailed account.

Andy took his GT6 for an MoT and was surprised to get an advisory that his tyres are 12 years old. This is now part of the MoT, apparently. His rotoflex doughnuts are also not the best and with the rising cost and poor quality of doughnuts, he's contemplating CV joints. Watch out for an in-depth article.

I'm still having trouble with my GT6. Logic says fuel, but the pump works and reservoirs are full. Herts and Beds are threatening to come and help me, so a visit to the pub will be required. Ah well, not so bad.

To my surprise our Christmas do, normally an exercise in herding cats, is organised.

Read next month for another exciting instalment.

Doug

CAMBRIDGE

October's meeting saw us overwhelm the area we normally meet in at the Plough, with dozens of Triumph enthusiasts squeezed into all the spare chairs we could find. The car park was resplendent with Triumph hardware, from Mike's 2500 estate that he brought along to have a valuation done for agreed value cover on his

insurance through a selection of Vitesse and several Spitfires to some large parts that were being swapped between boots. Steve brought along his old gearbox which the other Mike had bagsied, and there was much scratching of heads over Farren's windscreen after we found that it wasn't quite wide enough to fit on any of the Triumphs – too tall for the smaller ones and not wide enough for the larger ones.



Talk was had on the possibility of another April run up to Scotland to do the NC500, following the success of the Wales trip at the end of this summer. There was some feedback on the Shuttleworth event, with one embarrassed member admitting that he turned up to find nobody there as he had come a whole week early. Potential new member Conrad was given a spare copy of the Courier to entice him to membership; he had kindly given Rob a lift and had been part of one of our member's Coast to Coast teams in the past.

Next meeting is Monday 4th November at the Plough in Fen Ditton as usual.

Tom

CORNWALL

So sorry I was unable to attend last month's meeting due to my dad being in hospital, but he's now home and on the road to recover well. I am very grateful to Malcolm for taking the meeting – I do believe that all who came had a good night.

September saw the last couple of rallies for the season. I attended Lanlivery on the Saturday only. I was hoping to camp, but the weather put a dampener on that! I only saw a couple of members, Tony and Lisa with their lovely classic caravan and car set-up and I thank Colin and Karen for their

hospitality with a lovely cup of tea in their caravan.

The last rally of the season was St Mawgan, which unfortunately was a bit of a washout. The rain stopped play on Sunday and all was cancelled, but I do believe that everyone who attended on the Saturday had a good day. Let's do hope for a better September next year for these two rallies, which raise a lot of money for local charities.

At this month's club night it will be our planning night for the following year ahead, so do please come along with any ideas and events that you would like to do and see in the Cornwall events calendar. Everyone's input is most appreciated.

UPCOMING EVENTS

November

Sunday 3rd – Invite from North Devon to take part in Ten Pin Triumphs at Trethorne Leisure Park. Please let A/O Darren Groves know of your attendance. (Sorry, I'm working.)

Saturday 9th – Fireworks and Food at your A/O's abode, please let Carol know of your attendance.

Thursday 14th – Club Night and planning night for 2025. Do come along with your ideas and events.

Sunday 17th – Car meet being organised by Jane and John.

December

Thursday 12th – Club Night.

Saturday 14th – Christmas Dinner and Dance at The Harbour Hotel, Padstow. Book with your A/O.

Happy and safe motoring,

Carol

CHESHIRE

Early in the week we had another helping of seriously wet weather, but the forecast for meeting night remained dry, if a tad on the cool side. And (for once), the weather on the day was in fact dry and cool. I received a message from Richard indicating his transport had developed coolant issues (a leak) near Sandbach, and was in the process of being rescued by his in-house breakdown service.

I pulled into the car park and parked very close to Monty's Bond, and then spotted a red GT6 – it was nice to see Adrian (and his GT6) once again. Later on Paul appeared in his GT6, so we had four Triumph 6 pots in the car park.

Alan has not made much progress on his GT6 project,

as misbehaving parts of the bathroom have been a higher priority. I note that we have not seen the owner (a non-member) of another GT6 project since May. And on the subject of GT6s, Roy has sold his Stag and followed that with a GT6.

Matthew has been trying to assemble the back brakes on his Spitfire kit, having fitted new shoes and had difficulty getting the drum back on again, and then the wheel wouldn't rotate. There were a number of suggestions, but I think we'll have to wait for the next time we see Matthew to find out what the problem actually was.

Monty took us to the issue of Bond valuations, which are somewhat light compared to (say) a Vitesse. I looked up the data on this, and it is definitely an interesting conundrum. That took us on to the Club Shop, which has been closed for a couple of weeks now. One member relayed his spark plug saga once again, while I think Monty had various bits from the Club Shop while sorting his brakes out. On a bit of a tangent, there seems to be a spark plug shop in Middlewich.

I started the process of working out the list of parts needed to fit the spare 4.11 diff to Hark the Herald. Unfortunately the spare diff is a GA (1200 Herald) while the one on Hark is GE (13/60). The critical parts in this instance, the inner axle shaft and its bearing, are different between the two diffs, so a simple swap may not be possible. The GA diff has the 'larger' flanges which are definitely not original. Cast Iron World spares department responded with a (filthy!) 3.89 Vitesse Mk1 diff, which would need all the flanges on the car changed as well. So it looks like the process is diff removal first, then work out what is needed, but a Herald without a diff is rather difficult (!) to move...

I mentioned the NEC show in November, with Adrian and I thinking about attending.

Our next meeting is on Thursday 7th November at the Cock and Pheasant.

Henry

DERWENT VALLY

Our October meeting was held at The Amber Hotel at Ockertorpe. In November we have the Classic Motor Show at the NEC, which I plan to attend. For our November

AREA NEWS

meeting on the 5th, our venue is still to be announced, but it will be our AGM meeting. I will inform everyone as soon as a venue has been confirmed.

Bryan

DEVON

Congratulations to Steve Woollett, winner of this year's Lingard Trophy, so deserved for the solo organisation of our epic trip to Brittany in May. Steve had been a little 'stalked' by Jon Chartres and me before the presentation! I made the trip to Lubenham for the Club AGM and returned with trophies to present to North Devon Area (Best Area) and for the Isle of Wight Area (Special Award for Joe and Roxy).



Steve Woollett receives the Lingard Trophy for arranging the Tour of Brittany.

WHAT WE'VE DONE

Club Night at the Star saw a full pub – just as well we'd given them our numbers! Several cars in the car park as the evenings pull in. It was good to see Maurice and Mary with their freshly painted Maple 1500TC, and Bob with his immaculate GT6 Mk2. Dan's estate, Steve's Stag, Bob S's Vitesse, Graeme's Spitfire, Phil's GT6 Mk3 and Richard's MGA, the latter glad to be back in the UK after a holiday in Spain involving ten breakdowns in a day – it wouldn't have happened had he been driving a Triumph, would it?



Father and son, Tony and Peter.



A wet Dartmoor stop.

A fabulous October run once again organized by Jon Chartres, however he failed to organise the weather. Nevertheless six Triumphs and a couple of moderns gathered at Knightstone Tea Rooms, Yelverton and set off on a 47 mile run, joined at the start by two very special members, Tony and son Peter. Fantastic roads and an equally fantastic deluge. Everyone kept going, including first timer new member Alan and his original Sienna Brown MkIV. Congratulations to all who brought proper cars. Superb carvery, and we've booked for next year already.



First timer Alan in his Sienna Brown Spitfire.

WHAT'S NEXT

Club Nights continue on the 1st Thursday monthly in North Devon at the Crealock Arms, Littleham, nr Bideford EX39 5HN, and the Devon Club Nights are on the 3rd Wednesday monthly at the Star Inn, Liverton near Newton Abbot TQ12 6EZ.

Sunday 3 November – Sunday Carvery Lunch and 10 pin bowling at Trethorne Leisure near Launceston.

Wednesday 20 November – Area AGM at the Star. 7.30 start. We have some ideas for 2025, but would like to hear yours. Let us know soonest if you can come.

Sunday 24 November – Our annual Inter Club Skittles at the Waie Inn, Zeal Monachorum, nr Crediton. Skittles starts at 11am followed by great value lunch. Please book by 13th November via sue@jassy.org.uk. We will be playing against the Devon Stag Owners Club and Dolomite Club, and there are trophies to be won and retained.

Saturday 7th December – We celebrate Christmas in style

with an evening meal at the Dartmoor Lodge Hotel, Peartree Cross, Ashburton. £10 per head deposit should have been paid by now. The balance payment together with menu choices must be received by Sue sue@jassy.org.uk to the TSSC Devon bank account no later than Wednesday 20 November. There will be NO exceptions! Discounted B&B by mentioning TSSC Dinner. This year, a £10 per person deposit for overnight stays due to some embarrassing no-shows last year. Details of bank account for payment – TSSC Devon, sort code 20 87 94, account 83764737 quoting surname/Xmas as your reference.

Sue & John

NORTH DEVON

We were honoured to receive the Area of the Year Award this year, which was presented to us by Sue Franklin during the Countryman lunch event on 6th October. Sue attended the AGM in person this year and collected the award on our behalf as unfortunately neither Darren nor I could attend. It's a great honour to receive the award.

The lunch was really well attended by North and South Devon members, and some Stag Owners Club members too. Only the brave brought their Triumphs as the weather was terrible, but as I left there were still a Spitfire and a Stag in the car park which were receiving lots of admiring glances.



As we enter the time of year when the days are shorter and the weather is colder, there are fewer car events, but there are still things going on. The next event is the ten-pin bowling and carvery run on Sunday 3rd November at Trethorne, around the time you will receive this magazine. We've not been there for a few years so it should be a good event. Then later in November (see Devon report) we have the annual skittles event at Zeal Monachorum. Let's hope we can keep the cup!

Our area meetings are always

held on the first Thursday of each month at the Crealock Arms, Littleham near Bideford and everyone is welcome.

NEXT AREA MEETINGS

Thursday 7th November

Thursday 5th December – Pre Christmas meeting and quiz

Andy & Darren

ESSEX

The end of September was a rather wet couple of weeks for the end of season car shows, but we did manage to get a sunny, warm day in the middle of the month for the Maldon show in Promenade Park. This show hasn't been running since COVID, but has now been re-started and organised by the Maldon Mud Race team.

We had 11 cars that all met up in Morrison's car park, and we all gathered in a line by our designated spot just in front of the lake. More Triumphs joined us on our club stand, making about 20 cars, while the Stag group were next to us with 20 cars which made a lovely display of Triumphs. I took my trailer half pint with the gazebo in so that we could have shelter from the sun and put our TSSC flag and banner up.



My GT6 had a little problem with a smell of petrol on the way. After inspecting the car I found that the rear carburettor was leaking. This pointed to the float's needle valve being blocked. I took out my trusty screwdriver and half inch spanner and removed the carb, and then removed the float chamber and found that the float had gone porous and petrol had filled the float. I made a small hole and drained it out, then re-sealed with super glue. This did the trick to get me home.

TSSC Essex were invited by the organisers to the entertainment stage with Mike and Sue to be interviewed about the club, which in turn brought people to us to ask more about the TSSC. We showed them the new size Courier magazine and they were all impressed and thought the club was going in the right direction. A couple came back later in the day



to ask how they join.

Each club stand had to judge best car on one of the other club's stand. Our judging was the Jaguar Club – Karl, Robin and Mark went off early to judge and chose a pre-war model.

I managed to be able to do a valuation on a member's Herald, a great looking car but one that had previously been undervalued by an insurance company. It just goes to show that it is much better to have valuations done in person.

At the end of the day the local mayor gave the prizes, and Karl's TR3 won Best Triumph in our group.



UPCOMING EVENTS

Sunday 10th November –
Monthly Club Meet at The Astronomer, Avenue E, Baintree CM77 7AA at 12 noon.

Mike and Sue

GATWICK

A much briefer write up, but I'll try to fit in all that's been going on in the area.

The first show of September (and the last sadly) was the Edenbridge Motor Show on the 8th. I met up with Clifford who had come along in his 1500. We met



a chap who had a twin to Cliff's Spitfire!

At the club meet at the Crown, (not the Red Lion, despite what the club website says!) Maria showed off the new Gatwick area flag, which she'd organised with the club. The cost was £42, so we're looking for contributions, which shouldn't be much if enough of us contribute.



Another good turnout at Bletchingly on the 21st. Alasdair, Jeremy, Trevor, Cliff and Colin all came along in their Triumphs, but I let the side down by going in the 10/4 which was admired by everyone.

I popped along to the Surrey area meeting for the first time in a while. It was good to catch up with the Surrey gang. Sadly no Triumphs in the car park (too wet).

I spotted this gear knob on eBay, I had to have it at only £10. A nice addition for my Mk3.



On the spur of the moment, a suggestion by Trevor got Chris, Cliff and myself out on a rare sunny day for a drive to The Bell in Outwood where we enjoyed a pint and great conversation. We spotted a Clan Crusader in the car



park, which looked very nice. Sadly I can't fit the photo I took of it in this write up, but check out our WhatsApp!

The 5th October saw another Bletchingly meet, again very well attended. There were also plenty of Triumphs (check out Facebook for more pictures). It was good to see Richard there too, with his Spitfire Mk3. Chris and I had travelled there in convoy in our Mk1 and Mk2 Spitfires. So all three early Spitfires were represented, in red of course!



Our Club meet on the 8th October was well attended, and one of the conversations was the upcoming Christmas meal, which looks like it'll be on Friday 6th December at around 7pm, at the Cowdary Arms. If you haven't made your interest known to come, please let me know ASAP. Also, there was talk of a group of us going to the NEC, as well as talk of next year's Le Mans Classic and who is possibly interested going?

There was agreement to go to Bromley Pageant of Motoring next year, which is going to be right on our doorstep at Ardingly (SESG) on the 27th July 2025. Ardingly use to have a large classic car show years ago, which Gatwick use to attend and we won prizes for our stand. There is a suggestion for the Bromley one to have all the local TSSC areas get together and make one big stand. Should be good.

Next club meeting is on the 12th. See you there, if not before at Bletchingly

Keep your Triumphs active and enjoy them!

Tony

HERTS AND BEDS

We had a super day with 280 cars attending our All Triumph Day at Shuttleworth, with near on 300 pre-paid visitors. A few were put off by a bit of a wet start, but the sun shone throughout the day and we made good sales with the raffle. All prizes were claimed, from the bench grinder and screwdriver set to bottles of hooch and chocolates – they all went.



Thank you to all who came and supported us (us being Herts and Beds TSSC and the TR Register's Lea Valley) as a joint venture.

Christmas cometh, it's just round the corner. We have booked 30 places for a Xmas Buffet at £15 for December 8th. We will offer a discount to local members, but it is filling up fast so please contact me asap.

At our November pub meet on 25th we will hold an informal Area AGM where you can vote for your Area Organiser and Treasurer for the 2025 season plus a small group of volunteers – a list of who is who will be circulated locally.

Peter

ISLE OF WIGHT

It's been a busy summer on the Island and we've been trying to make the most of what nice weather we've had. In August a group of us headed down to Freshwater bay for stone based pizzas with a sea view, which was lovely. In September, 14 of us met at Carisbrooke for a drive out through the countryside, stopping for breakfast at The Donkey Sanctuary in Wroxall. It was a beautiful day and really nice to catch up over a coffee and some cake. As the Island quietsens down we're looking forward to having more time to get out and about!

Jo & Roxy



WEST KENT



I hadn't realised that Bromley Pageant was cancelled this year, but the good news is it's back next year at Ardingly Showground on the 27th July 2025. I started thinking West Kent would have a club stand, but then since West Kent, Bodiam, Gatwick, East and West Sussex plus Surrey, South London, Thames and M25 are all within a decent drive, let's have a combined stand. That makes nine groups which could mean upwards of 50 to 60+ cars. Now I'm hoping you're in. I'll coordinate things initially, and we can set up a committee at some point if needed. Given there's little difference to organizing six cars at Detling and 60 cars at Ardingly, what could possibly go wrong? We also have the backing of Paul Girling, so may coerce HQ to help here. Working title is BromFest (homage to Triumphfest), I've set up bromfest@tssc.uk for mail and Facebook/groups/bromfest for interaction. Please join in, and let me know your thoughts and interest ASAP. Many thanks, and take care,

Colin

NEWBURY

Hello all. Robin is taking a rest from the area news due to other commitments, so it is being compiled by your AO.

Firstly over to Ian:

On 1st September, there was a small but perfectly formed pair of Triumphs who agreed to meet at the Aldermaston and Wasing Show. When we got there, we were soon joined by a couple of pristine TSSC cars courtesy of Becky Yeo, James and Nicki Harris – the Spitfire and GT6 on the left in the

picture below, Ian's TR6 and Steve and Sue's Vitesse being on the right. The interloper in the middle, half hidden by the Newbury Area banner, is the very nice Capri 280 of Ray from classicsaturdays.co.uk. In addition to our cars, there were about 20 other classic cars, including the rare sight of a Morris Ital Estate, as well as a couple of classic Ferguson tractors. The show is a proper old fashioned country fair. There is the usual judging of cut flowers, produce and cakes as well as various stalls selling all sorts of things. However, the highlights for Ian are, as usual, the Duck Derby where about 50 rubber ducks traverse part of the water course that runs through The Old Mill, and the opportunity to throw wooden balls at old crockery arranged on some racking.

Now over to Steve:



Sue and I took the Sprint to the Beaulieu Autojumble on the 15th. It was a great run out for the car and she performed pretty well. It does highlight some more bits that I want to look at though! The overall noise is one – she's much quieter than the Vitesse, but I still can't hear the radio very clearly. When I got back I stuck her up on stands, started her up and did a sound check and she was 73db at idle. I don't know if that's good or bad, but I decided to help the noise levels by lining with Silent Coat, (pictured above). I also found the exhaust was blowing at a couple of the joints, so off it came. It's now back on with some Holts jointing compound. I am going to do another sound check, so I will let you know if I have achieved anything! Oh and I do like my music in the car, always have, so the first thing I always did when

I had a new car was upgrade the sound system. I thought: why not now? So that's the job I am doing right now.

Now over to Mary:

At our end of September meeting Dave showed us the remains of the blue polyurethane bushes which came from the front suspension of the Vitesse. They had gone soft and started to disintegrate after 7000 miles. If you have these fitted, it would be worth checking their condition. It was good to see Guy and Suzie at the meeting. They came up to present Dave with an award for his 20 years' service as Vitesse Register Secretary from club HQ. It was very much appreciated by Dave. The area funds are doing well thanks to your support for the raffles. We should be able to subsidise the Christmas meal quite well.

Finally don't forget, from October onwards the meetings on the second Wednesday of the month are back at the Two Watermills, Newbury, RG14 7HB, for the autumn and winter months.

That's all folks for now,

Dave

NORFOLK

Holkham Hall Run



When we received a request from Graham, AO for Leicester and Rutland, for them to meet up with the Norfolk lot during their trip to Norfolk, how could we refuse? We had two runs, one from the Roman Camp Inn near Cromer (where L&R were staying) and the other from the Market Place in Dereham. Both runs came together at Walsingham. We had a couple of stop points, Creake Abbey and Binham Priory, before arriving at Holkham Hall where we had a dedicated arrival at the South Gate followed by a two-mile drive through the estate ending with exclusive parking in front



of the hall. A great turnout of Triumphs which created quite a bit of interest from the public.

October Meet

Another good turnout for our October meet with around 25 members taking over our section of the pub. What could be the last of the good weather brought out the Triumphs too with eight in the car park. (Apologies if I missed any, there were some dark corners in the car park.)

It looks like we will be having a calendar again this year. Hopefully by the time you read this you will have seen the images we are intending to use. Cost will be around £10 again and it should hopefully be ready for the December meet. The order will be going in at the beginning of November.

EVENTS COMING UP

Thursday 7th November – TSSC Norfolk AGM and Grand Raffle. In the Small Hall, Tasburgh Village Hall, Grove Ln, Tasburgh NR15 1LR. There will be a bar open. 7.30 for 8pm. This is when you get a chance to get something back from all those pounds you've put in the kitty at meetings over the year with our secret raffle.

Thursday 5th December – TSSC Norfolk Christmas Dinner. In place of our usual meeting, we will be having our annual Christmas Dinner. By general consensus, we will be returning to the Gamekeeper at Old Buckenham. We will take deposits (£10pp) and menu choices at the AGM/ November meeting or by email/ BACs if you are unable to attend the AGM. More details and menu can be found on our website under the events tab > Christmas meal.

Paul & Christina

NORTHANTS

Hi all. Just a short report, mainly because I am writing it at 9.45pm on deadline day. It doesn't seem long ago that we went out on a run to Harrington for the Snowdrop Run and now here we are in November. We in Northants seem to have packed a lot into the season this year, though. The main





there has been mostly dodging the rain and wind, although we have also had some lovely weather at just the right times meaning that we have managed to get the cars out and about fairly regularly.

We have also attracted some new enthusiastic members, which is great for us all because it encourages us to look at different events.

We are still meeting at the Overstone Manor in Sywell every second Wednesday at 8pm for an 8.30pm start. Although it's always nice to see the Triumphs out and about, it is not essential for a club meeting as we understand that your car may not be on the road for various reasons, but we are always happy to meet up with fellow Triumph enthusiasts.

Cheers,

Nigel

NORTH EAST

This will be a brief report as we don't have anything planned for the next couple of months and September has been a very quiet month, with Whitfield show being the only event we attended. Six of us went up to Northumberland for that, which was on the same day as the Great North Run – if you were participating in that you will know what good weather it was for running, but not for us as we arrived in the dry, but the

day got wetter as it went on. Thank heavens for the local WI ladies who ran the cafe in the community centre where fresh coffee and homemade cakes were all very nice. It was a shame that more of the public didn't turn up to support this event. The rest of the month has been much the same weather wise, with very little going on

I met up with Kevan and Brian who were attending the NECPWA end of season event at Beamish, a huge show with over 400 cars there. We were lucky on that day as it stayed dry, but was a bit cold.

We had a good turnout at our September meeting, with over 18 members attending. It was nice to see Geoff Murry from Billingham in his Spitfire – he has attempted to attend our meetings but something has always happened to stop him. Perhaps we will see more of him in the future.

Philip Jordan eventually got his Vitesse back from Willow Triumph. The cause of its problem was a broken valve spring which had bent a pushrod, so that was the reason for the engine making such strange noises and the drop in power.

Deryck will be in charge for our November meeting, as I will be sitting in the sun for a week.

If anyone has any issues that they would like to bring to our attention, we will be having our AGM at our December's meeting.

That's all for now,

Geoff

NORTHERN IRELAND

Good to see that the Courier arrived before the end of the month so that you had an up-to-date notice of what lies ahead for the next few months, and some proposals for the winter time. To date though I haven't had any feedback in relation to the proposed Social Runs during the months of November, December and January 2025, hopefully soon!

SLIEVE CROOB BEFORE & AFTER!

Our run for September was held on Sat 14th in the capable hands of Heather and Colin (L) meeting at Nutt's Corner market area with a good turnout of Triumphs as we had a straight run to Moira on the A2. Joined by a few others at our coffee stop at Langtry Garden Centre who had already arrived.

Food over and on the road again through Magheralin, meeting the



River Lagan for the first time. Now towards Gamblestown, passing Islandderry trout fishery on our left, on our way to and through Dromore. Next up, as we headed over the hills, was Kinallen that is practically joined up with Katesbridge to travel to the Enagh area. It was here, a short distance away from our route, that we were invited by Mourne Alpacas to trek in the home of over one hundred Alpacas – a thought for the future! Making our way to our stop at Slieve Croob viewpoint saw us pass the Carrigagh Road that houses Dan's Wee Cottage that would be an ideal painting for Pam (F) with, on our far right, Slieve Croob Flying Club Airstrip, or a big field some might say.



Bit of a rest here for a few photos and to admire the view, although some day I would like the gate opened to make our way, by car, to the top. Slieve Croob at 534m is the highest peak in the Hills range by some margin, with Slievenisky (446m) and Cratlieve (429m) offering the nearest competition. Someday, hopefully. Stop over as we now used the Dree Hill to take us down towards the King's Bar at Finnis, that was established in 1830. Care was needed to watch out for those on scramblers as they used the public road to get to adjacent fields. This enabled us to use the road to Rathfriland before passing through Cloiskelt to arrive at Katesbridge again on our way for our evening meal at Banbridge Golf Club.

Thanks to Colin and Heather (L) for a good day. Hopefully, by now, Colin has fixed his oil leak and



replaced his front shocks, which had been commented on as very low on one side.

AREA MEETING 2ND OCT

A reasonable number at our meeting considering all the roadworks in many areas during the evening time this last while. It was good to see Brian (S) again considering his workload, along with his son James. Looking forward to the day when Brian has made more progress with his Spitfire, although James is making progress with his Triumph too. I have a feeling his could be first on the road, considering the skills that he has shown when working on steam engines and more at Whitehead Train Museum. It was good to see Brian (A) once again after a period of time. He gave us all a very interesting update on his Triumph. I was sorry that there weren't any of our Vitesse owners available to hear the update on his car. I add it to this report – in his own words.

Vitesse Update from Brian (A).

I found my 1967 2 litre Mk1 Vitesse saloon advertised on eBay in May 2020 during the COVID lockdown. I had considered other cars such as the MG range, but the 6-cylinder engine appealed to me. The car was basically complete, but the engine was seized on one cylinder, so +20 thou rebore with unleaded valve seats, new valves etc was one of the first steps in the restoration, and I had this work done professionally. Fortunately, the crank was in excellent condition.

The chassis had rotted in numerous places, and this was going to be a big job, but a restored chassis was advertised on eBay, and I took a chance and



bought it. The shipping from Leeds cost as much as the chassis! It then went for blasting and powder coating. New suspension and brakes were fitted. The body sills and mounting points were mainly rusted away and there was a lot of fabrication required. Door skins and bonnet headlight area were repaired. The window regulators proved difficult to fit. A new wiring loom was used and the dash veneered which turned out to be much easier than I had expected.

I painted the car with help from a good friend and used a Machine Mart tent garage as a temporary spray booth. I used a solid colour 2K paint after I found a mask which was deemed suitable for use with such paint. I chose a light blue colour which is probably not a Triumph colour as I, and my supplier, could not find paint codes that matched the Triumph colours. The outside paint job is not up to professional standards, but it will compound up and I gained the satisfaction of doing it myself. The car is nearly complete with just the glass to fit and the wheel geometry to set up. Hopefully that won't take too long.



Thanks to Brian for that update and I hope it won't be too long before we see it on the road again and on one of our area runs.

Just for your information, Area Organisers like me, who are long winded, have been asked to try and reduce their word count and photographs in their reports. This is to create space so that the TSSC can encourage other areas, who don't regularly report, to do so. I will, of course, attempt to do this in a timely manner, but I intend to put our area first to ensure you are all kept up to date on what is happening within the Northern Ireland Area. Hope to see you soon either at a meeting or an area run.

EVENTS DIARY

Wednesday 6th November – Area Meeting.

Wednesday 4th December – AGM and Area Planning Meeting

January 2025 – There will be NO Area Meeting due to the date clashing with New Year's Day.

It is hoped that we will have our Annual Dinner during the month of February.

Douglas

PETERBOROUGH

Several members were able to attend the presentation of a cheque for £500 to our local Macmillan Cancer centre on September 20th. As most of you are aware, the current venue and meeting structure allow us, through the monthly raffle, to grow a healthy area bank balance. We spend very little, the odd bill here and there for stuff like the event shelter and our anniversary buffet etc. As the fund grows, we are able to help local charities such as our recent donations to Sue Ryder and Macmillan. I just wanted to remind everyone to try and support the raffle, with the donation of prizes, to enable our group to carry on with this worthwhile cause. Thanks everyone.



Christmas is fast approaching and our December meeting will be at the Bluebell in Helpston.

Doug has once again arranged a booking for our normal club night date, and has menus available for perusal at our October meeting

November will be the area AGM. Charlie and I will try to keep the content fairly light-hearted, so please don't be afraid to attend!

Steve

My Car and Me – Steve Abbott

My first taste of Triumphs came around at the age of five when my parents bought their first brand new car, a Navy Blue 12/50 Herald. This came with a sunroof, but the extras included a wood-rim steering wheel. A lovely looking car, but I was really too young to appreciate it.

My first motor was a Vauxhall Viva, but when I developed a hankering for something more sporty, a GT6 Mk3 was found for sale locally and I was straight

in. After a couple of years, the imminent arrival of number one son saw the GT sold in favour of a Renault saloon.

Fast forward to 2004 and the desire to own a classic was forefront in my mind. The memory of my old GT6 was still burning, so the choice was made really. A Signal Red Mk3 GT6, Little Red as she has become known, was for sale in a village near Leicester. The body and mechanics were in very good order. However, the interior was a different story and I spent the next year replacing and refurbishing the upholstery, dash and carpets. Over the years I've done running repairs and refurbishment as and when.

I also owned a 1972 MkIV Spitfire for several years, as a stablemate to the GT. This car was almost constantly modified with replacement engines and gearbox combinations. After finding an abandoned part restored GT6, the decision was made to create a Spitfire 6. With help from members local to me, the Spitfire body was swapped to the GT chassis, together with a Ford five-speed gearbox conversion, while a GRP bonnet completed the project. Eventually, it became a bit much for a daily driver and was replaced with an MX5.

The GT6 is still with us. After 20 years, she feels more like a family member than a classic car. I can't imagine life without her.



SCOTLAND EAST

Dave Fray and I both attended the club AGM at the club headquarters in September. While it's a long trip for members of the Scottish areas, it is well worth taking the time to visit the club HQ. There is a fascinating set of unique cars and memorabilia that the club has collected over time, everything from work benches taken from the Canley factory to a prototype four-door Triumph Herald. If you are in the area, send an email in advance and organise a tour.

The AGM itself was good to attend in person. It was good to meet the management committee

in person and get advice from other area organisers on how to get the best out of the club. The next AGM is planned for 13th April 2025 and is open to all members, so put the date in your diary and plan a spring road trip!

In Late September Andrew put on a BBQ for the club members. It was well attended with fantastic cooking and more cakes than we could possibly eat in one go. Thank you to Andrew for offering to put on the evening. I'm sure we shall be back.

Our next meeting will be Monday 11th November, and the TSSC Scotland East AGM will be held during the December meeting on Monday the 9th December. Please let me know if you have anything you would like to raise at the AGM or any feedback, I will be more than happy to include any suggestions.

We are starting to plan for the summer's events in 2025, so either come to the meetings with suggestions of events and road trips or contact me directly by phone/email. As always, in 2025 we will work closely with TSSC Scotland West to make the most of shows and what the club has to offer.

If any of you want any TSSC Scotland branded clothing etc. then please look at <https://www.triumph.ace-online.co.uk>, please remember to select the TSSC Scotland logo when you make your selection.

Alan

SCOTLAND WEST

Alan Wells, TSSC Scotland East area organiser, and myself had a road trip down to headquarters in Lubenham, Leicestershire for the Annual General Meeting of the Triumph Sports Six Club. This was the first time that either of us had attended in person, having previously attend via the club online facility. We both agreed that we got more out of the event by attending in person, but having said that, it was a 700 mile round trip. It was good to meet a lot of



the other area organisers for the area organiser conference on the Sunday morning – we now have 55 areas/branches registered at head office. We were able to discuss a range of issues, including where we go next with the club shop.

For 2025 there will be no international show with other clubs, but for 2026 it will be back at Malvern on the 14th-16th of August.

It will be our own AGM on Thursday 5th December 2024 at the Harvester Restaurant, Hillington, Glasgow – come along and we will discuss what events we wish to attend as a club in 2025, and a range of other issues. I am happy to stand again next year as area organiser, but if anyone else would like to have a go please let me know.

A number of us will be attending the NEC Classic Car Show in Birmingham next month, but I have kept the booking at the restaurant and hope you all have a great November meeting,

Please be advised that we have now purchased a new event shelter for the area at a cost of £241.50, so we look forward to seeing it put to good use in 2025

If any of you want any TSSC Scotland branded clothing etc, then please look at www.triumph.ace-online.co.uk. Please remember to select the TSSC Scotland logo when you make your selection. I will make a large order for those interested in the first quarter of 2025 ready for the 2025 season, but please feel free to buy items now individually.

Dave

SOMERSET

Hi all, hope you and your cars are well. Our Christmas Lunch is all booked; remember there will be no club night meeting in December. Looking forward to seeing you all at the Bower Inn, Bridgwater.

A small group of us went to the Castle Coombe Classic racing in September. A great day started with a drive along some lovely B roads up to the circuit. We parked up with some other classics and then enjoyed some very competitive racing from Minis to Ferraris. Among the classes was a big field of Austin Healeys and other 1950/60s sports cars, including a couple of TR4s and a yellow TR2. The TR2 is owned and raced by Neil Fender and his son,

the previous owner of PKV 693, an ex-works TR2 which has been to Le Mans Classic. There was also an auction, with cars sold from a few thousand to £220,000 for an AC Bristol. Our hands were kept firmly in pockets!

I like to keep the cars running over the winter, so I do enjoy a drive out with the hood down on a cold crisp morning. Whilst there aren't many formal runs, there are a number of weekend breakfast clubs eg. Upton Bridge Farm Shop each Sunday. These are great for a catch up and to grab a coffee and a breakfast roll. Hope to see at a club night or a breakfast meet over the coming months.



Steve

SOUTHERN

Following on from the Cranleigh show, we met at 8am Milford Station with Wendy in her Spitfire, David H in his TR6, and Barb and myself in our Stag on Saturday 17th August en route to Capel. On arrival, we parked up together. A pleasant sunny day. More cars and stalls, selling all manner of products, than ever before. In fact, I think it is getting a tad over populated. We came across Dick in his GT6, and later on Neil and Maxine joined us. Yet another drive home in my shirt sleeves.

On Sunday 25th, Bank Holiday weekend, Barb and I along with David H attended the Swallowfield Show on a nice bright sunny day. Very well attended as usual with plenty of room with it being a big site. Chatted with a couple of other Stag drivers. Lots of stalls and excellent food outlets.

Saturday 31st saw Wendy, David, Barb and myself again meet up, this time at Balls Cross, a show put on in support of MacMillan.

Like the Dene Rally, this has come on leaps and bounds. The show was over the normal arena, plus a large field over the hedge at the top of the show ground was where the steamers were located in good numbers. The show could do with some more food outlets, me thinks.

The 1st September saw Wendy, David H, Mike and Karen and Barb and myself visiting 'Harvesting the old fashioned way.' This year it was held in a slightly different location. Once again, a dry sunny day. I think our claim to fame was when we spotted our cars on Meridian news that evening, as commented by Mark in the October courier.

Well folks, that's all the shows for this year.

Mike

Now Dick T reports from the All-Triumph Day at Shuttleworth.

Went up on Saturday with John my MGB GT buddy riding shotgun. Dave Burden was also there, but in the MX5. Weather was a mix of showers, rain and dry until we arrived, when the sun came out. Great turnout of Triumphs, whilst the Shuttleworth Collection itself was a fascinating way to pass the time – classic aircraft, cars and motor bikes with some first class explanations of the exhibits. Trip back was the usual M25/M3 saga. All round trip of 270 miles with no dramas, and Rainex a great help!



The roaming meet at the Hampshire Hog was very low key. I met Dick in the car park for about ten minutes before he had to dash off to meet his wife who had been stranded on a train as there had been an incident on the line. We made the best of the evening with myself, Mike G, Mark D and Brian. Robin did turn up later having driven to the pub via the scenic route, but that was not by design.

Our regular meeting at the Stars was attended by the party faithful. Not surprising now that the evening have drawn in and I'm sure there will be a few more months like that.

I'm sure that most of you have had an invite from Neil Fletcher regarding the Christmas dinner. If not, it will be at the Half Moon pub Petersfield GU31 4BE. Be there for 7pm.

FUTURE EVENTS

November

Tuesday 5th – Regular meet Seven Stars GU32 3PG

Sunday 17th – Sunday lunch, The Jolly Drover GU33 7QL

December

Tuesday 3rd – No regular meet at the Stars. Christmas dinner at the Half Moon Pub GU31 4BE.

I think next year we will be scrubbing the September roaming meet and adding an extra Sunday lunch for those interested.

That's all for this month folks.

Take care,

Mark

NORTH STAFFS

It is the Courier deadline and I've only just remembered, so sorry for a brief report.

Winter has arrived and most of the shows are finished, apart from the big classic motor show at the NEC in November. There are just a couple local ones to finish off the season that will have happened by the time you read this – Macclesfield Vintage Rally at Heaton House farm on 13th October and Castle Classics on Saturday 26th at the Iron Market – Newcastle's FREE retro and classic vehicle show!

A reminder that the monthly meetings change to Sunday over the winter; details to be emailed as it is subject to what might come up.

If anyone would like to take on the role of AO for the area, do get in touch.

Dave

SUFFOLK

Our October meeting had eight of us at the Sorrel Horse, in our usual corner, but I'm afraid to say there were no Triumphs in attendance. A combination of terrible weather and some members coming straight from work meant we all arrived in more modern machinery. Ipswich and the surrounding area seems to be blighted by roadworks at the moment, with the main ones on the A14 closing one of junctions near the pub overnight. This has meant those

AREA NEWS

coming from Felixstowe and Colchester have been looking at inventive routes to get home and avoid the pinch points through the official diversions.

I would have expected Brian to have brought Lightning, as that gets used all year round, but he's got it on blocks at home trying to sort some rubbing handbrake cables when fully loaded. This was noticed on the trip home from Silverstone when packed with tent and electric scooter. It seems some new springs are needed to keep the cables away from the driveshafts, which he's sorted, but he's also considering the other solution of going away to these events with less 'stuff'.

There have been a couple of events since the last meeting. Peter went to the Triumph Day at the Shuttleworth collection, which had a really good turnout of cars. There wasn't as much flying happening as he had hoped, but that may be down to weather conditions once again. He also picked up his newly purchased spares for the TR4 on the way.

Colin and I both went to Goodwood Revival (separately). I was on the official campsite in my VW camper, being dwarfed by the mega motorhomes and caravans, whereas he opted for a far more salubrious cottage about 30 mins drive away. Once again, the weather dominated, with it being quite wet on the Friday and Sunday, but the racing was superb. Just a single TR2 in all the line-ups though.

We been having hydraulic discussions over the past few meetings, usually about two subjects – having to double pump brakes and marginal clutch movement on TR6s. The brake issue seems to be down to the aftermarket pattern Girling calipers, with the rubbers retracting the pistons too far. I had this on my Capri (uses the same calipers) and no amount of bleeding would give me a good pedal. I may have proved this by getting my original Girling calipers rebuilt by Bigg Red in Worcester. Having fitted them, single handed bleeding was simple and I've got my pedal pressure back! I wish I'd done that five years ago. For the clutch, I'm getting this after replacing the master cylinder on mine and it seems new cylinders are shipped with a pushrod that is too short, meaning the clutch pedal sits lower than the brake and reduces movement. TD

Fitchetts sell longer pushrods, supposedly correct for RHD TR6s, so I've ordered one and will report back once fitted. The other option is MEV Spares on eBay who sell an adjustable one, which also looks useful.

Our next meeting is 5th November, so remember remember to come. See you there.

Russell

SURREY

Hello again, and welcome to summer two – yes the sun actually popped out the other day. Our club meet last month was washed away with no Triumphs in attendance, but a good turnout of humans and suitable banter. As usual the Blethingly trip was fun, daylight does have an impact.

Tony, Trevor, Chris and Cliff had an impromptu meet at the Bell in Outwood last Saturday afternoon and spent a happy time chatting about cars and strange farming equipment.



An impromptu meet at the Bell.

On the way back I could smell petrol and knew that the float chamber was overflowing. It was unpleasant waiting for flames to lick out from the bonnet. Anyway, thanks Will, I now have new valve which should solve the problem. The Vitesse is still in hospital, so no news there. On a sad note Con O'Kelly passed recently after long illness. He was a great supporter of the club group, always helpful and a font of knowledge. He will be having a wake on the beach at Swanage with fish and chips, a custom we used to enjoy over Christmas/New year some time ago. His well-travelled Herald convertible should be in attendance. A very nice chap, good bloke and sadly missed.

Not much more to say this month, so farewell and catch up soon.

Cliff

EAST SUSSEX

September began with a pleasant drive down to Eastbourne for breakfast at the Sovereign



Wheels on the Waterfront meeting.



The Breakfast at Old Barn Nursery.

Harbour at a Wheels on The Waterfront show. Keith, Kevin, Pete, Andy, Lynn and Geoff and Wendy made the trip. There were plenty of cars of different makes and models, with the noisiest being the American muscle cars (couldn't have been anybody else, could it?).

Sunday 15th September was the popular breakfast meeting at the Old Barn Nursery at Dial Post. After breakfast a lot of us went on to Richard and Hilary's place nearby for coffee and cake and a guided tour of Richard's many projects (surely too many for one chap!).

The View Restaurant in Seaford was the venue for our second breakfast of the month on Sunday 29th September. Eight classic cars with 16 hardy souls in them turned up in search of a fry up. From the golf club we regrouped at Andy and Lynn's house around the corner for tea and cakes. Lynn, as usual, had baked a cake and some shortbread biscuits, and even though the coffee cake was huge, we still managed to do it some damage between us.

The evening of Wednesday 2nd October saw 25 people turn up at the Halfway House pub for the monthly meeting. I think this is the best attendance this year, and it is nice to know that people make the effort and support the local group.

I have also included a photo of the pub Holly Blue, which a couple of members visited one Tuesday evening when classic cars gather. It looks like it could be a good



The Holly Blue pub.

venue for a drive out with lunch sometime.

A big thank you to Andy for going out of his way to join me in helping a fellow Triumph owner with his GT6. Vince had come over to the TSSC gazebo at the Bexhill 100 show in August and explained he was having a problem with his carburettor linkages. So in mid-September we went to Vince's place where Andy quickly spotted the problem and soon had the throttle linkages sorted out. Here's hoping that Vince is now happily running around Bexhill in his GT6.

There are only a handful of places left for the TSSC East Sussex Christmas Lunch on Saturday 14th December at 12.30pm at The Halfway House Pub. We will be doing the Secret Santa presents as we have done in the past.

EVENTS IN NOVEMBER

Sunday 3rd – SCS Breakfast Meeting at Carats Café in Sovereign Harbour
Wednesday 6th – Monthly Meeting at The Halfway House

If anybody wants further info about any of the events listed here or mentioned above, see me at the next meeting, drop me an email (email details can be found in the Courier) or call me on 07833 944847.

Geoff

WEST SUSSEX

Hello, I hope you are all well. Thank you to everyone who came along to the September monthly meet, it's always appreciated. It was especially good to see Dominic in attendance in his Vitesse, which is now up and running with its new gearbox fitted after being off the road for 2 years.



There is some progress with getting Joe's Spitfire back up and running after the camshaft unfortunately seized. Joe's dad Glen has sourced a used 1500 Spitfire engine that he is going to rebuild to replace the previous seized engine.

Jack also had good news as his Triumph Herald project car has now been painted and it looks great. I love the yellow paint



Jack chose and I'm really looking forward to seeing the car back together after all of the hard work gone into it.



Thank you to Mick for sending in a photo to our WhatsApp group of his newly acquired Triumph Spitfire looking good parked up in the sun at the Tangmere summer fair. It looks like an excellent car and I look forward to seeing it at our future monthly meets



We'd love to see you at one of our meetings, we have a really great and welcoming group and also a very nice variety of Triumphs between us. You can also join in online as we have a Facebook group TSSC West Sussex, instagram @tsscwestsussex and a whatsapp group chat I can add you to.

George

NORTH WALES

September was an exciting month, at least for seven of us – we completed the NC500. Our club organising was taken over by Tony for our absence – many thanks to him.

The journey was so enjoyable I'm sure you will forgive me for using this month's input to tell you something about it. It might even fire you up to have a go yourselves. If it does, please feel free to email me, or give me a ring and I'll give you all the details of places of interest, where to stay,

where to get petrol etc. You will be very welcome!

So, Neil came up with the idea last year. His ancestry was based in Scotland – the McCleods no less – and he fancied a trip in his classic car while he could, as he said (an 1956 MG TF beauty – sorry, not a Triumph, but our club is inclusive). Others in the club took an interest and so the trip was planned. Jan and Jeff investigated places to stay, Alan and I looked at places to have a cuppa or meal – not as easy as you may think – and Glen and Barry investigated places to visit on our journey (including whisky distilleries naturally), all of which were beautifully compiled by Neil himself. Between us we organised a trip which not only covered the NC500 route, but also included an extension down the west coast and a visit to Skye. We did not return to Inverness as it was actually easier and more panoramic to continue down past Glasgow homewards, 11 days in total and around 1500 miles of driving. This included us getting to Inverness itself, a good 400 miles, where we were joined by members of the West Cheshire MG club making eight cars in all, meeting up at the Premier Inn for the evening meal in the town centre.

What I have learned on this trip: whoever developed power steering deserves to go down in history as a genius! Do not even attempt to travel in convoy – your speed is not the locals' speed, and they know the roads better. Scottish roads are not like Welsh roads – in Wales you expect narrow, windy roads once you go into Snowdonia or the Bannau Brycheiniog hills, but not all over and B-roads for the most part are two way. Roads in Scotland lull you into a false sense of comfort. The lowlands and the start of the east coast make the driving easy, with the occasional astonishingly beautiful views of mountains or across the ocean. Then they change. The further north you travel, the narrower the roads – all the roads are basically single track! Passing places are frequent, but facing a large motorhome coming the other way is not always a good scene. The scenery cannot be equalled, mile after mile of awesome views: mountains, lakes, lochs, the ocean, heathland and so much more!

Over the holiday I developed quite an unhealthy dislike of motor homes. I am sure there are a

multitude of motorhome owners who are good and respectful drivers, but when a small classic car meets a motorhome whose driver will not engage reverse gear even into a passing place not a yard from their back wheel, and who expect you to reverse at the speed of lightning into to a passing place several hundred feet away, it stretches one's good nature. What is more, they also stop anywhere they want, the result of wild camping encouraged by the Scottish government. Consequently beauty spots like Duncansby Head – the most North Westerly point – had four huge motorhomes camped out on the tiny visitors' car park when a couple of us turned up. I would encourage them to spare a little thought for others. Locals are generally welcoming and happy to chat with you, however they spare no love for these people either as they do not spend their money in their surroundings.

I had heard of Applecross, many talk about it with awe, the drovers route famous for its scenery and difficult roads which crosses from Sheldaig heading for Mallaig. This was the piece de resistance of the trip. I like to think I am a confident driver, but in my mind it had almost become a demon, so it was with quite a bit of trepidation that I embarked on it. This holiday had been mine from the start so I did the driving, and though Alan said he would drive it if I wanted, my ego wouldn't give way. In reality? Yes it was difficult, it is very narrow, very steep in places, the road is sided by deep ditches, heavy traffic has crumbled some of the edges and some motorhome drivers insist on ignoring the sign to avoid the route and just plough on regardless. But it is amazingly beautiful in a wild way. Mostly you can see your way for long distances as long as the mist doesn't come down too thick, so you can more or less plan your pull-ins, and overall the buzz having done it is huge! Would I do it again? Oh YES.

Now down to planning our next adventure – possibly the West Coast of Ireland?

Happy motoring,

Julia

SOUTH WARWICKSHIRE

Well, the weather at the last meet was horrible, but despite that we had 13 of us. Nobody came in



their Triumph, but I don't blame us, and it goes to show how much fun it is just meeting up. Nice to see Ashley and Leanne, who bought Gerald the Herald from Dave B. In fact a few of us saw Ashley and Leanne in Gerald on the day that they took delivery, because they brought him to the Southam Cricket Club meet last month. There were a few sobs from Dave as he watched them drive it home (but Dave has a new MGB to keep him busy). That reminds me, there was a three-wheeler from 1893 at that show, a very strange thing with a driving seat and another seat right up front which the owner called the airbag's seat. Quite amazing to see such a relic still being used on the road. (Oi – who called me a relic?)



Speaking of which, the other thing that we did last month was The Distinguished Gentleman's Drive, which was run with November to raise cash for men's charities in aid of prostate cancer and mental health. Neil L (looking very dapper, as we all were) very kindly organised this. We started at Adrian's and Neil M's houses (next to each other) – thanks to all for the organisation and hospitality, including an awesome bacon butty. We then drove to Cirencester, about 60 miles which took about an hour, to a place that had a cafe and lots of posh classics for sale (at huge prices). They were really good to us, giving us our own parking area, and letting us peruse the Ferraris,



Astons, Bentleys, Jags etc. (and a lovely Mk1 Mini for £20K). We all had a great time, and we've raised about £2600, so well done everyone!

Other things to report are that I've been rebuilding the spare head for the blue GT6 (new inlet valves and guides, grinding in the seats etc., shortly to go off for a skim), have nearly finished swapping the gearbox in the white GT6 (which is now running fabulously by the way, without too much blue smoke), and am intending to get the Vitesse back home soon to fix a gearbox oil leak and replace the rear wheel bearings before (hopefully) Owen and I go over to look at his or my next project – a 13/60 estate. Owen's nearly finished his Spitfire, he's busily fitting it up, and the paint has come up well after a polish. Roger's Stag's engine is still in bits, but receiving tlc. Also, just prior to pulling the GT6's gearbox last Sunday, I took my boy for a drive in it and we came back via Long Itch to find that The Butty Run was on, so we stopped in for a fry-up. Well worth going to – lots of nice cars, including a green Stag which disappeared before I could find the owner, so if anyone knows them please invite them along to our meets.

As a final bit of news, we're having Xmas dinner at The Crown, Harbury on 17th December. So far we have about 15 of us going. We can probably still squeeze a few more in so let me know if you want to come. It'll be the traditional roast turkey or beef or veggie option, under £20, and just next door to our meeting spot, same place as enjoyed by all last year.

Right, next meeting is Tuesday 5th November from 7pm. As ever, it's the first Tuesday of the month, all year round, and no obligation to bring a Triumph if the weather's bad. The venue is Harbury Village Club, Crown Street, Harbury, near Leamington Spa – set your satnav

for the BullRing Garage CV33 9HL and follow the tiny one-way section until you see the car park on your right. Just ring the doorbell to be let in.

Mark

WESSEX

Swanage Railway, Harmons Cross – I said last month that 'as this is right on the deadline for Courier copy, I will leave for next month. It will give me something to report... we hope! Should have been there today (Friday); yes you've guessed, it is raining, with more predicted! Could be a very short report.'

Well I was right, it will be short! Dave did go on the Saturday and said it was soggy, cars having to be towed. Consequently, Sunday was cancelled. Also Christchurch Quay on the same Sunday was cancelled, along with the 22nd September. Fingers crossed for 6th October! Burly Steam Show – cancelled, for the same reason, soggy ground. Swanage Railway Gala – cancelled, though not due to weather, but believe it or not a lack of steam engines! All in all, not a very good September/October.

Beaulieu Autojumble on the other hand was glorious. Very busy, but a long walk from the parking. We all made our own arrangements and basically did our own things. Now we do not bother with a stand (too much effort and expense for very little reward) there is not a central meeting point, relying now on bumping into whoever, wherever, whenever.

The plan for a Road Run for the latter part of October changed from the East Somerset Railway to a shorter run and a pub lunch at The Empress of Blandings. Weather again played a part in this decision, but the East Somerset Railway is only postponed until a more suitable date in the New Year.

Dec 14th is our Christmas Dinner at the Fish Inn, Ringwood – 7.30pm for 8pm. It has been agreed that we will make The Fish Inn official. Most seemed to think it as good as anywhere, reasonably central for everyone, decent car park, not too busy. So the last Thursday of the month, 7.30pm at The Fish Inn, Ringwood, BH24 2AA.

Martin

NORTH WILTSHIRE

The deluges of September have seen us mainly keeping the cars under cover. Our Foxham meeting was smaller than usual with heavy rain putting folks off. We did garner one new member though, Pete who has a Spitfire 1500. Tony meanwhile was away in Malta and exploring the delights of the Bugibba motor museum. Craig continues to keep us all informed of local and not so local events that we may be interested in.

Sarah took the opportunity to make an early booking for our annual Christmas meal which will be taking place at the Foxham at 19:30 on December 10th – our regular club night. Members are asked to let Sarah know if they wish to attend. Menus and arrangements will be finalised at October's meeting.

Nick told us of his good fortune in having a new Triumph specialist open up near to where he lives. The workshop is in Norton Bavant near Warminster. Nick had them check out his Vitesse and reports that 'Dan is a genius. My Vitesse now sounds and runs like a new car.'

Craig has been busy with big end bearings on his Herald, while Graham has revitalised his Spitfire's suspension with new springs and shock absorbers. Callum's Herald Coupe now has a Spitfire 1500 anti-roll bar, 330lb front springs and he is contemplating a lowering block for its Spitfire 1500 swing spring rear.

Andy and I have each done nothing to our GT6s, although my Sixfire's parking brake woes were found to be caused by a completely missing wheel cylinder spring plate! That has now been rectified. Iain tells us that his Spit IV clutch master cylinder has started weeping fluid and he has the parts to fix it.

That's all folks.

Craig and Jim

WORCESTER

Hello again everyone.

Following on from where I left off last month, the weather certainly has started to change, and definitely not for the soft top enthusiast unless you 'bomb' it so you don't get wet. My Spitfire is still tucked up in the garage hopefully, though Paul and Costa are coming up next Wednesday to help fix the petrol leak problem around the inlet manifold. However, I am hoping it is just a gasket thing, having forked out an enormous amount of cash for a new set. You never know, you might actually see my Spitfire on the road this side of Le Mans. Well, maybe the middle week of June! That, I hope is spoken in jest...

Anyway, I arrived at The Oak to find 17 members already in situ, eagerly awaiting our leader, who arrived a few minutes after me. We finally had 20 members present, but unfortunately only one club car. Vicky didn't have a lot to tell, but was keen to arrange a Fish & Chip evening again at The Oak in December and reminded everyone of the NEC Classic Show on the weekend of 9/10 November. Keep an eye on your emails. Also Roger is still doing his OAP runs on a Wednesday, unless the weather is awful, then it's another day.

On a positive note, however, she reported that two of our members were awarded prizes for their cars, Sandy winning Best in Show with her Herald and Roger being awarded the Cudmere Trophy (hope that's correctly spelt) for his enthusiasm to use his classic and encouragement for others to use theirs instead of not using them and trying to keep them concours condition. Congratulations to you both and keep up the good work.

Well, we had a raffle again. This is becoming regular, and just as I was making comment that the prizes were all on the other side of the room, my number was drawn. Yeh, I won a sponge, micro cloth and sunglasses, presumably for after I've washed my car so that I'm not dazzled by the brightness! However, I did manage to get out this morning and have actually washed my modern car for the first time in three months. I either couldn't be bothered, or the weather was horrible. I shall have to wash and polish/wax the Spitfire sometime soon.

The room then went quiet as the sandwiches and chips were brought out, after which members started to leave, trying to join

traffic with the roadworks and traffic lights right outside the car park exit.

I'll end here and wish you all the best and hope you manage to get out and about in your classics and hopefully will see you all at The Oak on November 6th.

Take care everyone.

Stef

NORTH YORKSHIRE

Hi to all our locals. Our last event of the summer season was the York Race Course show. This must

have been the wettest day of the year. We had nine cars between the TSSC and the TR Register, and the rest of the field was filled with plenty of classics of all makes and sizes, such a pity that it rained so much. The last event I went on was the Newark Kit and Classic Show. This was a cracking event. I was in my Midge which got plenty of people asking questions. Also at the show was John with his RMB Gentry – this was the first one made by then the original owner of the company.

Grace is organising a post-Christmas lunch for the 4th January. This will be a midday event so please contact me or

Grace for more details.

Our monthly meeting at the Motorist has changed evenings for the winter months from Thursday to Wednesday. It is always a good evening so if you haven't given it a go, do come along. Our meeting evening at the Greyhound has had a good turnout of late, but now our cars are mostly away it's time to plan our winter maintenance, so let me know what you are planning.

Keith



NEXT ISSUE DEADLINE

All contributions for the November 2024 issue of *The Courier* must be received by Friday, November 8th.

Email: editor@tssc.org.uk



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Area Directory

For area meetings please check with your AO

SCOTTISH AREAS

SCOTLAND CENTRAL WEST

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

SCOTLAND CENTRAL EAST

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

SCOTLAND NORTH EAST

Last Thurs eve
Danny Stroud: T: 07823 539047
E: dannystroud@sky.com
Various - Contact AO

NORTHERN AREAS

CHESHIRE

1st Thurs, 8.30pm
Henry Jones: T: 01625 425845
E: rhenry.jones@ntlworld.com
Cock & Pheasant,
Bollington Cross SK10 5EJ

CUMBRIA

Last Sun, 12 noon
Nigel Entwistle: T: 01229 717544
E: n.entwistle@cwgsy.net
Roy & Ann Ross: T: 01229 316501
E: roy.anne@tiscali.co.uk
FB: TSSC Cumbria
See report in Cumbria Area Report

LANCASHIRE

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

LIVERPOOL

1st Tues, 8pm
Mark & Tracey Lamb: T: 07975 591421
E: mlamb2486@gmail.com
Vikings Landing, Stonebridge,
Liverpool L11 2BD

MANCHESTER

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

NORTH EAST

1st Sun, 10.30am
Geoff Dent: T: 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: 01516 253172
E: rulloyd@yahoo.co.uk
The Red Fox, Liverpool Rd, Thornton
Hough, Wirral CH64 7TL

NORTH YORKS

Keith Warren: T: 07534 820155
E: warrenktr6@yahoo.com
FB: North Yorkshire
The Greyhound - 4th Tues 8pm
82 Main Street, RICCALL YO19 6TE
The Motorist - 2nd Weds 6.30pm
New Lennerton Lane, Sherburn in Elmet,
Leeds LS25 6JE

SOUTH YORKS

1st & 3rd Tues, 8pm
Richard Oakes: T: 07702 492349
E: the.oakes@btinternet.com
Pastures Lodge, Pastures Rd,
Mexborough, South Yorks S64 0JJ

WEST YORKS

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

MIDLANDS

COVENTRY

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

DERWENT VALLEY

1st Tues, 7.30pm
Bryan Clayton: T: 07858 959027
E: derwentvalleytssc@outlook.com
FB: Derwent Valley TSSC
Top Club, Stanley Common, Ilkeston,
Derbyshire DE7 6FY

LEICESTER & RUTLAND

1st Mon, 7.00pm
David Smith: T: 07770 650802
E: davesmith.triumph@hotmail.co.uk
Graham Moody: T: 07544 537048
E: ggmgmt6@gmail.com
FB: Leicester & Rutland TSSC
The Curzon Arms, 44 Maplewell Road,
Woodhouse Eaves, Leicestershire, LE12 8QZ

LINCOLNSHIRE

2nd Tues, 8pm
David Samways: T: 07709 565118
E: davesamways@gmail.com
The Kings Head, 31 High Street, Navenby,
Lincs, LN5 0EE

NORTHANTS

2nd Wed, 8.30pm
Nigel Hawes: T: 07879 491778
E: nigeljohnhawes@gmail.com
FB: TSSC Northants Area
Overstone Manor, Sywell, Northants NN6 0BB

NOTTINGHAM

3rd Wed, 7.30pm
Nigel Hill: T: 07976 163006
E: nigel.hill@hotmail.co.uk
Roaming meeting around Nottingham and
Nottinghamshire

OXFORD

3rd Tues, 6.30pm
Thomas Cope: T: 07972 039532
E: imp064@yahoo.co.uk
FB: TSSC Oxford
Julian Hall T: 07796 467646
E: julianhall13@gmail.com
FB: TSSC Oxford
Great Western Arms, Aynho Wharf,
Banbury OX17 3BP
Contact Thomas or visit Facebook page

PETERBOROUGH

2nd Mon, 7.30pm
Charlie Noble: T: 01780 666045
E: tssc@noblesoft.co.uk
Steve Abbott: T: 07516 488443
E: abbot4747@talktalk.net
FB: TSSC Peterborough Area
The Gordon Arms, 527 Oundle Rd, Orton
Longueville, Peterborough, Cambs, PE2 7DH

SHROPSHIRE

3rd Sun, 10am
Bill Bate: T: 01952 581391
E: billbate2012@hotmail.co.uk
Kevin Cain: T: 07515 834594
E: kevincain@hotmail.com
David Embury: T: 07701 049881
E: david.embury@me.com
Simon Morgan: T: 07786 806189
E: simon.morgan@linxdesign.co.uk
FB: TSSC Shropshire
Contact AOs for meeting venue

NORTH STAFFS

last Tuesday of the
month at 8pm at the George & Dragon in
Meaford near Stone, ST15 0PX.
David Woodward: T: 07939 603061
E: triumphsportssixstaffs@gmail.com
tsscnorthstaffs.home.blog

SOUTH STAFFS

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

WEST MIDLANDS

1st Tues, 6pm
Ken Heaton: T: 07766 837630
Farmer Johns, Streetly, Sutton Coldfield

SOUTH WARWICKSHIRE

1st Tues, 7pm
Mark Smith: T: 07989 104324
E: oilymark@protonmail.com
Harbury Village Club & Institute,
Harbury, Nr. Leamington Spa CV33 9HE

WORCESTER

1st Weds, 7.30pm
Vicky Dredge: T: 07745 299457
E: vickydredge@yahoo.com
FB: Triumph Sports Six Club
Worcester Area
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 - 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 all year around,
please contact AO for details

NORFOLK

1st Thurs, 7.30 for 8pm
Paul & Christina Girling: T: 07584 000442
E: paul.norfolktriumph@gmail.com
W: www.norfolk.tssc.org.uk
FB: TSSC Norfolk
Venue to be advised by email and
Facebook - contact AO for details

SUFFOLK

1st Tues, 8pm
Colin Wake: T: 01206 250360
E: colin_wake@yahoo.co.uk
Sorrel Horse, Barham,
Ipswich IP6 0PG

SOUTH EASTERN AREAS

EAST BERKS

2nd Tues, 6pm
Doug Brown: T: 07974 709954
E: qbrown6914@btinternet.com
The Royal Oak, Ruscombe Lane,
Twyford RG10 9JN

BODIUM

2nd Tues, 6pm
Colin Robertson: T: 07810 102525
E: colin@tssc.uk
W: www.tssc.uk
FB: TSSCBodium
Last Wed, 7.30pm - The Castle Inn, Main
Road, Bodiam TN32 5UB

SOUTH BUCKS

3rd Wed, 8pm
Daniel James: T: 07818 052276
E: varas10@yahoo.co.uk
The Harte & Magpies, Coleshill,
Amersham HP7 0LU

CANTERBURY

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

GATWICK

2nd Tues, 8pm
Tony Locker-Lampson: T: 07775 564427
E: rowfantgardencare@hotmail.co.uk
The Crown, East Street,
Turners Hill,
Nr. Crawley RH10 4PT

HANTS & BERKS

1st Tues, 8pm
Alan Fulbrook: T: 07795 096394
E: alan.fulbrook@ntlworld.com
The Twesledown, Church Crookham, Fleet,
Hants GU52 8DY

HERTS & BEDS

4th Mon, 8pm
Peter Lewis: T: 01582 750943
E: peter.h.lewis@green-home.co.uk
The Raven PH, Hexton, Nr Hitchin SG5 3JB

ISLE OF WIGHT

Jo Hawkins: T: 07594 884725
E: jo@hawkins.engineer
Roxie Hawkins: T: 07342 678869
E: roxy.walters98@gmail.com
FB: Isle Of Wight Area Triumph Sports
Six Club
Various - see report in Area News

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, Commonsides, Bromley,
Keston BR2 6BP

NEWBURY

Dave Rumens: T: 01635 868640
E: dave.rumens@btinternet.com
FB: TSSC Newbury
2nd Weds 7.30pm - The Two Watermills,
Newtown Rd, Newbury RG14 7HB
4th Weds 7.30pm - The Craven Arms,
Skinner's Green Ln, Enborne RG20 0HG

SOUTHERN

1st Tues, 7.30pm
Mike Goolding: 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 Scarborow: T: 07833 944847
E: gwsscarborow@gmail.com
FB: TSSC West Sussex
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
Selsey Arms, Coolham,
Horsham RH13 8QJ



AREA DIRECTORY/WHO'S WHO

THAMES

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

SOUTH WESTERN AREAS

ANDOVER - 2nd Wed, 12noon
Guy & Suzie Singleton: T: 01672 514241
E: guy@bondequie.org
FB: TSSC Andover Area
Contact Organiser

AVON - 1st Tues, 7.30pm
David Dyer: T: 07860 878058
E: daverover@hotmail.com
FB: Triumph Sports Six Club Avon Area
The Griffin, Warmley, Bristol BS30 5JN

CORNWALL - 2nd Thurs, 8pm
Carol Coventry: T: 01726 824523
E: carol.63@hotmail.co.uk
FB: TSSC Cornwall
The New Inn, Newquay Road, Goonhavern TR4 9QD

DEVON
Sue & John Franklin: T: 01548 821348
E: sue@tssc-devon.org.uk
W: www.tssc-devon.org.uk, FB: TSSC Devon
3rd Weds, 6.30pm - The Star Inn, Liverton TQ12 6EZ
1st Sun - Sunday Lunch
Call AO 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, 7.15pm
Megan Hancock:
E: southwales@tssc.org.uk
FB: Triumph T.S.S.C. South Wales
Y Maerun, 140 Marshfield Rd, Marshfield, Cardiff, Wales CF3 2TU

NORTHERN IRELAND

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



INTERNATIONAL CONTACTS

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

WHO'S WHO

TSSC Council of Management 2024



Chris Gunby
Chairman/
Gen Sec



Tracey Hawes
Financial Lead



Paul Girling
Area Liaison



Nigel Hill
Events & Shows



Tom Hartley
Director



Jane Rowley
Director

Council of Management 2024 Meetings

Meeting dates to be advised

Any member who has any 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.

Keep an eye out for the dates and 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 beforehand.

TSSC Headquarters



Lisa Marley
Membership
info@tssc.org.uk

TSSC HQ

Sunderland Court, Main Street,
Lubenham, Leics LE16 9TF
Open 9am to 5pm
Monday to Friday.
Closed to the public on Fridays.

**THE SHOP IS CURRENTLY CLOSED AND UNDER REVIEW
WATCH THIS SPACE FOR FURTHER UPDATES**



Trudi Prettyjohns
Accounts
trudi@tssc.org.uk

TSSC Museum

Open Monday to Thursday



TSSC Honorary Members

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

Model Register Contacts & TSSC Officers

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

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

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

Model Registers

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

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

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

SPITFIRE MkIV | 1500
Steve Payne
 47 Tiverton Drive, Horeston Grange,
 Nuneaton Warks, CV11 6YJ
 T: 07885 449609 (6 to 7pm)
 E: spitfireIV-1500@tssc.org.uk

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

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

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

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

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

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

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

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

ACCLAIM
Julian Rowell
 6 Stainmore Grove, Bingham,
 Nottingham, Notts, NG13 8SF
 E: acclaim@tssc.org.uk

STAG
Situation Vacant
 Do you have a passion for Stags and could you fill this role? If so, please contact the editor at editor@tssc.org.uk or call: **07771 675719**.

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

TSSC Officers

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

INTERNATIONAL LIAISON SECRETARIES
Jess Smale & John Lay
 6 Derwent Close, Horndean, Waterlooville,
 Hants PO8 0DH
 T: 0781 107 3138
 E: international-liaison@tssc.org.uk

YOUNG MEMBERS CO-ORDINATOR
Conor Lukeman
 14 Quinton Close, Redditch,
 Worcester B98 0EL
 T: 07758 539750
 E: youngmembers@tssc.org.uk

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

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

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

FOR SALE

GT6



Triumph GT6 Mk3 1972
Very good condition. Serviced, recon gearbox and overdrive, stainless exhaust. Ready to drive. £12,000 (ono).
Chris Vallimae (Weston-super-Mare)
Tel: 07974 583876

HERALD



Herald Convertible 12/50
Driven 102,000 miles. Three owners from new, present owner since 1992. Last MOT December 2022 (new tyres and exhaust). Will need work, but is drivable and could be an ongoing restoration project. Valued at £4350 by TSSC. Price £2500.
Kay Chidley (Bromsgrove).
Email: kaychidley@hotmail.com



Herald 1200 Convertible
Needs recommissioning. Fully restored 2006. Been under a cover for the last 10 years. Won't start now. You'll need a trailer. Call for more details. £1000
Nick Bracey (Trowbridge).
Tel: 07842 226032



Triumph Herald 13/60 Convertible
Owned 24 years, always garaged. MX5 seats, Vitesse bumpers and door cappings. Minilites fitted, but have

original steel wheels. Bodywork requires attention. Ideal running restoration. £2000.

Richard Eagle (Tyne and Wear)
Tel: 07876 035568

SPITFIRE



1964 Triumph Spitfire 4 (Mk1)
Excellent condition, with overdrive box. Less than 2K miles since restoration. Very well cared for. Reluctant sale. Offers over £16K.
David Harris (Coventry)
Tel: 07805 234465



1971 MkIV Spitfire
Bare metal respray in Valencia Blue with new floorpan. Too much to list in terms of mechanical works, but please contact me to discuss. £7500
Graeme_9723 (Kent).
Tel: 07775 890894

TR



1971 TR6
Original USA car converted to RHD. MOT every year, next due March 2025. TSSC Valuation 28K, much work done, ask any questions. Offers over £20K.
Andrew Wallace (North West).
Tel: 07702 564566.

VITESSE

1966 Vitesse 6 Convertible
Overall very good condition. Rebuilt engine, o/d box, new diff, much done in last few years. £7500.
Stewart Grant (Essex, CM6).
Tel: 07984 628540

1969 Mk2 Vitesse fitted with a Tristian convertible conversion.
Solid car, needs little work to get back on the road. £4999.
Roy Bellett (Brentwood, Essex).
Tel: 07860 824862



Spitfire headlight cowl
Part numbers 911102 RH, 911101 LH. Need painting. £75 the pair, £40 each
Michael Gould (Barwell, LE9 8BT).
Tel: 01455 844300

Vitesse MK1 Convertible in pieces along with many other parts, too many to list.
Robert Cooper (West Midlands).
Tel: 07731 830136

Les Leston 15in steering wheel in very good condition for Herald or Vitesse. £350.
Mike Barrett (Cambridge).
Tel: 07956 177011

Minilites 13 x 5½ wheels and tyres, nuts and centre caps. To be collected. Offers
Robin Knibbs (Crawley).
Tel: 01293 532547

Wolfrace Wheels
Wolfrace 13 x 5½ wheels and tyres including nuts and centre caps. To be collected. Offers.
Robin Knibbs (Crawley).
Tel: 01293 532547

Mike Papworth Gearboxes std and H/D - Overdrives A - D - J to order, Halfshafts std and Rotoflex. Vehicle movements, project cars req'd. (Trade)
Mike Papworth (Coventry).
Tel: 07768 775170

CARS WANTED

Specific Vitesse LUO 735F
If you own this car and would like to sell it, please contact me.
TBA Richard Aggett (East Sussex).
Tel: 07759 281353

PARTS FOR SALE

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

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

Gearbox with OD without bell housing, Dolomite/Vitesse. Condition unknown, bought in good faith. Refund if not good on fitting. Photos available. £350
Mark Gifford (West Herts).
Tel: 07910 122863

Pair of Herald doors for convertible. Generally good. Strong bottoms, few perforations and no holes. Pics available. No door cards, otherwise very fair condition. £40 each.
Mark Gifford (West Herts).
Tel: 07910 122863

Herald 13/60 parts
Doors, bonnet, bootlid, seats (red), chrome, gearbox, diff, hood frame and more.
Duncan (Leeds).
Tel: 07746 541628

Late Spitfire windscreens
One laminated (£55), one toughened (£45). I travel between Durham and Coventry often so could meet on route.
Josef Gluyas (Durham).
Tel: 07761 716401

Triumph Spitfire MkIV
New interior carpet set for MkIV Spitfire. Photos are available if you message me. £150
Marc (Manchester)
Tel: 07494 020010

PARTS WANTED

Big-end bearings wanted
Vitesse 1600 big-end bearings STD or +010in, Triumph part no 128391, Vandervell vp855, or Glacier B6352. Alex Back (UK).
Tel: 07966 847471

Wanted - Vitesse parts
I'm still searching for Part Number 151784 - Air Filter Hose Bracket to Radiator. Also fitted on later Spitfires. Anyone?
Gary Flinn (Derby).
Tel: 07825 269136



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13th - 15th June 2025

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

Friday – Arrival at campsite from noon

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

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

Sunday – Wind down with treasure hunt in Dent village

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

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

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

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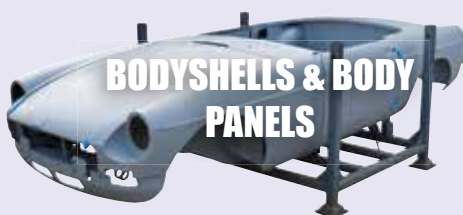
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