

# THE COURIER

THE MONTHLY MAGAZINE FROM THE TRIUMPH SPORTS SIX CLUB

ISSUE 530 SEPTEMBER 2024

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# FROM THE EDITOR

It is funny how life sometimes comes full circle. As you can read in my introduction on p9, my first Triumph was a Herald 13/60 convertible, and the first thing I did after buying that Herald was to join the TSSC. This was back when the club catered only to the small chassis cars, so when I later moved over to Dolomites I let my membership lapse. (This is, incidentally, a perfect example of why the club later expanded to cover all Triumphs.)

I worked abroad quite a bit in the 1990s and so classic cars were few and far between, but having returned to the UK and landed a job on Practical Classics magazine just before the new millennium, things picked up pace. Over subsequent years classics of all marques came and went, but Triumph always remained close to my heart. That's why it was such a pleasure to edit the late, lamented Triumph World magazine for 12 years, from 2008 until its closure brought about by the COVID crash in 2020.

And now I have the privilege and pleasure of editing The Courier, back where it all began for me more years ago than I care to remember. Of course, it is a very different animal today after the sterling work by Paul Girling, Paul Guinness and the rest of the team in recent months... or maybe not quite

as different as you might initially think? Yes the presentation and the larger A4 format are – to my mind at least – major improvements, but the content is still provided primarily by the members, it is still incredibly varied and informative, and the aim is still to help club members get the most out of owning their Triumphs.

That is the way it has always been, and hopefully how it will remain. I certainly have no plans to jump in with my size nines and reinvent the wheel. Sure there will be little tweaks here and there, but as the well-worn phrase goes: 'If it ain't broke, don't fix it.' Hopefully I won't drop too many clangers, but the occasional mistake is bound to slip in now and again. Do bear with me in these initial stages and always remember that I never intentionally try to upset anyone! I am sure that together we can continue the fine tradition that makes The Courier such a jewel in the TSSC's crown.

*Simon Goldsworthy*

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



## AD OF THE MONTH TRIUMPH 1300FWD

This wonderful image was used in an all-models brochure from Triumph showcasing their 1967 cars. The point of the shot was summed up in the opening paragraph, which ran: 'People come in several sizes. The 1300 fits them all. Both front seats move forwards and back. The driver's seat also moves up, down and tilts: giving a total of 81 driving positions.'

I particularly liked the fact that Triumph saw fit to highlight in italics the ability to tilt the driver's seat. Obviously that must have been a big deal back then, whereas these days buyers would not be impressed unless the adjustments were taken care of electrically, with multiple settings recorded in the on-board computer, not to mention the addition of heating elements for those chilly winter mornings.

For some people that represents progress, but such niceties rather leave

me cold. What grabbed my attention was the tear-out card in the brochure which you could fill out and sent to Triumph asking for more details on your model of choice. It included tick boxes for the Herald 1200 range, Herald 12/50, Vitesse 2-Litre, Triumph 1300, Triumph 2000 range, GT6, TR4A and Spitfire Mk2. What a choice! Give me 1967 every day, even if a tilting seat is considered the height of luxury.



*Sophisticated Triumph 1300 comes in 81 fittings*



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### TSSC MEMBERSHIP & RENEWALS

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

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

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

### PRINTING

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### THE GET OUT

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

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## CHAIRMAN'S COMMENT

### WILL WE SEE YOU AT THE TSSC AGM ON 22ND SEPTEMBER?

Firstly can I give a huge welcome to our new editor, Simon Goldsworthy, who I am sure will carry on moving OUR club magazine The Courier forward in a positive direction. I know we all wish him the best, and and look forward to working with him.

I would also like to thank Paul Guinness, our outgoing editor, for all his hard work in previous Courier magazines. But most of all I would like to give a huge 'thank you' to our very own Paul Girling – without him, this year your Courier magazine would look very different to how it does today. I cannot tell you how much time and effort Paul has put into OUR magazine to give us a fantastic read every month. Hopefully now Simon is on board things should get a little easier for him.

The TSSC AGM and open day is being held this year on Sunday 22nd September. It's all happening from 1pm at TSSC HQ. This is your opportunity to meet the team at YOUR HQ, as well as being able to see what the TSSC has achieved in the past year and what we have planned for the future. I hope to see as many of you as possible there, so please do put it in your diaries if you possibly can – TSSC HQ on 22nd September from 1pm.

Whether people give up a few hours or a whole weekend, our volunteers/helpers are invaluable to our club and that's what makes events run as smoothly as they can. Have you ever thought about helping out at an event? Or if you have a bit more spare time these days, what about joining our event team, or even

becoming a member of the Council of Management? We are always looking for members who are willing to help in any way. It need not be overly onerous, and is invariably rewarding. If this is something that might be of interest to you, why not give me a call and I'll point you in the right direction, or explain to you what is involved in becoming part of the TSSC team of volunteers? My number is 07843 435190, and if I don't answer, then leave a message and I will get back to you as soon as possible.

*Chris Gunby*

TSSC Chairman



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## BEING UNEXCEPTIONAL MAKES THEM SPECIAL!

The 10th Anniversary Hagerty Festival of the Unexceptional event enjoyed another sell-out success at Grimsthorpe Castle on Saturday 27th July, with a record attendance of over 2000 cars and more than 4000 guests enjoying the Lincolnshire sunshine.

A host of special guest cars appeared at the event, including the very last Austin Montego to be produced, kindly supplied by the British Motor Museum, and event sponsor Sustain Fuels were on hand to answer any

questions people had about using synthetic fuel in their classics.

The 50 cars selected for the main Concours de l'Ordinaire event included two Triumphs, Callum Parry's Acclaim and Andrew Burford's Toledo. They were obviously not mundane enough for a trophy, as first place was awarded to a 1982 Toyota Hilux and second place to a Renault Clio.

There were also plenty of Triumphs parked up in the visitors' display area though, helping

to make this such a great day out. One in particular that caught our eye was a Herald with an R-registration number plate. We can only assume that this was a re-import at a time when the DVLA issued current numbers rather than age-related ones, but we'd love to know more. It had a TSSC sticker in the window so no doubt is well known in club circles, but if you own NRG 414R, please do get in touch with the editor as he'd love to know more of the background to your car.

## CHRIS CUNNINGTON 1944-2024



We are sad to report that Chris Cunnington, a true Triumph enthusiast and a gentleman, died this month after a lengthy illness, just short of his 80th birthday.

For many years Chris was Chairman of the TR Register, a leadership role he cherished and to which he brought new ideas and great enthusiasm. Later he was elected as Chairman of both the Standard-Triumph Forum and the Federation of Historic British Vehicle Clubs. In both roles he was extremely popular, and both organisations benefitted greatly from his experience, knowledge and organisational capabilities.

Chris had a statesman-like manner about him and received respect and undivided attention from those who worked with him or listened to him speak. Chris loved his cars, but enjoyed sharing that passion with others even more. Chris was known and universally respected amongst the Standard Triumph community and across the wider world of historic vehicles. He will be sadly missed.



## EARN POINTS TO SPEND ON TREATS

David Manners Group has set up a new Rewards Loyalty Scheme that allows you to earn points with every purchase you make. The concept is simple. For every £1 you spend on goods (before VAT), you will earn two points. Those points can be exchanged for vouchers at some of your favourite stores. And the points never expire, so you can keep saving for the voucher value that you want. You will even receive 100 points free when you sign up. Check it out at [www.davidmanners.co.uk](http://www.davidmanners.co.uk)





## ACROSS THE AUCTION BLOCK

H&H Auctions held a sale at their traditional Pavilion Gardens venue in Buxton at the end of July, and there were a good selection of Triumphs entered. These ranged from major projects to beautifully restored examples. Among the latter category were a pair of TR6s, one Damson car estimated at £14-£16k and the other in bright red and carrying a £16-£18k guide price. It would seem that the buyers got the better of both sellers, because the first sold for £12,938 and the other for £15,750 – not too far off the estimates for sure, but don't forget that both buyers' and sellers' commissions come off that figure. An absolutely gorgeous TR2 did slightly better, costing the new buyer £19,125 against an estimate of £14-£16k, though once again there was the auction house's pound of flesh to take off that. And a cracking little GT6 Mk2 that had been lovingly cared for by the vendor for over 50 years sold for £9562 all-in against an estimate of £11-£13k.

Among the project cars that were previously part of a private collection and



were now being offered with no reserve were a 2000 Mk2 Estate and a Herald 1200 Coupe. The estate was probably in far better condition than it looked initially and £2812 seemed reasonable, but £6075 for the Coupe looked absolutely bonkers – until you looked beyond the dust and the dirt and realised that it was remarkably original and totally sound. However, to our eyes the bargains of the day were the Works Tribute TR7 V8 with MoT until May 2025 that cost its new owner just £5062, and the rather lovely Spitfire MkIV that had been restored in the 1990s and driven to the



sale – the hammer fell on that one at £3600 for a total cost of £4050.

Our Standard cousins also had a couple of interesting lots entered. The Standard Atlas camper van (powered of course by a Herald engine) needed plenty of work, but still cost its new owner £4725. Mind you, where would you find another? Biggest bargain of the day from the Standard-Triumph stable to our minds was, though, the 1934 Standard Big Twelve saloon. Looking absolutely delightful, this well-presented car saw bidding stop at £5200 against an estimate of £7-£9k.



## SUNSHINE RALLY

Leicester and Rutland Area did it again, with representatives from at least five TSSC Areas gathering in Rutland on 9th-11th August for the Sunshine Rally. It was a great weekend, combining some interesting drives out to beautiful villages around the region, fun (and quite competitive!) evening entertainment and social catch-ups, culminating with a show and shine demonstrating the fantastic cars we have in the club.

## TRIUMPHS AT SHELSLEY WALSH

At Shelsley Walsh's Classic Nostalgia weekend in July there were four Triumphs taking part – a TR7 V8, a TR6, a Vitesse and an Aussie Mk1 2.5PI saloon. The TR7 had a large Rover V8 under the bonnet, while the Vitesse looked remarkably standard by comparison. So did the TR6, albeit with hefty roll cage etc. However the 2.5PI was the most radical of the lot, having a 4-litre straight-six engine from an Australian Ford Falcon under its bonnet instead of the Triumph 2.5 six. In standard form this would have had around 190bhp, but this one had substantially more!

David Driscoll





# TSSC ANNUAL GENERAL MEETING 2024

Notice is hereby given that the Annual General Meeting of the Triumph Sports Six Club is to be held on Sunday, September 22nd 2024 at TSSC HQ in Lubenham LE16 9TF and on Zoom. You must bring your current TSSC membership card with you in order to be admitted to the AGM. Only members attending in person can cast a vote at the AGM.

### Resolutions for Agenda

Any member wishing to put forward a resolution to be considered for inclusion in the AGM agenda must do so in writing, and it must be signed by at least two current TSSC members. These should be forwarded to myself (TSSC Chairman) to be received by September 15th, 2024. Any item received after this date will be regarded as null and void.

### Questions for the Agenda

Any questions also need to be with myself (TSSC Chairman) by September 15th, 2024 to be guaranteed an answer at the meeting.

Any questions received after this date or raised on the day will be answered if possible, but it may be necessary to post the response in The Courier.

### General Issues

General issues can, of course, be raised at any time through myself (TSSC Chairman), for discussion at Council of Management meetings. Alternatively, issues may be put forward for discussion at the Area Organisers Seminar, to be held in the morning prior to the AGM; please see your Local Area Organiser.

### Council of Management Elections

Anyone who has been a member of the Club for at least three consecutive years by the time of the AGM, and who would like to become more involved in the running of the Club, can put themselves forward for election to the Club's Council of Management (Board of Directors). The Council meets six times per year at HQ in Lubenham. Council members are also

expected to attend other events/activities such as the AGM, open days at HQ, shows to help on the Club stand and take responsibility for particular areas of Club Management (HR, Business Management, Finance, Tech Support etc).

If you have the time, enthusiasm and skills that would benefit the Club and would like to know more, then please contact me by email for a nomination form (contact details below). The deadline for nominations is September 15th, 2024 by which time a signed nomination form and paragraph describing what you can bring to the Club needs to be submitted. (The nomination form requires a proposer and seconder who are current Club members.) Contact me for a form.

Any enquiries regarding any of the above should be addressed directly to Chris Gunby: Email: [chairman@tssc.org.uk](mailto:chairman@tssc.org.uk).

Riverside Forge, Water Lane, North Witham, Lincs, NG33 5LJ.

**Chris Gunby, TSSC Chairman**

## FORTHCOMING EVENTS

### SEPTEMBER 2024

#### SUNDAY 8TH

#### ALL TRIUMPH DAY @ SHUTTLEWORTH

£10 per car. Pre booking essential – see box (right) for further details.

#### FRIDAY 6TH TO SUNDAY 8TH BOND EQUIPE RALLY WEEKEND

Based in the Milton Keynes area with visits to the Milton Keynes Museum, Bletchley Park and the Shuttleworth Collection. Please contact Guy Singleton via: [guy@bondequipe.org](mailto:guy@bondequipe.org)

### NOVEMBER 2024

#### FRIDAY 8TH – SUNDAY 10TH LANCASTER INSURANCE CLASSIC MOTOR SHOW

Join the TSSC on stand 5-340 at the UK's premier classic motor event, the Lancaster Insurance Classic Motor Show at the NEC Birmingham. Club members, friends and followers can book tickets at [www.necclassicismotorshow.com](http://www.necclassicismotorshow.com) quoting our club code CCCNOV242 to save £4 off single-day adult tickets or £2 off family, child or multi-day tickets. Book by 17th October to help the TSSC earn extra benefits!

### 2025 DIARY DATES

**13TH-15TH JUNE** – The Dales Run in Memory of Alan Heaton

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



## ALL TRIUMPH DAY @ SHUTTLEWORTH



### Sunday 8th September

Bring your Triumph car to the Old Warden Aerodrome and get preferential admission price of just £10 per car. This includes entry for the DRIVER and ALL occupants to this wonderful museum, including return visits for 30 days.

**Pre booking essential**, please email [trr.lvg@gmail.com](mailto:trr.lvg@gmail.com)

Payment will be requested nearer the event.

Entry via the new entrance in Alder Drive, SG18 9DT - 10am to 5pm



# MY LIFE IN TRIUMPHS

**New editor Simon Goldsworthy remembers some of his life's Triumphs**

I do hope you will not feel this is too self-indulgent, but I'd like to share with you the various Triumphs I have owned over the years. If nothing else, this will give you a basic idea of where I am coming from, but hopefully it will also inspire some of you to send in similar stories of your own. Either way, I will try to keep it relatively brief.

My first Triumph was a Herald 13/60 convertible that I bought for £350 in 1986. I was a student at the time, and this was only my second car, (the first having been a Fiat 127). I have to be honest and admit that I chose the Herald because it was the only convertible I could afford, but it ignited a life-long love of the marque. I joined the TSSC, and learnt a lot from The Courier that helped me keep my car on the road. My fondest memory of it is driving through Cheddar Gorge for the first time, with the roof down.

I sold the Herald in 1987 when I went to live in a Fiat 850 van in Germany for a year, but soon bought a rust-orange Dolomite 1850 on my return to the UK. Still being a student at the time, I was a bit slow in replacing a dead temperature sensor unit and the inevitable happened – a hose split, the engine cooked and I had to fit another.



Simon's first car was a 13/60 convertible, bought for £350 when he was a student.

I sold the Dolomite to head abroad again, this time to the USA. After getting married there followed by a stint in Czechoslovakia, I returned to the UK and within days had bought a Pageant Blue Dolomite – another 1850 and coincidentally another automatic. I bought this as a non-runner at auction, and when it turned out that there was zero compression in all the cylinders, I opted for the quick fix of another engine swap.

We loved that blue Dolomite, but it didn't last long as we were soon off for a two-year stint in Japan. By 1994 we were back in the UK though, and soon driving around in – a Dolomite 1850 automatic! I swear the things were searching me out. This one was Yellow,



It was followed by a succession of three Dolomite 1850s; this was the last of them.

and I was still driving it when I started work on Practical Classics magazine in 1999. Eventually history repeated itself yet again. This time the head gasket failed, and when I failed equally to shift the head, I bought a spares car and fitted not only that engine, but also its manual gearbox.

My next Triumph was a 1200 Herald. Bought for £100, this had been painted with a brush and the seats had been covered with some kind of super glossy red paint. It sounds horrendous and in truth it probably was, but I loved that car. So much so that after foolishly selling it to one of our readers, I subsequently bought it back from him a year or so later.





I was then Triumphless for a while, though I did have yet another Dolomite 1850 pass through my hands as part of a series I was writing for *Classic Car Weekly*, one called *Trading Up*. I never got this one on the road, but quickly sold it on for a small profit. (Very small as I recall; something like £50 springs to mind.) Then, just before taking over as editor of *Triumph World* magazine in 2008, I bought a 1967 Vitesse Mk1 2-litre saloon. Like many a Herald owner, I had always assumed that a Vitesse would be the next natural step, offering all the charms of the Herald but with a far more powerful and deeply sonorous six-cylinder engine. In



This Dolomite was bought as a non-runner and sold on as part of a newspaper series.



Simon's first Vitesse coincided with him taking the reins at *Triumph World* magazine.

some ways that was true, but I also felt that the car's whole character was changed by having that big lump of cast iron up front. I wouldn't say one is better than the other, but I was always surprised at just how different a Vitesse feels to a Herald.

I believe there was some overlap in ownership, but the Vitesse eventually gave way to a 1300FWD. I do like quirky cars and cannot resist anything that is a little different, and this ticked that particular box. It was also still recognisable as the progenitor of the Dolomite, and as you might have guessed, I do have a soft spot for them too. Once I had found where third gear was hiding, (double-declutching was essential when going either up or down, but only into third,) this proved a delight to drive – light, luxurious, and if not overly powerful, then certainly relaxing.

In time, I sold the 1300 and bought my first Acclaim. The exact dates are a little hazy now, but I certainly had this silver Acclaim in 2012 because I have a picture of my eldest son Ben driving it on L-plates soon after his 17th birthday. That was an early example on an X-plate, and it did impress me. It only lasted a year or so though, because later



Next came a 1300FWD. Simon is still in touch with this car's current owner.



His Herald 1200 cost £100, was a bit of a mess, but so enjoyable he bought it twice!

that same year I scratched my Herald itch again and bought a 1200 convertible. This was bought remotely from Scotland after a friend had inspected it for me, and the seller assured me it was a genuine convertible. Yet when it arrived on the back of a flatbed, a quick inspection of the chassis plate showed it was a converted saloon. Of course, I should have asked for a photo of this to check before buying, but the car had been converted properly and looked good enough overall so I didn't quibble.

The fact that it was already modified also meant that I felt free to make any further changes I wanted – I tend to prefer my cars unmodified, but am certainly not a stickler for originality. By the time I sold the Herald just before Christmas in 2019, it had a 1489cc engine, overdrive gearbox, 3.63:1 differential, Mazda MX5 seats (covered in Matador Red vinyl), a mohair hood and many other small changes, though oddly I also got rid of the Dolomite wheels it had come on and refurbished some original Vitesse steel rims. My brother Paul and I took the Herald on Club Triumph's Ten Countries Run in 2017 – that's us in the opening image in the Italian Dolomite mountains when it was still on Dolomite wheels – while the picture on the facing page was just before sale.

Why did I sell a car that I obviously enjoyed so much? I think ultimately it was a combination of having too many vehicles and always wanting to try something new. Working on classic car magazines, this desire to try the next thing can be dangerous for the wallet. In fact, I'd already bought another Acclaim as far back as 2015. This was a beige HLS, a lovely car that I was to keep until 2021. I did several overnight rallies in this car, my brother and I took it on another Ten Countries Run, and my other two children learnt to drive in it. In fact they took their actual driving tests in it. I had wondered whether the examiner would be unhappy about going out in such an old car even though it was road legal, had head restraints and I'd fitted a second rear-view mirror to

the screen, but in the event they were happy enough. My daughter's examiner even came into the waiting room to collect her and said: 'I hope yours is the Acclaim – I had one of those as my first car when I was 18!'

The Acclaim was only sold because I'd once again collected too many cars for my own good, and one of those was – yet another Acclaim! This is the red car pictured below, a very basic L and like both of my previous ones a five-speed manual. I'd bought this during the COVID lockdowns as a project car for Classics World magazine. The idea was to see if it was still possible to buy, fix and run an interesting car on a relative budget. In this case I set myself a target of £1500 to buy the car, ship it home, fix any problems and put it back on the road. The series was called Project Shoestring, and it ran from the March issue to the June issue in 2021. Yes we just about brought it home under budget at £1495.49, and although that figure might look suspicious, there was no last-minute fiddling of the books to scrape under our self-imposed ceiling. Mind you, I did have to buy six months road tax rather than 12 to do it with £5.51 to spare.

Here's the rub, though – I love buying cars, but I hate selling them. Not only do I tend to grow fond of any car that I work on and drive, but other people's expectations can vary so much that the selling process is fraught with potential pitfalls and rarely a pleasant experience. That's one reason why I still have the Project Shoestring Acclaim, but perhaps the bigger reason is that I just love the model.



The first of three Acclaims, on the road with eldest son Ben at the wheel on L-plates.



This Acclaim was used on a European adventure and numerous overnight rallies.



The Herald Convertible on original steel wheels, but with 1489cc and an O/D box.



The TR7 was bought as a project car, perfectly timed for the hot summer of 2021.

I even bought a scrap Acclaim to break for spares (it really was very rotten!) just so I have sufficient spares to keep it running indefinitely. My three kids are all insured to drive it too, and every trip out is a delight.

Classics World needed a steady influx of new projects though, and I'd already extended my garage as far as I could without encroaching to an unacceptable extent on Mrs G's vegetable patch. That's why the TR7 DHC that I bought as a project car had to be sold in 2022 after the series had finished

and I'd had my fun. I sold it far too cheaply and wish I had kept it because that was a lovely car in every respect, but then again I've regretted pretty much every car I've sold. Something has to give though, and among the other leftover project cars currently still with my name on the logbook are a Reliant Regal, Reliant Robin, MG Midget, VW Beetle (the new type from 2000), Morris Marina and Fiat 500F. Of those, the two Reliants and the Beetle really ought to go, not least to make room for another Triumph. The Acclaim is not going anywhere, but I was sorely tempted by a Herald Coupe at H&H's recent auction. Fortunately it went well beyond my pocket, but with an influx of cash from selling some of the others, next time might be a different story. On the other hand, there is also a Vitesse project that has my name written on it (in pencil at least), and there are still so many other models for me to try. I've not had a big saloon for example, and a Mayflower or a Renown would be an interesting novelty...

There I go again. Perhaps Mrs G could be persuaded to give up some of her vegetable patch after all. Especially if I point out that a garage extension doesn't require weeding...

**Now that I've shown you my Triumphs, perhaps you could do something similar? If so, please do start rifling through those photo albums as we'd love to run similar tales in the magazine. If you have any questions, do email Simon at [editor@tssc.org.uk](mailto:editor@tssc.org.uk), or give me a call on 07771 675719.**



The only Triumph currently on the fleet is this 1984 Acclaim L. It is definitely a keeper – Simon is unable to explain why he likes the Acclaim model so much, but he does!



# SWINGING SUSPENSION

## HERALD SUSPENSION - PART 3

Where has the month gone? Apart from a short holiday and then lots of work, I have also been recommissioning my mother's 83k mile 1991 Honda Civic for my son. More importantly, I got a message out of the blue from a member reading my articles who, it turned out, was going to be near my home area. So after a gap of 23 years I finally managed to catch up with John Kipping!

Related to the current subject, he of course mentioned all the swing spring conversions he used to offer before selling off his business for it to become Canley Classics, with Owen Springs of Sheffield being the main firm now. However, he also mentioned that whilst arranging for new springs to be made by a small company who had been involved in making the originals, they showed him an engineering drawing for the swing spring dated 1958/9! The normal leaf springs had been made by Cocker Brothers of Sheffield, who were eventually bought out and merged with other companies. I would like to find out what happened to that drawing, but it certainly proves that Harry Webster had the option to incorporate the swing spring, but it may just have been the expense at that early stage.

### A QUICK REVIEW OF WHERE WE HAVE GOT TO

Ideally a car should be designed to achieve 50/50 weight distribution; the intention is to have the centre of mass closely co-located with the centre of yaw. The Herald achieves a near 50/50 weight distribution, and it has a good design of front double wishbone suspension with a low front roll centre; however, the high and poorly controlled rear roll centre, combined with a falling coil rate at the front, results in potentially awkward on-the-limit handling if having to change the balance of the car in a corner.

Even mid-engined cars with good suspension design and centre of mass



My Herald 948 (early chassis) rear suspension with Spring Raising Block.

co-located with centre of yaw can also end up with a cornering problem, but a different one. Basically, if you then have neither understeer nor oversteer it sounds like perfection, but there is a tendency to lack feel for what is going on and not to detect a change in circumstance because there is not much change in load between front and rear. Technically the car has a low polar moment of inertia. When it goes wrong it can be sudden and lead to a spin, as was the case with the Toyota MR2 series 1 and the fantastic Honda NSX set up by Ayrton Senna. Of course, in those cars it will generally be at higher speeds than the instigation of the Herald problem.

### FRONT

With the angle of incidence of the front coilover unit shown last month, once you have compressed the front suspension further than  $1\frac{1}{4}$ in, you will have a relatively rapid reduction in effective spring rate leading to further over compression of the spring and further dynamic loading

of the front outer tyre. Ideally, we need to have rising rate front suspension. Having a stronger anti-roll bar will add roll resistance at the front, but adds understeer. Solving the problem at the front will lessen the swing axle jack up problem at the rear, but it would be much better to improve the situation at the rear.

### REAR

Changing to a swing spring is the easiest solution, but it brings in zero roll stiffness at the rear, thus super loading the front suspension in any corner. The roll centre remains at the same height, and you need a stiffer front anti-roll bar. Another option is to de-camber the rear spring, even reversing a leaf near the top of the stack, a method that was used in the Brabham Heralds. Another good solution is the rear suspension lowering block. This raises the spring above the diff, which lowers the rear end of the car with two key results – the rear roll centre is lowered, and perhaps more importantly the rear wheels



Chevrolet Corvair Sedan.



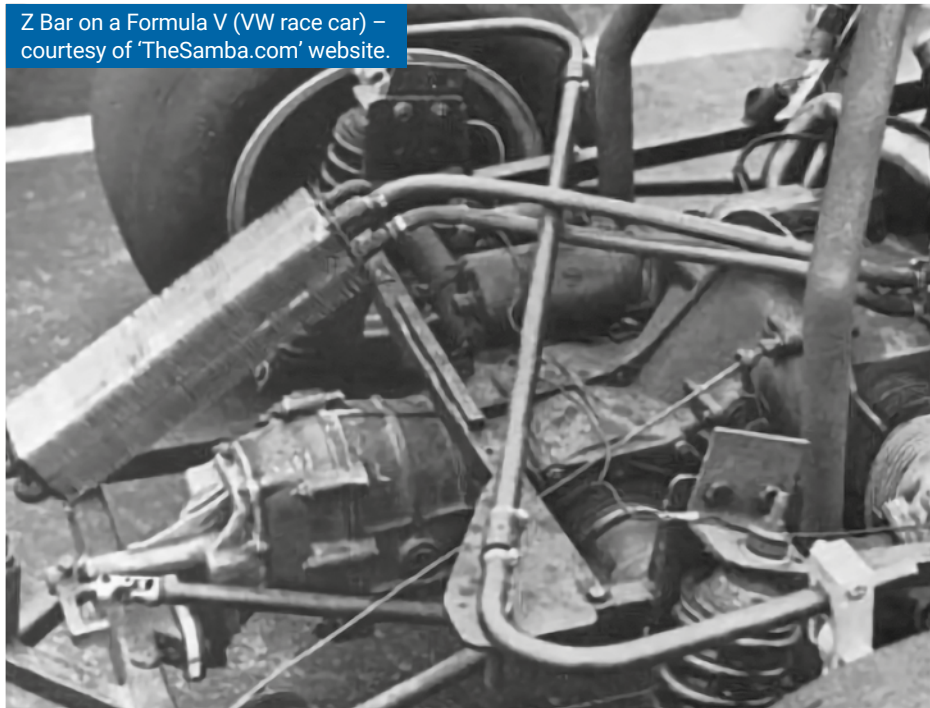
sit in more negative camber and need significantly more cornering force before being able to drive a jacking leverage force through the half shaft.

It is vital to note that the swing spring itself is a form of camber compensator, a device that was used to try and tame many rear swing axle cars including the VW Beetle and related cars (including in Formula V), Renault Dauphine, and also in America in the 1959 Chevrolet Corvair. Intriguingly, one of the latter was on display at a small car show where I was on holiday in the French Alps (above).

### CAMBER COMPENSATORS

The Chevrolet Corvair was famously recorded in print as being 'Unsafe at any speed' in a write up by Ralph Nader. The Corvair was Chevrolet's move to create a rear engine sports car. The key problem is that they too simplified the rear suspension, but had the major disadvantage of the pendulum effect of having most of the engine behind the rear axle line – it was like a Porsche 911 with Herald suspension! Following a lot of criticism, Chevrolet added a camber compensating lower leaf similar to that used on the VW Beetle and which became available for the Herald and Spitfire. They considered the more effective 'Z' bar; this is fitted like an anti-roll bar, but has to be mounted asymmetrically across the chassis so that as the outboard suspension rises, the offset arm of the Z bar pulls the inboard suspension down.

Z Bar on a Formula V (VW race car) – courtesy of 'TheSamba.com' website.



If you followed the link to Paul Geithner's Auskellian site you may have noted a discussion about camber compensation, and a certain Pat Ryan added a Z bar arrangement to his 1967 racing Spitfire. However, to my knowledge nobody has ever tried to fit one to a Triumph Herald. I did think about it in building my 948 Coupe, but elected to keep the early chassis frame unaltered; it would require offset mountings under the chassis, which would be complicated by the dip in the chassis under the half shafts.

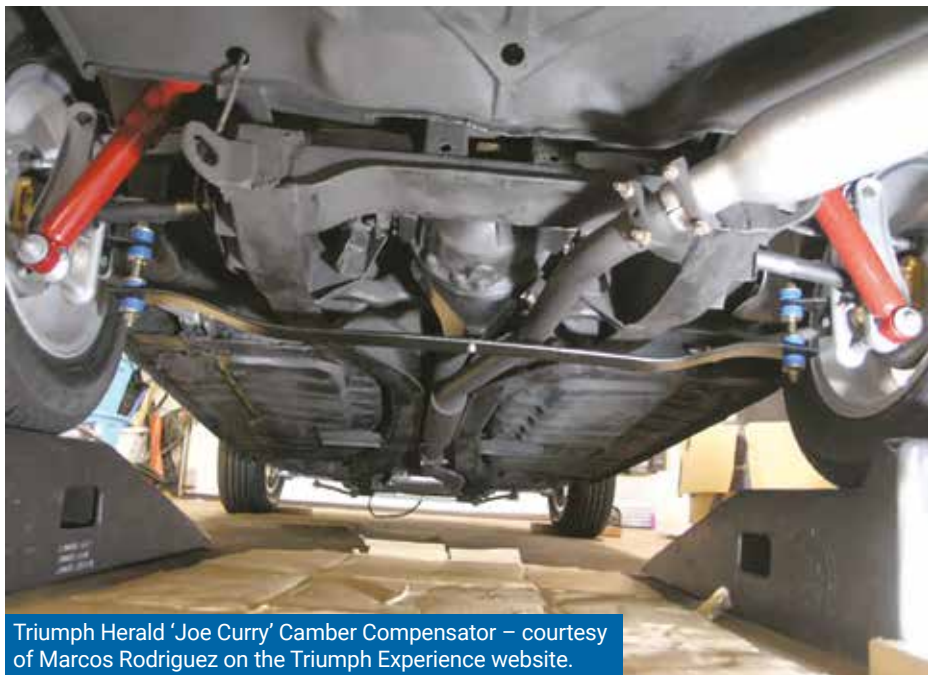
It should be obvious from the photograph of the Z bar that when cornering commences, as load comes onto the outboard side the Z bar will pivot and pull down the opposite side of the suspension to help maintain tyre contact on the inboard side, thus reducing the jacking leverage. For the Triumph, a basic camber compensating additional leaf rotating about a single mid-point under the car did work, but to me the original ones have relatively lightweight brackets. Joe Curry in the USA arranged for a



much improved version to be made. With greater solidity in the mountings, it seems to help the Triumph swing axle in that the connecting links lock over to an extent and apply some outward restrictive force between the vertical links. To an extent this would seem better than the swing spring, however, it does reduce ground clearance, must operate under and close to the exhaust pipe and will reduce suspension movement. Another option tried on VW swing axles was droop preventers, either a strap around the half shaft sleeve, or even a physical stop for the link to the torsion bars.

Despite working on Herald chassis vehicles for nearly 42 years and having been looking at all ways of improving the suspension for most of that time, I am reticent to say what the best option is for the rear. On most of my cars I have tried to make the simplest improvements without adding the extra weight and complication of a camber compensator, also not wishing to add understeer. For my Brabham I went the whole way and adapted the chassis to have a Lotus style double wishbone rear, consequently it handles very well.

Ultimately if retaining a swing axle the best solution would be to have a half shaft



Triumph Herald 'Joe Curry' Camber Compensator – courtesy of Marcos Rodriguez on the Triumph Experience website.

with a sliding or CV joint and having the vertical link held by a swinging arm from a low position near the centre of the car, but the chassis gets in the way. I can see a way of doing it, but I will leave you guessing until I can put it down on the drawing board. For the time being I'll leave

you with another on-line write up to review swing axle systems. Check it out at <https://driventowrite.com/2016/03/21/theme-suspension-swinging-on-a-star/>

*Adam*



Herald with special double wishbone rear suspension.



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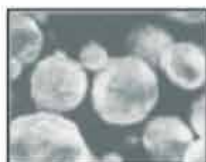
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Dash veneer set 2000TC/2500TC - 730397	£65.00
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# ONE DOWN ONE TO GO

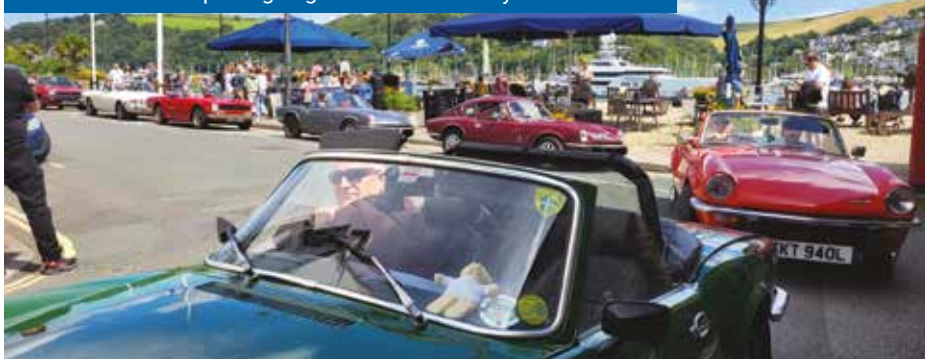
Last month's article was written immediately after the excellent Inter-Club weekend at Malvern, while this month's report was done shortly after two equally excellent events down here in the South West. Firstly in mid-July was the Historic Vehicle Gathering in the grounds of Powderham Castle. This is always a very popular and enjoyable two-day event, though this year Sue Franklin handed over the reins of the TSSC Devon Club Stand to Shane Botham and David Frost, and what a great job they did – thanks to you both.

A week later was the very different but equally enjoyable Tour of Devon, now in its 4th year. There are starting points in the north, east, south and west, with a 100 mile or so drive through our beautiful county bringing everyone to the central meeting point in Okehampton. All the routes are painstakingly worked out by Jonathan Chartres, and to keep the event fresh it gets a bit of a reboot every couple of years. I know that Jonathan has got some great ideas already for next year's event, which is being moved to later in the year to September.



The superb club stand at the Historic Vehicle Gathering in the grounds of Powderham Castle.

A great shot taken by Devon member Miles Coward on the Tour of Devon as we were queuing to get on the lower ferry at Dartmouth.



## ADRIAN'S HERALD RESTORATION



**1** It's always more efficient to primer (and paint) as much as you can in one session, so front and rear valances, rear quarter valances and sills were all prepped and primered at the same time, then inside of the sills and valances protected with Raptor using the 'wet on wet' technique as described in previous articles.

Things are moving on at a pace now as I'm back down to just the one car to work on (more on that in my Workshop Update). In last month's article I left it that the body had

been epoxy primered, blocked and the filler work done to take out any low spots in the panels, making it ready to be primed once again. That's where we pick it up now.



**2** The various primered parts were then guide coated, sanded down with P240 discs, then guide coated again and sanded with P400 discs and P500 hand pads in the tight areas until all the guide coat was completely removed and there were no signs of peel or imperfections in the primer surface.





**3** Once all the sanding was done and everything was ready for paint, the booth got a thorough wash down and clean to get rid of all the dirt and dust that has accumulated during the prep stages. Then it was on to masking. This can take a fair bit of time, but never be tempted to cut corners here as the last thing you need is to have issues whilst painting.



**4** As I just mentioned, it's more efficient to paint as much in one session as you can, but on the flip side don't overfill your paint area either otherwise you will end up bumping into something you've just painted. (Ask me how I know this...) With the car, four valances and two sills in my booth, it was fairly full but with enough room to move around comfortably.



**5** I normally do three coats for the colour, the first being a slightly drier coat. This is often known as a sticky coat, the purpose of which is to cover the primer, but not too wet so you don't have the risk of any runs. This then provides a sticky base for coats two and three, which go on as wet as you need to get a good finish.



**6** Once painted, I normally leave the extraction on for around 30 minutes to fully get rid of the solvents in the air, then wait another 30 minutes or so before a 60-90 minute bake. With a big chunk of the car painted, the next phase was to include the boot lid, doors, hinges, various brackets, master cylinder brackets, heater box and air filter box.



**7** Given the number of new panels this car has had, there's not been too much of the old paint left on the outer surfaces, but what paint was left was completely covered in micro blisters, so there's no option but to remove all traces and get back to bare metal. All the smaller items were cleaned up in the shot blaster.



**8** If you recall, the doors were re-skinned some time ago and the frames underwent some repairs, so now the outsides needed nothing more than a few minutes with the DA. However, the insides needed to be cleaned up thoroughly and treated with a rust converter around all the areas that are prone to corrosion.





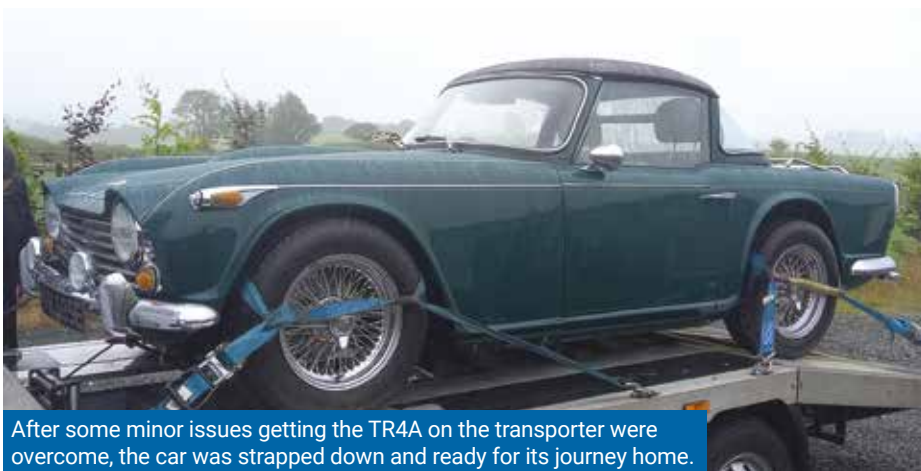
**9** Then everything was set up in the booth and given three coats of epoxy, while the hinges, front valance brackets, boot strengthener, master cylinder brackets, heater motor, half the air filter box and a few other trinkets all went straight into colour.



## WORKSHOP UPDATE

Simon's TR4A, Victor, has been with me for some time so it was starting to feel a little like part of the family, but finally it was ready to go back home. John Blake had been round and worked his magic on the Webers, the last few bits had been fitted, adjusted, polished and polished some more and

Simon had booked the transporter, so the collection day was confirmed. The rebuild had been challenging at times, but extremely rewarding and the end result was so worth all the grazed knuckles and frustration when things had seemed to be going backwards rather than forwards.



After some minor issues getting the TR4A on the transporter were overcome, the car was strapped down and ready for its journey home.

The collection day came and Simon was looking a little overwhelmed seeing Victor complete, as he and the car have a long and deep emotional attachment. I was hoping for sunshine to allow the paint and chrome to shine to their full, but in true Devon style it was dull and wet. Still, nothing was able to dampen anyone's spirits.

See you next month.

*Darren*

Some of you may remember I replaced the back end on a Vitesse and painted it for Simon previously, so it was good to see the two cars side by side where they belong.





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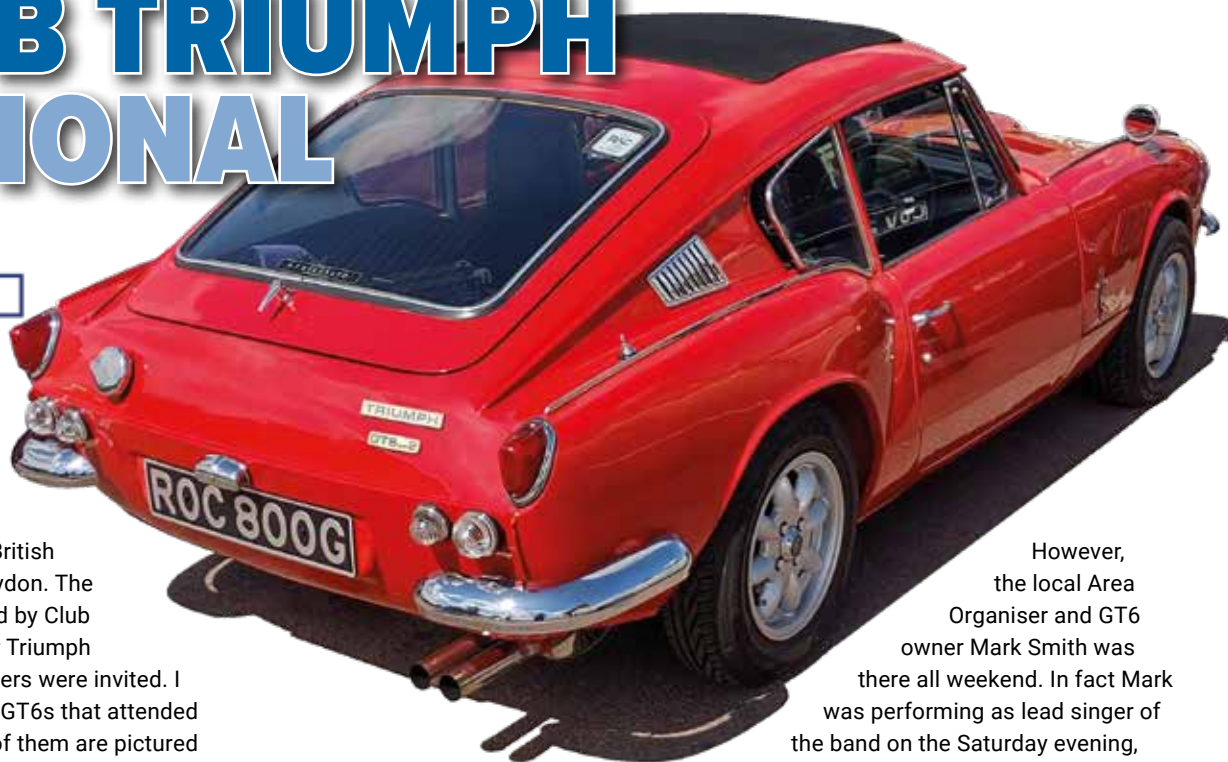


# CLUB TRIUMPH NATIONAL



Back in July I attended the Triumph National weekend held at the British Motor Museum in Gaydon. The annual event is hosted by Club Triumph, and all other Triumph clubs and their members were invited. I snapped some of the GT6s that attended the event, and some of them are pictured here. I had a long chat with Paul, who also owns the White GT6 Mk2 ex-Dorset police car previously owned by Angie Hill, who was the membership lady at HQ for many years. Paul's ex-police Mk2 was at the Gaydon Triumph National last year, and I've included a picture from that here.

As well as the Triumph National



Neil Gunnel's Mk1.

Weekend, the Sunday also has the massive BL/BMC day hosted by Gaydon with well over 1000 British classics in attendance. All the main Triumph clubs had stands at the event on the Sunday, except the TSSC.

However, the local Area Organiser and GT6 owner Mark Smith was there all weekend. In fact Mark was performing as lead singer of the band on the Saturday evening, the excellent Loving the Alien doing David Bowie covers. Mark owns two GT6 Mk3s and a Gitfire GT6 2.5L Convertible amongst his collection of Triumphs and other classics. There were quite a few individual TSSC members there too.

Part of the Triumph National weekend was a road run out to a really great



The British Motor Museum at Gaydon does have a GT6 on display in the overflow area above the Jaguar Daimler Heritage collection in the building with their restoration workshop.



Paul's ex-Dorset Police GT6 previously owned by Angie, pictured at last year's event.



motoring-themed café, Gilk's Garage Café in Kineton, which is four miles from Gaydon and was originally an old school Hillman dealership. When it closed down as a garage, the owners turned it into a café. It's jam packed with motoring memorabilia and well worth a visit if you are in the area.



Mark Smith, TSSC AO for South Warwickshire, fronting up Loving the Alien.



Alan Lacey's Mk2.



Paul's Mk3.



Mine and Alan Lacey's GT6s parked out the front of Gilk's Garage Café.



# OVER CHARGING ALTERNATORS

Regular readers may remember from an article I wrote a couple of years ago that I had to repair my alternator as it was overcharging. I used a spare alternator which I had on the shelf to resolve that issue, but also repaired my existing unit by replacing the faulty internal regulator which had caused the overcharging. While I was at it, I also replaced the brushes. I then put the alternator on my spares shelf in case it was required in the future.

Recently the replacement alternator I'd fitted back then also started to overcharge, reading over 15 volts on the voltmeter I have fitted. On testing with a multimeter, I found it was actually kicking out 17.4 volts! If left unresolved, this could have damaged the battery, my electronic ignition and possibly my car audio unit too. So my previously repaired alternator was taken off my spares

shelf and swapped into the car to effect a quick repair. The voltmeter is now reading just over 13v, and on testing with my multimeter is charging at a fairly steady 13.7 volts, which is just right. I then fitted a new regulator to the faulty alternator and put that on my spares shelf. If you need to know how to replace the regulator, then refer to my article in my GT6 column published in the February 2022 Courier.

If you don't have a voltmeter fitted and want to fit one, I did write an article on the GT6 charging system and fitting voltmeters or ammeters in the April 2019 edition of The Courier. A voltmeter is a sensible upgrade to cars with an alternator, and was

The needle on the voltmeter had reached the end of its travel – the alternator was actually putting out 17.4 volts!



fitted as standard to many other Triumph models such as Dolomites, 2000/2500s, Stags and TR7s. For cars with dynamos, an ammeter is the more logical choice. If you don't have a voltmeter fitted (or an ammeter on a dynamo-equipped car), then it's a good idea

to check the output of your alternator (or if fitted with a dynamo, the separate regulator) with a multimeter periodically as part of your regular maintenance. This will show up issues with low or high charging that need attention before they cause a future breakdown.

*Andy*

## FROM THE ARCHIVES

Here is a picture of the Mk2 currently owned by Paul and previously owned by Angie Hill when it was a Dorset police car. If you want to know more about Dorset police GT6s, refer to my article in the September 2023 edition of The Courier. Dorset Police had a Mk1, a Mk2 and a Mk3 GT6 in their police fleet.



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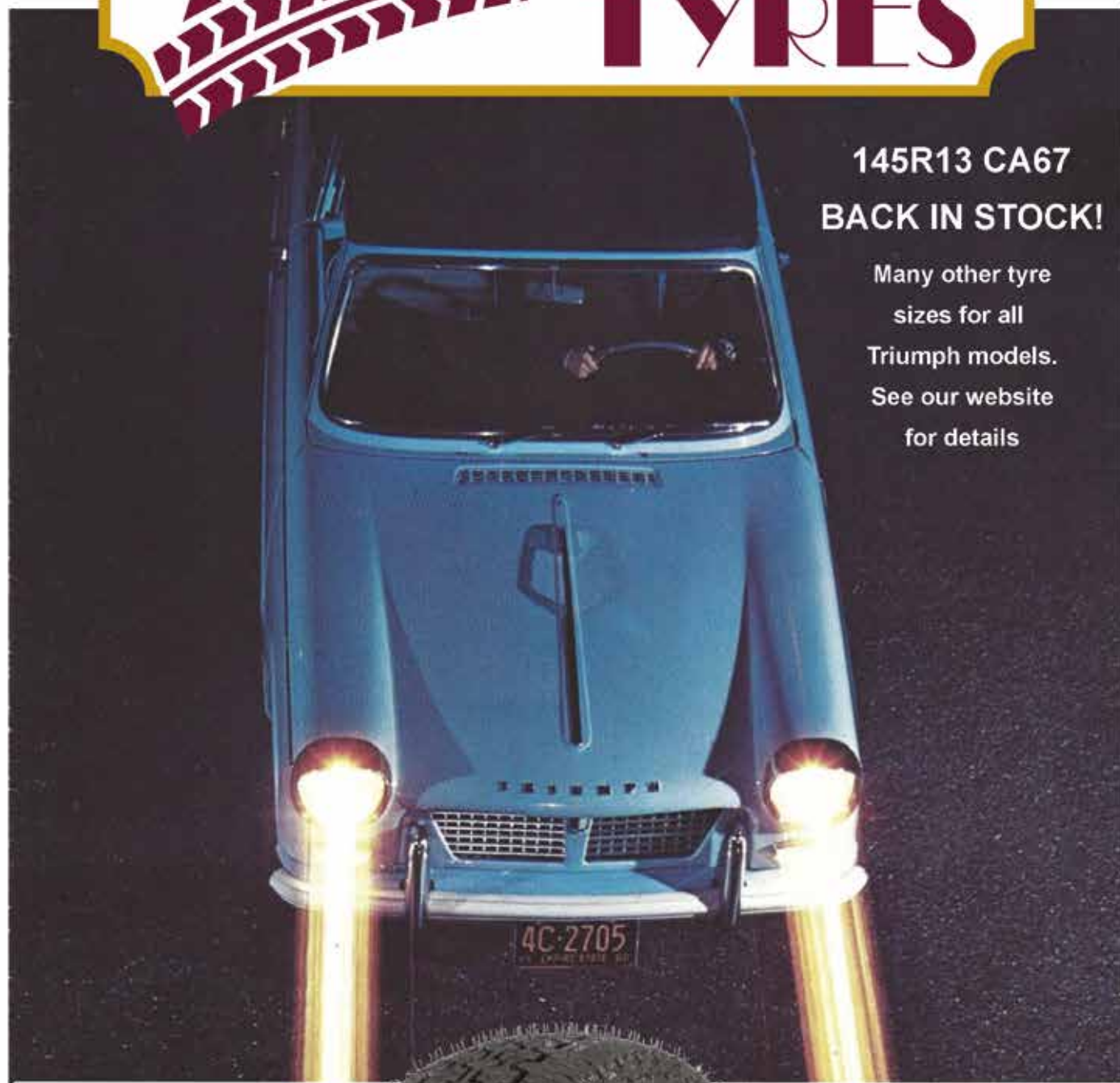


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# ROUTES TO TR OWNERSHIP



The TR4 that David's father bought for himself after passing on the Vitesse.

A very nice email arrived in my in-box from David Hudson, along with the article for these pages that's reproduced here.

I always like reading how people have progressed (or regressed, depending on your opinion) to TR ownership, as my started with owning various Spitfires in the 1970s, through Heralds and Vitesse when children came along, to being able to afford a second car in the 1990s and the TR that I had longed for in the 1970s became financially viable. David's father seemed to have had a similar, but far more exciting start to Triumph ownership.

And so, over to you David, and many thanks for the article.

## KNOWING WHEN TO STOP

Firstly, a little bit of background about my interest in Triumphs. My father had owned a couple of Heralds in the 1960s. I think he really wanted a TR, but kids arrived first so he bought one of the relatively early Vitesse Mk2s in January 1969.

He was in the Royal Navy and based in Gibraltar, so bought the car on a personal export scheme, collected it from the factory and drove it down to Spain, and then by ferry to Gibraltar via Morocco, the border between Spain and Gibraltar being closed at that time. His stay in Gibraltar lasted a couple of years until I was born, but the Vitesse came

back and has stayed in the family ever since. It was taken off the road in, I think, around 1981, but 10 years later was running again following a full, if amateurish, restoration by me with no experience and limited tools.

So far, so not very TR'ish, but in 2008 my father kindly let me take ownership of the Vitesse, and he bought a TR4 instead. He's now in his 90s, and has decided the time has come for me to take ownership of the TR4 as well. And this is where my story really starts.

The TR4 had undergone what looks like a very thorough and high-quality restoration some time in the 1990s I think. It remains





David's father bought a Vitesse in 1969, a car which David took over in 2008.



David opted to fit a plastic fan on the TR4 when converting to a narrow belt.

in very good shape and was driving reasonably well, apart from a tendency for the coolant to overflow. According to the MoT certificates it has spent most of its life in the Hertfordshire area. Sadly, the person who sold the car to my dad sold its original number plate (15 BWC) off separately. I would be delighted to hear from anyone who knows more about the car's history.

As a winter project I decided to tackle a few improvements:

1. Converting to a narrow fan belt which everyone seems to recommend, along with an electric or plastic crankshaft-driven fan.
2. Adding an engine breather system so that oil isn't deposited directly onto the engine/road.
3. Fitting a tubular stainless exhaust manifold and system.

Fairly simple jobs I thought, but I find that once I start taking something apart, I think: 'Whilst I'm here, it wouldn't be much more work to check this/do that...' And then it becomes hard to know when and where to stop. So here's what I ended up doing.

The switch to a narrow fan belt was easy enough, and in the end I decided to use a fixed plastic fan which meant using the slightly shorter crank extension from the TR2/3s. I didn't like the metal fan which looked visibly out of balance, and I have heard stories of blades breaking off due to fatigue.

I fitted a Phoenix exhaust system, including manifold. I was a bit apprehensive about how well it would fit, especially as in the TR4 it has to pass through a fairly small opening in the chassis, but it turned out to be not too difficult. I also fitted carb heat shields.

The engine was a bit rattly when revved, so with the water pump and crank pulley off, it made sense to check the timing chain. This was heavily worn, so I replaced that along with both cogs. That was a good opportunity to change the front crank oil seal, which I did too. I also bought a fibreglass oil catch tank from Racetorations, which sits next to the battery and has hoses from the crankcase and rocker cover plus an outlet that goes back onto the road (hopefully without any oil which is supposed to stay in the catch tank).

I read that a simple way to jam the crank in order to torque up the crank pulley bolt was to remove the sump and use a block

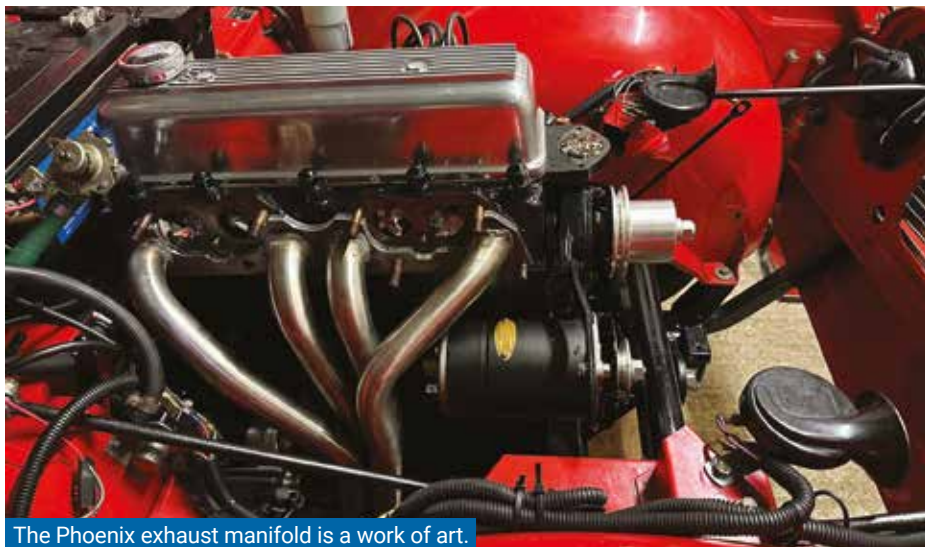


## TR2-6

of wood between the crank and crankcase. I did this, but then noticed a drip of coolant on the skirt of No4 cylinder liner. That meant a figure-of-8 and/or head gasket failure. I know people have done this job with the engine in place, but I decided to remove it. This story is to be continued...



An oil catch tank from Racetorations sits next to the battery.



The Phoenix exhaust manifold is a work of art.

### MEMBER REQUEST FOR THE HIRE OF A TR4/4A NEAR EPSOM IN SURREY

Thanks for that story David, and with TR issues lurking, there is undoubtedly more to come. We look forward to the next instalment. Meanwhile, I have just had a request from a member in the Epsom, Surrey area who is considering buying a TR4 or

4A. Before doing so, they would like to hire/ drive/try one and have asked me to put out a plea for anyone in this area who may be able/willing to help. If anyone who reads this can help, please email me and I will put you in touch with them.

*Bern*

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# THE LONG SAGA OF A **SMALL TRIUMPH**



Paul Smith recently sent me a great piece, and many photographs, about the long saga of his Spitfire 4. The first picture is an old photo he was given by its previous owner (above), as the car was just before it was stripped down in the 1980s.

He went on to explain: 'I bought the Spitfire 4 in my late teens. It had already been stripped down to a bare chassis. Due to the previous owner's circumstances, it had to be moved out of the barn it was in. So I collected it from beside a barn in a field, gathering all the parts that I could find and strapping it down on a borrowed car and trailer.

'Then the fun began! Being in my late teens/early twenties in the late 1980s with no real commitments, I had a bit of disposable cash, so I stripped the engine and had it re-bored +0.020in, fitted oversized pistons, new bearings, timing chain etc, decoked the head and then moved on to the gearbox. I totally stripped

and cleaned this, replaced the bearings, seals etc, then on to the diff. Again, I totally stripped it, cleaned it and put in new bearings and seals as necessary.

'I hand-painted the chassis black, cleaned and rebuilt all the suspension and brakes, and built up a rolling chassis. Luckily, being a mechanic I found this pretty straightforward. However, the bodywork was a little more challenging! The tub was very rusty. I replaced both floor panels, and the inner and outer sills. On the rear wheelarches, I fitted repair panels. I also replaced the rear valance and the battery box. Luckily, the garage where I worked had a body shop so I could get some advice when needed.

'I did have some help with fitting the new door skins. Apart from that, all the bodywork was done by myself. I sprayed it myself too, Triumph Signal Red in a single garage, as everyone wanted a red sports car! I fitted the tub onto the chassis, and



then at this point the draw of the pub and my future wife overtook my enthusiasm and it came to a rather abrupt stop.

Fast forward some 26 years and the only thing I managed to do was the bonnet. I stripped it to bare metal (with some help from my now wife), replaced the inner and outer wheelarches, both wings, put in some repair panels around the indicator lights, and did some repairs to the main bonnet panel as well, then it came to a stop again.'

*To be continued next month...*



### REMANUFACTURING PANELS

Following on from my report last month when the Spitfire in Pakistan had only the bonnet tubes and a very raggedy top panel, here are some photos showing the process of turning sheet steel into the bonnet and front wing panels.



### ANOTHER HERALD

And next, here's a Herald I'd not seen before, sent to me by Keith Lister who spotted it in Bridgnorth. I thought it might be that someone had just decided to name their bike, but as Keith told me, it is a British marque, based in Cambridgeshire – as you can see on their website at [www.heraldmotorcompany.com](http://www.heraldmotorcompany.com). Further explanation on their website says that they were originally set up in 2010 to import motorbikes and customise them, but that since then they have now 'announced the Brute 500, our first in-house designed, engineered and manufactured motorcycle built from the ground up in the UK.'

So, if you're inclined to have two wheels as well as four, you now have at least two appropriately named marques to choose from to add to your stable.

PS. I just want to say that I have no financial or other interest in this company – except for their name!







## NEWS EXTRA

Just as I was about to hit send with these ramblings, I received an email from Stuart Moulton with reference to the blue car pictured above that I mentioned in the June issue when a previous owner was trying to find the current one.

Stuart wrote: 'Reference the blue Mk3 Spitfire that Steve Jordan is trying to track down on page 38 of The Courier in June, I can't help with that I am afraid, but I was struck by how close our number plates

are. I've never seen that before, although I suppose it must happen – his is SUC 338F and mine is FFB 338F (it is known as Feebie because of the FFB number plate).

'I bought her with my student loan in 1993. She was my main car until 1997 when I was given a company car, and had a major trunnion failure in 1998. I moved her on a truck to Hamble. Kids came along and she was getting buried under baby stuff and my wife said: "We either need to sell the Spitfire or move to a bigger

house." Next door had a double garage, so we moved there when the house became available! She is struggling at the moment with sooty plugs (the Spitfire, not the wife). I am considering a head conversion – the rest is all original.'

I can understand the similar numbers catching Stuart's eye, but in fact although having the same last four digits, the cars are otherwise not exactly twins, UC being registered in Leeds and FB in Bath.

*Suzie*







# HEADER TANKS, RADIATORS AND ELECTRIC COOLING FANS

This month I wanted to cover improved cooling solutions for the Stag again, having had a few questions asked about this. The late Phil Willson also addressed these issues, so here is what he had to say.

## HEADER TANKS

The idea of maintaining a better head of water above the pump has appealed to Stag owners for years. There are to my knowledge two companies that supply kits for this: StagWeber ([www.stagweber.co.uk](http://www.stagweber.co.uk)) and EJ Ward ([www.ejward.co.uk](http://www.ejward.co.uk)), but there may be others. I have the StagWeber version fitted to my Stag, as it was in the boot when I bought the car. The photo (top right) shows the earlier version as fitted to my car, although you will note the rather crude extension of the mounting bracket I put on to move the tank forward so the alternator could be moved to a more accessible position. However, StagWeber redesigned the tank as shown in the second photo to allow for the aforementioned alternator conversion. It is somewhat neater than mine, you will agree. This tank has a float switch that is wired to a buzzer under the dash to warn of a low coolant level.

The third photo shows the EJ Ward unit. As the fitting position is different to the StagWeber one, the alternator conversion is not an issue. It is a little more expensive than the first one, but maybe it's a little bit neater. It does not come with a float switch, but one could be added easily enough.

There have been many other DIY types as well. An excellent website with loads of technical ideas can be found at [www.grampianstags.net](http://www.grampianstags.net), written and run by enthusiasts in the northeast of Scotland. On their technical page are articles showing the use of Mercedes header tanks, one from a C230 (W202) and a second from an E Class (W124), the latter having a level sensor facility. I know of another car that has a tank from a Ford Granada radiator.



The early StagWeber header tank as fitted to the late Phil Willson's Stag.



The redesigned later version of the StagWeber header tank.

## BETTER RADIATORS

The way to go here is to have more rows of cooling pipes and better fin arrangements. When replacing a radiator, a four-row unit is a good idea. Well-known Stag-man, Tony Hart, introduced his Supergill radiator many years ago which has a more efficient design of core and is worth the investment. There are also companies that make or supply aluminium radiators which are very popular nowadays. One thing to watch for is that these can have quite thick cores that make it very difficult to change fan belts in an emergency without removing the radiator.



EJ Ward's version as fitted to another Stag.

So make sure that there is sufficient gap between the core and the front of the fan pully fixing to slip the belt through.

## COOLING FANS

Another item added by many is an electric cooling fan such as that made by Revotec, which comes with an adjustable thermostat to set the trigger point. The fan mounts in front of the radiator, and has very neat mounting brackets that share their fixings with the radiator itself, so there's no drilling required. It's available from the Club Shop and other sources.

There are arguments for and against the use of electric fans. Critics say they restrict air through the radiator at lower speeds when it is most needed. The counter argument is that they are thermostatically controlled, so will switch on should the engine temperature rise too fast. Also, they rotate freely with the inrush of air, so the blanking effect is probably not actually that great.

Critics of the mechanical fans argue that the engine-driven fan is least effective when the car is idling or moving slowly, and has the most effect when moving faster, which is also when the airflow through the radiator has increased anyway. Thus, the mechanical fan is sapping power (and producing noise) at higher revs when it is least needed. Electric fans turn on when most needed and draw no mechanical power (although it will draw power from the alternator).

Some people have done away with the mechanical fan completely and rely on an electric fan system and possibly an oversized radiator. Setting the optimum switch-on temperature of the fan is fairly critical. Too low and it will switch on too often and overcool the engine, but set it too high and it may come on too late to be of any use. An override switch is also useful. I have a standard fan plus a Revotec unit, so I'm hedging my bets.

Well, thanks again to Phil's investigations into those cooling solutions. Please do note that Phil's descriptions and tips are of his experiences and not intended as an official TSSC guide to the cooling system of a Stag. Please refer to the Triumph Repair Operation Manual for the method prescribed by Triumph for undertaking such work, or consult a Triumph specialist.

Finally, due to increasing poor health I now need to step down from my role as Stag Secretary. It's been great to be part of the TSSC team, and I wish everyone good health and best wishes.

Keep those V8s purring, and take care!

*Ben*



The electric cooling fan kit from Revotec has neat mounting brackets and an adjustable thermostat.

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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

It has been quite a year for the TSSC. Firstly, the launch of this superb new-look magazine has elevated The Courier to new levels. Secondly, pulling off such an incredible festival of celebration with the Inter-Club Weekend made the benefits of membership plain for all to see during this summer.

Another key benefit, of course, is your club insurance scheme, which has been fine-tuned to suit the needs of Triumph owners. One of the many product benefits of your insurance cover through the TSSC has been enabling club activities and building community spirit.

'How on earth can insurance help with this?' I hear you shout! Well, one of the most popular features we see members taking advantage of is the member-to-member cover. This feature enables anyone in the club to drive each other's vehicles with fully comprehensive cover, free of charge. Furthermore, you can hop in the driver's seat on a whim and not have to inform us or fill out any forms. It may seem like a minor benefit to some, but for others it contributes to building a club community through the ability to share in a passion. We know of some in the wider classic car community

who regularly share cars to events and take turns to drive their own vehicle there. It's also handy if you diagnose a fault with someone's car and need a test drive to pinpoint the issue, or hopefully see if it has been resolved. Moments like that are surely what car club life is all about...

As late summer turns to autumn, it may feel too early to start thinking about next year, but did you know that 2025 marks the anniversary of the Spitfire class win at Le Mans? We know that many of you will be looking to join the TSSC at Tetre Rouge for Le Mans Classic next year to commemorate that, so don't forget that not only will we cover you for your journey through France, but also your 24-hour European breakdown is all included. Hopefully you won't need this, but if the worst should happen, we will ensure that we either fix you and get you going again, or repatriate the car if needed and sort your onward travel. Breakdown cover can be costly with mainstream providers, so consider your club scheme when renewing ahead of the next year, especially if you plan to go abroad.

Just a reminder of the club's valuation service before a quick reminder of our main policy benefits for TSSC members.

We accept the valuation received from the TSSC club service for any agreed valuation, and it's really handy to have in your car's history file. If you haven't had your Triumph valued recently, take advantage of this vital club service because, overall, the values of cars trend upward over time and you may be quite surprised!

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

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

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

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# A UNIQUE GENTRY

I joined the TSSC in April 1981 as an owner of a Herald 1200 Estate, and as many of you know, I still have that Herald. It was not long afterwards that I saw a picture of an RMB Gentry kit car in a TSSC magazine. (In those days the club produced two magazines, The Courier each month and The Turning Circle twice a year.) Before then I didn't know there was such a thing as converting an old Herald into something that looked like the classic MG TF, and that it could be done not by a professional garage, but at home.

I was immediately hooked by the idea. Maintaining and improving my Herald Estate, and a few other Heralds that came

into my possession, had given me a good understanding of their mechanics, but not being a welder, I knew that a full body restoration of a Herald was not within my capabilities. Buying a brand-new body to marry to the Herald chassis seemed a great option, and I was confident I could do it.

A bit of research led me to realise there were several more options than just the Gentry. As much as I loved the shape of the Gentry, I finally chose to go for a Moss. The two-seater Moss had been available since around 1981, but when I was looking to buy in 1983, the Moss company introduced a new model called the Moss Malvern. This

was a 2+2 version of the original car. This appealed to me, not because I intended to take three passengers, but because I felt the rear seat would be ideal to hold my briefcase when I drove to work, or the picnic when Jackie and I took the car to shows. I picked up the Malvern kit from Moss in Sheffield in January 1984, and the car passed an MoT in July 1984.

Now, back to Gentry. My piece this month was inspired by an article on [www.gentryregister.org.uk](http://www.gentryregister.org.uk). It is written by Andrew Durston, and I reproduce it here with his permission. As I write, Andrew has the car up for sale.

## GENTRY YXP 844 – BUILDING THOUGHT PROCESS

### INTRODUCTION

When I was a teenager, I wanted to build a kit car, but starting work, money and time didn't allow it. On retirement, I thought it would give me a focus, so I spent some time identifying a project. After a visit to a kit car show a few years ago I decided on a Gentry due to the access, size and the availability of the mechanical parts. A few months later I bought YXP 844, in an unpainted, work-required condition.

### SURVEY / BUILD STANDARD

To understand the car's condition and safety, I surveyed the car by splitting it into zones and then made decisions on possible build standards and required work. Zones used were: Running Gear, Electrics, Suspension, Fuel System, Safety, Interior, Exterior, Weather Protection.

### BUILD PLAN

From the survey I put together a build plan, which identified the key areas for rebuild and redesign to get the car to the standard I would like. I also identified what I would focus on and possible suppliers who



could support me with some of the critical changes I'd decided on, building the car to a more modern look, with additional fitments to make it more practical for my use.

#### Main items per zone:

**Dolomite 1300 engine:** Rebuilt, higher torque camshaft, duplex timing chain, unleaded conversion, four-branch exhaust

manifold and electronic ignition.

**Gearbox:** Rebuilt.

**Axle:** Rebuilt.

**Cooling:** Twin core alloy radiator, electric fan.

**Electrics:** New full four-part loom with modern fuses and relays, high torque low power starter motor, alternator and LED lights.



**Suspension:** Upgraded rear swing spring, adjustable gas filled shock absorbers, larger front anti-roll bar and Minilite alloy wheels.

**Fuel System:** Stainless steel baffled fuel tank, electric fuel pump, inertia safety cut out switch and single 1¾in SU HIF44 carburettor.

**Safety:** Double roll bar connected to rear body frame and positioned over the chassis rails, redesigned windscreen frame, tie bar from the roll bar to the windscreen frame and rear rack linked to the bumper/chassis/rear body frame.

**Interior:** New high-backed thin seats, new alloy dash with digital dials, main dials and warning lights visible through the steering wheel, lockable boot behind seats and small water-based lorry cabin heater.

**Exterior :** Strengthening strips on the bonnets with lockable toggle fastener, luggage rack (pivots to get to spare wheel) and motorcycle mirrors attached to the windscreen frame.

**Weather Protection:** Surrey hard top with wide rear window and flange to fit the soft top (mould made from a full size MDF model) and soft top with large side windows and double zips each side (allows the side panels to roll up and fix to the tie bar from the windscreen and roll bar).



From the photos, (and you can see more if you go to [www.gentryregister.org.uk](http://www.gentryregister.org.uk).) Andrew's work on this car seems to have been carried out to a very high standard. He is asking £6250. The overall look of the car is now some way from an MG TF, it is a properly unique car. Some visual aspects might not be to everyone's taste, but I'm sure a new owner would have enormous fun with this one-off Gentry.

I also include a photo of two green cars

(above). The one on the right, SBZ 489, is a more typical-looking RMB Gentry. The one on the left, MTR 240, is a real MG TF.

Just to finish with a boring bit of administration, we can see from the web that YXP 844 is currently taxed, but not MoT'd. This indicates that the current owner considers the car eligible for MoT exemption. In his advert for the car, Andrew tells us that he got the registration details for the car amended, from a Herald presumably, in 2018. I wonder if this means

that the DVLA would consider 2018 as the year that a major change was made to the car? If so, the car would not be eligible for MoT exemption under the 30 year rule for modifications, something for the new owner to check.

*Trevor*

## SOCIAL MEDIA

 [heraldspecial](https://www.instagram.com/heraldspecial)

 [trevor.collett.7140](https://www.facebook.com/trevor.collett.7140)



# A SPITFIRE WITH SECRETS

I was pleased to receive this article from Andy Fuller explaining the hidden secrets of his Spitfire. I'm sure there are more stories out there like this, so please send them in.

Hello Steve,

I have owned my Spitfire MkIV since 1987 and I would just like to share with you a few stories that may be of interest to other owners and yourself. As I said, I purchased my car 37 years ago, a Saffron Yellow example, DKG 573L. At the time I was a novice to mechanics, but ownership meant I would have to learn fast.

The first major use of the car was a holiday to the South of France – the picture on the right shows it at Monaco on the waterfront. In preparation for that trip it needed a little TLC on both the bodywork and the engine. I gave the car a service and my cousin offered to respray the bodywork. This was done in quick succession, and then I changed the exhaust to a Triumph Tune sports set up. I was ready to go and went with two other Spitfires, a kit car and a motorbike. It was a great holiday, but two Spitfires didn't make it back under their own



steam, one of them being mine (as shown in the picture on the left).

Once the car was repatriated to my home, I set about investigating the issue that caused the breakdown. One of the cam followers had broken up and deposited itself in the sump. On rebuilding the engine I discovered that it was a Toledo engine, not a Spitfire engine – interesting. That was the first secret on the car I would discover during my ownership. I thought I would persevere with it, so once it was back together I put in a fast road cam and twin Weber DCOE40s. I went back to the South of France twice more over the coming years, Monaco being the highlight of these holidays.

After this, in 1991 I moved from London to Chester for work and I didn't get to use the car as much as before. It got stored for a few years, too many to be honest. Once I had decided to start using the Spitfire again, it needed some TLC on the bodywork to get through the MoT. I wasn't going to respray the car again and decided to paint just the

repaired areas with a rattle can. I purchased a couple of cans of Saffron Yellow from a local supplier and applied them once the fresh metal had been welded in.

Unfortunately, it was a completely different shade of yellow! I enquired with the local supplier and they were sure that it was the correct colour, so I was baffled. Then secret number two came to light. I realised that at the time when my cousin sprayed my car, he had also sprayed his girlfriend's mother's Fiat 500, which happened to be yellow. He must have had a lot of paint left over! So my car has been sporting a Fiat yellow paint job for 37 years and for most of that time I was unaware.

Having completed the repairs, the car was offered again for its MoT and thankfully it was back on the road, taxed and insured. A few weeks later the DVLA contacted me wishing to come and inspect the car. No reason was given, but there was an issue that they needed to check. I was actually a bit worried, thinking that perhaps after all this time I had bought a stolen car. With the DVLA system becoming electronic and online, I was thinking that it was much

easier for them to identify fraud etc.

A gentleman from the DVLA inspected the car and informed me that the registration on the car did not correspond to the VIN or Chassis number. The third and final secret had come to light and I was like an expectant father hanging onto the inspector's every word for news of my child, I mean car! He went on to say that he had owned a Spitfire and spoke about how much fun they were. It was then that he said it was unknown why the registration number and VIN/chassis numbers did not match their records, but to resolve it he would issue me with a different plate. My car is now KMD 78K.

The DVLA inspector was a very sympathetic man indeed, especially being a previous Spitfire owner. So no more secrets now – or are there? Who knows! Currently my Spitfire is back on the road after a period of not being used. I reconditioned a 1300 Spitfire engine which I won on a popular auction site and installed it about two years ago. I have also re-established links with the local TSSC club and attended the meetings.

So then I thought I would attend a local

show at Caerwys, which would be a decent run to blow the cobwebs out of the car. I very much enjoyed driving it again, and the show was well attended. Disappointingly there were only two Spitfires present, and mine was one of them! Numerous Stags and TRs, so where have all the Spitfires gone in North Wales? I know one that didn't attend was a victim of ethanol in the fuel as the petrol pump failed.

At the end of the day I looked forward to the drive home and set off at about 4.30pm. I just got onto the A55 when the engine sounded like the exhaust had started blowing. I had a marked drop in power, but it kept going and got me home. When I investigated the next morning, I was surprised to find the exhaust valve on No.2 cylinder had seized half open and the push rod had fallen away from the tappet. Not what I had wanted to see. I never had this problem before, but resolved to fix it as quickly as possible. I had to remove the head, and then discovered that the valve stem was scored, and so too was the valve guide. This was on the Monday. On Tuesday the head was at a local engine centre to fit a new guide and valve. The head came back to me on Thursday and the car was running by Friday morning.

It needs a carb tune-up, but the twin 40s should be straightforward to do. I have to say a big thank you to Sam at James Paddock for his help in getting the parts so quickly, and to Dave Mead at Engine Centre, Ellesmere Port for prioritising the replacement of the valve guide and valve. I don't think it's possible to keep our cars usable without these people supporting us.

Thanks for sharing your story, Andy. Shortly after purchasing my Spitfire 1500, I also learnt it had a donor engine, this one from a Dolomite. Engine swaps on these cars must have been frequent. The registration not corresponding would have concerned me more, but obviously not the DVLA! The good news is it's back on the road.

I've noticed fewer and fewer Spitfires at shows. However, there still seem to be plenty licensed, 2.1K according to 'How Many Left' records. So I hope they are inconspicuous due to reasons other than being broken down or rotting in peoples garages.

If you have a story about your Triumph, please send it in. They are great to read, and you quickly realise you are not on your own!

*Steve*





# THE BOND EQUIPE

*Weekend is here!*



Well, September is here and the big one – the Bond Equipe Weekend – is in a few days' time. Hopefully those who have booked in will enjoy the weekend. If anyone who hasn't already booked would like to join us, please let me know ASAP.

Worryingly it also means that the seasons are flying by and it will not be long before winter has us in its icy, salty grip, and for the most part the cars will be tucked up the their garages. We have managed to get out and about quite a lot this year, which correspondingly means less time to get any work done on the cars. Retirement sounds like a good plan, but still needs

some spondoolies to keep the fleet going so whilst there is work about, I will have to keep plugging on a bit longer I think. It will be more a case of trying to make a bit more time available and also only do work I enjoy!

Recently we attended the Bond Owners Club AGM Rally, which was held at the Hayles Fruit Farm campsite and was a very pleasant weekend. This was followed by Malvern, which I covered in last month's report, and we have just had a day at the Gloucester Vintage & Country Extravaganza near Cirencester. It's been a few years since we've attended this event and it really is huge; it has a bit of a feel of the old

Wroughton Airfield shows.

I have made some progress with the Equipe Mk3 prototype, less than I might have liked, but I have had a problem with my back. I think this was exacerbated by the action of chipping off the paint, so I have tried to break that work up with other jobs.

One thing which has been on my to do list is that the bottom corner of the doors are sticking out. The door can be twisted back into shape, but does not stay there. I think in due course with the door in the correct position some additional fibreglass between the frame and skin might help. I tried various ideas to hold the door in the correct







alignment, and what has worked is a diagonal brace from the top of the front of the door to the rear bottom corner, and adding a bit of tension has pulled the door into shape. The brace may need some fettling when I try to fit the window mechanism etc into the door, but at least I know that I can get the door into the correct alignment.


What I would like to do – but suspect I will struggle to get there – is get the rear tub etch primed, primed and painted before the winter, which would let me get it fitted up over the colder months. I have now got most of the paint off the tub, and have started to cut out and fill some of the crazed areas, and also to sand down the bodywork in readiness for painting. It is a job which requires more patience than I have, but I will do my best. I also need to try and remember that this is the prototype and was not perfect – it will have niggles and things which would have been corrected and improved upon in production.

Finally, a call to 4S owners with 1965 cars: I am trying to establish the date on which the commission plates changed from Sharps



Commercials Ltd to Bond Cars Ltd. Internal memos were headed Sharps Commercials Ltd on 4th January 1965 and Bond Cars Ltd on 25th January 1965. However looking through my register of cars and photos I've collected, it seems like the plates changed somewhere between serial number Q4 1276 in April 1965 and Q6 1491 in June 1965. If your car's serial number is between those two, I would very much appreciate it if you could send me a photo of the plate to help narrow it down a bit further. Although I do have a few of those cars on the register, I don't have pictures of their commission plates.


*Guy*



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# VITESSE SPEEDOS!



For those expecting a fashion article on fast-moving beachwear, I hope you are not disappointed by this month's main article which follows on from similar articles on Herald speedos (October 2023) by Finn Adam and the one on GT6 speedos (May 2024) by Andy Cook.

The early Vitesse 6 had a large 5½in black dial speedometer, similar to the Herald 1200, 12/50 and Courier except that it was numbered, not surprisingly, to the higher speed of 110mph (**photo 1**) and 180Km/h (**photo 2**). Again similar to the Herald version, the large speedometer also incorporated a fuel gauge at the bottom and lights for high beam, oil pressure warning and ignition. The Km/h version is indeed a



rare beast, although we are fortunate that the Vitesse 1600 Coupe at HQ has this instrument as I understand it is a French LHD car, as shown in **Photo 3**. As an aside, note that the dashboard of this car (see Photo 2 again) has a temperature gauge to the left and an empty instrument hole below that – something to be investigated!

From commission no. HB 15001 in late 1963, the Vitesse 6 dashboard was updated to include a rev counter to complement the sporting nature of the model, and both instruments are the smaller 3½in black dial. This speedometer was also numbered to 110mph (**Photo 4**) using the same typeface as the larger dial. So far, I haven't traced a



photo of the equivalent Km/h speedometer, so if you have one, please do forward it to complete the collection.

The 2-Litre and Mk2 models continued similarly, and both used the same speedometer numbered to 120mph (**Photo 5**) and 190Km/h (**Photo 6**). Interestingly, different speedometers were used depending on whether crossply or radial ply tyres were specified as the rolling radius is different, approximately 290mm for radials and 300mm for crossplies. These can be identified by the different TPM (turns per mile) and TPK (turns per kilometre) numbers just below the trip odometer – 1152/720 for radials, 1120/700 for crossplies. The 1152 TPM speedometers are much more common, although I have seen several 1120 TPM speedometers, particularly on the earlier 2-Litre Vitesse as pictured in **Photo 5**. This makes sense as these cars were much more likely to be factory equipped with crossplies. By the time the Mk2 version was introduced in 1968, radial ply tyres were more commonplace, especially for performance cars.

Some other observations which may be of interest are as follows:

All Vitesse speedometers used the same white typeface on a black background, although the font size is obviously smaller on the smaller dials.

For the mildly OCD amongst us, on the larger dial the numbers are all orientated with the base of the number towards the dial centre; however, on the smaller dials the lowest and highest speed numbers (ie. 0, 10, 110 and 120mph) are orientated with the base of the number towards the dial perimeter – not something I had noticed until recently.

On the larger dials, the 20, 60, 100mph and

100Km/h numbers use a much smaller font size to provide space for the warning lights.

And for those with serious OCD tendencies, on the smaller dials, to accommodate the trip odometer, a couple of markers are missing (typically 80Km/h and 120Km/h on the MPH dials).

On the right is a table of all the Vitesse speedometers listed in the parts manuals, complete with tyre sizes, differential ratios, TPM and TPK figures.

Finally, note that the smaller dial Vitesse speedometers have the same appearance and typeface as the Spitfire 4, Mk2, Mk3 and MkIV speedometers. This is not really a surprise as the Spitfire 4 was introduced in 1962, and it made sense to use similar



5



6

instruments to update the Vitesse 6 model a year later. However, with different tyre sizes and final drive combinations, the speedometer internals are different – see Finn Adam's October 2023 feature for a full list of these showing higher TPM numbers – so there is no commonality between Vitesse and Spitfire speedometers.

For further reading and information on Vitesse dashboards, look out Dave Rumen's article in the February 2011 Courier as listed in the Index at the end of this month's article (overleaf).

VEHICLE	Diff ratio	Tyre size	TPM/TPK	Max speed	Part No.	Comments
<b>Black 5<math>\frac{1}{2}</math>in Gauge</b>						
Vitesse 6 early	4.11	5.60 x 13in	1184	110mph	209036	
			740	180km/h	209037	
<b>Black 3<math>\frac{1}{2}</math>in Gauge</b>						
Vitesse 6	4.11	5.60 x 13in	1184	110mph	211403	
			740	180km/h	211404	
Vitesse 2L & Mk2	3.89	5.60 x 13in	1120	120mph	213444	) c.300 rolling radius for crossply tyres
			700	190km/h	213445	
Vitesse 2L & Mk2	3.89	155/80 R13	1152	120mph	214781	) c.289 rolling radius for radial tyres
			720	190km/h	214782	

## VITESSES AT AUCTION

There have been a steady number of Vitesse for sale at auction since Easter, generally a couple each month according to the Glenmarch classic and collector car auction website ([www.glenmarch.com](http://www.glenmarch.com)). Whereas 2023 saw mostly Mk2 convertibles, this year there has only been one convertible, a 1966 Vitesse 6 with a sale price of £1900 reflecting the vehicle's poor condition.

The remaining cars, all saloons, comprise four Vitesse 6 models, one 2-Litre and three Mk2 models with purchase prices ranging from about £3000 to £6270. **Photos 7, 8 and 9** show Vitesse 6 cars, **Photo 10** a nice conifer green Mk2.

Two of the Vitesse 6 cars were sunroof models at £4085 and £4480. These are definitely worth seeking out providing the sunroof is in good condition, although there are trade specialists who can refurbish these. If you are after such a car with overdrive as well, these were rare even when new so my advice is not to wait until one of these comes up for sale, as it could be a very long wait. It is much easier to add an overdrive afterwards, although the not inconsiderable cost of doing this these days has to be built into the budget.

Why almost all of last year's Vitesse at auction were convertibles and almost all of this year's cars so far are saloons is a bit of a mystery. Often the cars at auction are those which are more difficult to sell, hence poor condition vehicles like the one mentioned, and also race/rally cars such as the green Vitesse 6 and the French car in 2023 (see February 2024 Courier); the chattels of deceased persons' estates are often sold at auction too. To be honest, a single year is too short in terms of time and number of cars to observe if there are any trends developing.



7



8



9



10



## 2011 Courier Index

As there are still 12 years to catch up, I have decided to do one year every month, then we should be done by the end of next year. If you would like to help with this exercise, please let me know...

MONTH	TITLE	DETAIL
January	Happy New Year	Prescott Hill Climb and the 2010 International. Winter clutch problem, Battery maintenance.
February	The Vitesse Dash	Detailed description of 1600, 2-Litre and Mk2 dashboards, instruments and switchgear.
March	Spring is around the corner	Getting a car back on the road after a winter lay up – brakes, clutch and battery. Smiths SR/D366 test equipment for fuel and temperature gauges.
April	Special Orders Please!	One off vehicles (e.g. estates), SAH Accessories Location of overdrive relay. Look forward to SEM.
May	It's all in the Words!	Fitting an aerial – location, wiring.
June	Asymmetrical Camshafts?	Definitions, history, identification of Vitesse, GT6, 2000/2500, TR5 and TR6 camshafts.
July	Classics Down Under	Vitesse in Perth, Western Australia
August	Events, Cooling and Fuel Pumps	SEM cars and concours winners. Radiator mountings – rubber bush or metal washers? Original fuel pumps and part numbers.
September	Roving Reporter	Show reports from Germany, France and UK. Feedback on fitting silicone hoses.
October	Trunnions	Failures, theories and lubrication.
November	International Weekend plus Cooling and Pumps	Report on Stafford 2011. Update on radiator mountings and members' feedback.
December	Season's Greetings	Roving reports as September 2011.



Stay safe and keep firing on all six!


*Dave T*

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# Area News

## THIS MONTH'S REPORTS FROM THE TSSC AREAS

### Triumph Sports Six Area Liaison Officers: Paul & Christina Girling

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

There have been some great summer events so far, and with the long-awaited improvement in the weather, reading through the Area News shows the variety of meets, runs and events happening across the country. If you haven't yet made it to a local meeting, why not try to get that Triumph along to a meet in September before the nights start to draw in?

Area Organisers - please could you all go through your listings in the Area Directory at the end of the Area Reports and make sure they are correct. If there are any changes, please let me know by email, ideally before the AGM. Don't forget the AO seminar at 10am on the

morning of the AGM on September 22nd. We look forward to seeing many of you there!

Finally, I'd like to thank Paul Guinness for being editor over the last six months with the transition of the 'new look' Courier and to welcome Simon as the new editor. I'm sure you will all support him as he drives The Courier onwards and upwards.



*Paul & Christina*

#### ANDOVER



It was a slightly smaller and more select gathering at the Chalkhill Blue in August, but hopes of sitting outside the pub again were dashed by the light rain on the way there and a quite a strong breeze. Nice to see a new car and member in the car park when we arrived, Richard with the Spitfire 1500 he bought to give him usable classic wheels while he continues restoring his Herald.

The Clatford Arms is open again under new management and seems to be going well, so we have decided to give them another try for September's lunch. We noticed on Facebook they now offer a two or three course menu for smaller appetites, so that may be helpful for some.

#### NEXT MEETINGS:

**11th September** at 12.00 -  
The Clatford Arms, Goodworth Clatford, SP11 7RN

**13th-15th September** -  
Beaulieu International Autojumble, SO42 7ZN

*Guy & Suzie*

#### AVON

As I write this, we have just returned from a lovely weekend stay at the Gloucester Vintage Extravaganza at South Cerney. The weather was kind to us, and the company lovely as always. It is a big show and if you are 'local' and have never been, I recommend it to your preferred

list of events. Here are a few pictures - two of us tow classic caravans, so the Triumphs were substituted for suitable tow cars!



For many, there are just a few weeks of events left for this season and then the winter projects. If you are local, come along on the first Tuesday of the month to The Horseshoe (BS15 4PA) and introduce yourself. Stay safe,

*Dave*

#### CAMBRIDGE

The Barrington Classics meet on the first Friday of the summer months has been enjoyable, but it has now moved on from being a TSSC-underwritten event in what was a bloodless coup by the Barrington parochial Green Committee. It is now being looked after by the pub that overlooks it and benefits from its custom. It is still happening and will continue to happen, which is the main thing.

We met for our monthly gathering at The Plough in Fen Ditton in an impressively diverse collection of Triumphs, including a TR3, a Dolly, a Stag, some Spits, Heralds and a Vitesse with a spattering of MX5s dotted around the edges. Discussions in the car park included the benefits of Agreed Value valuations and the extra benefits of the Peter James insurance deal that the club has negotiated for us all. We also chatted through how the remote linkage works in Heralds and Spitfires, as Mike recounted how his came undone in darkest (if very sunny) Wales but retained the essential nut and washer on top of the gearbox!

Martin looks set to join the club (if so, welcome Martin) so we'll hopefully see more of his

immaculate green TR3. Some of the normal stalwarts weren't able to make it, summer holidays and all, but we still had a great turnout as befitted the glorious summer evening weather.



People were looking forward to the trip to Shuttleworth air museum on September the 8th on their All Triumph Day. There was talk about a treasure hunt or country road drive, which I need to get on and organise – it sounds like the way to go is something that can be a navigational challenge, but which also has downloadable satnav files for those who just want to join for the drive. I shall have to get my maps out!

We meet at the Plough in Fen Ditton, on the northern outskirts of Cambridge but inside the A14, on the first Monday of the month, which is September the 2nd, from 8pm. I shall be on holiday then, so I'll see you all on the following one on Monday October the 7th.

Tom

## CHESHIRE

Capesthorpe (classic shows) sent an interesting email shortly before the show on the 21st, stating: 'The forecast is currently looking DRY and (fairly) WARM!!! Woo hoo!!' This is somewhat different to the earlier show, where wet weather clothing was required. When I turned up, I was able to pay by card/phone (for the first time), the weather was pleasant and the event was fairly well attended.

I was parked between a camper van and rather nice E type, the latter having travelled from Yorkshire. Richard and Monty were present in Vitesse and Bond, I spotted a Mk2 GT6 and two Spitfires, and I think that was all for the small chassis cars. There were discussions about lubricating trunnions, differentials, universal joints and other mechanical things. Richard mentioned that UJs seem to come from distant places these days, rather than the GKN ones in the Cast Iron World stores that seem to avoid saying where they were made.

On the (early) morning of

our monthly meeting, the weather outside was bordering on monsoon level. However, RainToday indicated that most of the band of rain had already passed over us, and there appeared not to be any more rain clouds queued to the west. We would see...

There were two Triumphs, a Bond and a Matra Mureno in the car park when I arrived (hood down) in Heap the Vitesse Mk2 convertible. One of the Triumphs was a GT6 belonging to Stuart, who I met at Capesthorpe in May 2022. The Matra had brought Matthew along, as the Spitfire is a kit of parts with the assembly of front suspension currently being performed. We had a pleasant drive into Staffordshire to the Black Lion, where Paul was waiting for us in his GT6 – so two GT6s on the day. Most of the return journey was in darkness (normal for that time of day) and I observed that oncoming headlights were unpleasantly bright in comparison to Heap's halogen lights.

Hark the Herald 13/60 convertible didn't have very much oil in his diff, which may explain the whining noises. However, adding oil didn't make very much difference, so the spare 4.11 diff has been retrieved from its hiding place and examined. Rotating the drive flange indicates slightly jerky motion, so other avenues are being explored. Accessibility for the bolts that hold the back of the diff seems to be rather poor, but I have changed diffs at least twice in the distant past, so it can't be impossible.

The event list for September is a little sparse – Arley Hall on the 1st, and Avro on the 7th and 8th. Our next meeting is on Thursday 5th September at the Cock and Pheasant, when a sort of normality returns. I shall aim to get to the Cock for 8:30.

Henry

## CORNWALL

Hi all. We had a good attendance at July's club night, and it was great to see so many out and enjoying a good meal and a natter. I welcome new members Pat and Jill, who attended all the way from Lands End with their lovely GT6 – well done guys.

We are well into the rally season and a lot of events have been taking place in

Cornwall. First one up for July was Wadebridge Wheels – a marvellous turnout from our club and a fantastic day in the sunshine with more than 1200

vehicles in attendance. The figure so far raised for local charities is £28,000 and still rising. Thank you to all who attended and made this a very special day. It was great





# AREA NEWS

to be with all the other Triumph clubs as well.

Another event in July was St Buryan. I do know that quite a few members attended and had a lovely weekend, as did I and other members from Cornwall and Devon who were up at the Boconnoc Steam Rally – a fantastic show in glorious weather and great company, lovely to catch up with old friends as well.

Into the beginning of August, we had a couple of shows on and I do know that members attended the Sticker rally and had a good time. Unfortunately I was working, so had to miss this one out.

This month sees a couple more rallies that members will be attending. Lanlivery and St Mawgan are both great shows. There is no need to book for St Mawgan, just turn up, but let me know which day you intend to come along. I thought it would be a good idea to get a club stand together at this show.

Our Christmas event is coming along nicely, bookings are still being taken for the meal and rooms at the hotel. Please get in touch with me to book your place. That's all the news I have this month.

## UPCOMING EVENTS:

### September

**6th-7th** – Lanlivery Vintage Rally.

**Thursday 12th** – Club Night.

**20th- 22nd** – St Mawgan Steam & Vintage Rally.

**20th-22nd** – Watergate Bay Motorsport weekend.

### October

**Thursday 10th** – Club Night.

**Sunday 13th** – Car run and lunch out, organised by Malc and Claire.

### November

**Saturday 9th** – Firework event at your A/O's. Just bring a plate of food to share, one large firework and your favourite tipple. I shall provide tea/coffee and soft drinks.

**Thursday 14th** – Club Night.

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

Happy and safe motoring.

*Carol*

## CUMBRIA

Classic car owners sometimes seem obsessed with the weather. Usually, as an English summer is mild, it's an easy topic of

conversation in which everyone can join. If the weather is more extreme, we all pronounce it to be 'very unseasonable' and complain about the effect of water, warmth and salt etc on our vehicles. Again, it is a subject that nobody can get offended by. Whether it's the effect of climate change or just seasonal variation, earlier this year we have seen a fair number of deluges, but in July at last we have been able to enjoy a few sunny days. The TSSC meeting at Gosforth Rotating Wheels started overcast, but brightened up later, bringing a good attendance and lots of interest in the Triumphs on show.

At Ripon Racecourse for Ripon Old Cars later in July, we were blessed with wonderful sunshine and had a good turnout of members' cars on both dates. It was particularly pleasing that two Triumph owners came to enquire about the club and were given details of the benefits of membership and how to join. They were both particularly impressed with the quality of the new magazine format – editor take note!

As we move towards the end of the classic car show season,

TSSC Cumbria looks forward to Black Coombe Country Fair on the bank holiday of 26th August at Bootle, Cumbria which, apart from having classic cars on show, also features fell runners, Cumberland and Westmorland wrestling, and for many of us the highlight – terrier racing featuring not only trained terriers, but also favourite family pets in their own races, which is always highly amusing. I believe it's this interesting programme and fellowship which keeps our club going when others may fail.

The final event of the year we will be attending is the Wasdale Head Show on 12th October, a traditional Shepherds' meet for Herdwick breeders, and for us a chance to take our classics out for a run up the lanes of Wasdale and to enjoy the fabulous views of the Lakeland fells from the showground. It's reputed to be one of the finest views in England, and with a Triumph or two in the foreground it's an absolute winner!

Enjoy your summer and autumn driving, whatever the weather.

*Nigel*

## DEVON



Our Area stand at Powderham Show was one of the best yet. Organised this year by Shane Botham and Dave Frost with help from many members, I think we showcased one of the most diverse stands at the show, with probably the most different models of a single marque. Alas, as always we were overlooked by the judges, but we were proud to have on display a Mayflower, 1960 Herald Coupe, my 13/60 convertible, two 13/60 estates, Vitesses, Spitfires Mk3, MkIVs and 1500s, a lone Dolomite Sprint, GT6s (including one we have not seen before), TR6s, a TR4A Dove, TR7, 1500 TC, two 2000 estates and a 2500S, a Stag and two of the last Triumph produced cars, the reliable Acclaims.

We welcomed regular visitors' cars from mid Wales, Bristol and Herefordshire. On the first day of the show we could not have fitted another car on the stand, but we had a bit more breathing room on the Sunday when some were unable to come. A friend of ours informally judged his favourite car, which was Jodee's stunning Herald Coupe. We met friends and members from all over, including new Young Member Mac, who is working on a 13/60 Herald, already with advice and help from a couple of our members, which is what club membership is all about. A new addition this year was a Saturday BBQ courtesy of chefs Dave and Shane, which was very well received!

There was also another great turnout for July's Club Night, with a first appearance for Jon's TR4 and Colin's 13/60 estate together with an immaculate TR3 living locally to the pub having just been inherited by its owner.



At the Gosforth Rotating Wheels event.



At Ripon Racecourse for Ripon Old Cars.



Also there were Rob and John L's Spitfires, Peter and John R's white Stags, Julian's Bond, Phil's GT6 (with matching socks!), Dan and Bob's Vitesses, and lastly a first appearance – albeit on a trailer – of Richard's TR5 in restoration.

Next was our Triumph Tour of Devon, once again organized by Jon Chartres and with a great turnout of Triumphs from as far as mid Wales, Staines, Somerset and a nice Acclaim from Cornwall. With four start points in the North, South, East and West of Devon, we all converged at Okehampton's White House Services – in the car park as the field was too soft to risk – where we enjoyed a good catch-up with everyone before making our individual ways home. We had all our Devon AOs there: me in my 13/60, Darren's Spitfire and Andy in the TR. Jon had his new-to-him TR4 out, and the smallest engine was Peter and Christa's Herald Coupe which had recently made the long trip to Gaydon for the weekend there.

A note for your diaries – we are planning the 2025 Tour of Devon for Sunday 21st September, when we hope fewer people will be

on holiday. You could of course spend a weekend in our lovely county of Devon.

Finally, we went to Paignton Zoo at the beginning of August. The brainchild of Chloe Groves and organized by Darren, there was a great turnout. We were joined at the zoo by Howard and Sue Tingay with a stunning TR3, and by Richard and Greg with the MGA and the Jag Special. We didn't have far to travel, but others made the journey from North Devon for what was a completely different but very enjoyable day.

## WHAT'S NEXT

### Thursday 5th September –

All Triumphs are welcome at the Crealock Arms at Littleham for the North Devon Club Night, as always on the first Thursday of the month.

### Sunday 8th September –

A lot of us will be at the Saltram Rotary Show at Lyneham House, Yealmpton, held in a beautiful location and all in aid of charity.

### Wednesday 18th September –

Devon Club Night as usual will be on the third Wednesday of the month at the Star Inn at Liverton, TQ12 6EZ. Let us know if you are coming, please.

### Sunday 6th October –

We will be having a joint North/South lunch at the Countryman Inn near Okehampton, a great pub with good food and a huge car park. We are planning a late lunch, but it is essential that we have numbers at the latest by 22nd September.

**Sunday 3rd November –** Skittles/lunch at Trethorne Leisure, Launceston.

**Sunday 24th November –** Inter Club Skittles/lunch at the Waie Inn, near Crediton.

**Saturday 7th December –**

Christmas evening meal at the Dartmoor Lodge.

Put these dates in your diaries, and we look forward to seeing you out and about with your Triumphs.

*Sue & John*

## DERWENT VALLEY

Hi All,

Our August meeting was held at The Sitwell Arms, Horsely Woodhouse and we had a few Triumphs turn up.

I hope to have seen some of you at the Leicester and Rutland Sunshine camping weekend, which is happening just after writing this.

Again we are planning on either having a small run or meeting at a venue still to be decided. This will be announced on our Facebook page and Messenger.

*Bryan*

## ESSEX

It's been another couple of busy months here in Essex, with plenty of shows and meet-ups for members to enjoy. The weather has been good to us in the south too, so let's hope it carries on for a little while longer.

Melvin went to Rayleigh Trinity Show, a great town show with craft stalls, entertainment and lots more – he was lucky to get one of the limited spaces at the windmill for his 1965 Triumph Spitfire Mk2. He also went to the Tendring Hundred Farmers Show, and says: 'I had previously been invited by the Colchester Vintage Motor Club to display my Spitfire at this event, but had not been able to make it until this year. There were about 35 vintage cars and five classic cars, with some rare vintage cars on display. The show included an array of farm vehicles, livestock, craft stalls, entertainment and a lot more. Towards the end of the day

we were able to parade our cars in one of the various show rings.'

It was a nice drive out in my GT6 with Joshua to Fairmont Classics in Brentwood's coffee and doughnut morning. There were lots of modern and classic cars to look at, pastries, tea and coffee all free so that was a bonus. It was nice to see Ian there with his Spitfire 1500.

We held our club day meet at Theydon Bois Classic Car and Donkey Derby Show. There was a good turnout of cars with two Heralds, two GT6 Mk3s, my GT6 Mk2 and my Spitfire Mk2. There was also an Alpine Sunbeam and two MGs. I did a valuation on a member's Herald. The showground filled up, there was a good selection of food stalls and lots of old-fashioned side shows, with entertainment and the Donkey Derby races running all day, all in aid of the local Scouts.

For the Epping Car Show, five Triumphs met up at St Margaret's Hospital car park and then drove in together before setting up the gazebo for some shelter from the sun. Adrian, a new member, was going to join us, but he didn't get there until later. The day went well, with five people interested in joining us at Essex Area. We had a good chat about their cars, and I did a valuation at the show on a member's TR3. It was Simon and Deb's lucky day as they won three prizes: one from the club's 50/50, another one from the show's raffle, and Simon also managed to pick up a vintage fire bell! Also, Jean followed up by winning one of the show's raffle prizes.

In July, one of our members asked myself and some others of our club if we would like to take our cars along to her mum's care home, Elizabeth House Care Home in Hadleigh, so that they could see all the old classic cars. (This is a thing we did last year at another care home.) We had four cars: Lightning McQueen, a yellow Spitfire, my blue Spitfire Mk2 and a TR3. When we arrived,



At the Epping Car Show.



the residents came out and they were so pleased to see the classic cars. They got in and out of the cars and had their photos taken, they reminisced about the old days, and one lady said that she had about 20 different sports cars in the past – whether this was true we don't know. The person who runs the home was very grateful for us turning up.



At the Elizabeth House Care Home in Hadleigh.

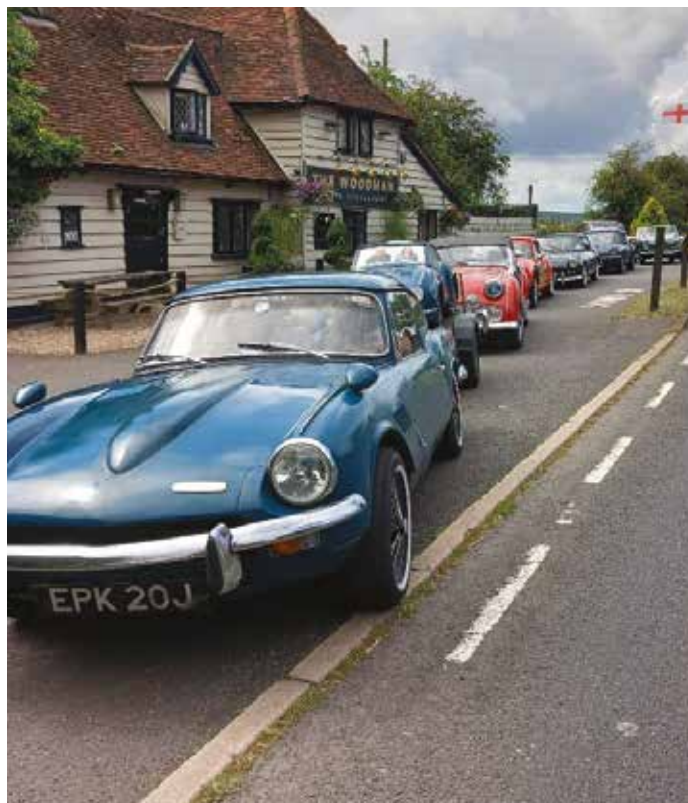
On our annual tinkering and craft day at Robin and Rachel's place, it was a very hot day, so not a lot of tinkering happened on our Triumphs, but we did have a good look over Robin's Austin Seven that he is building – his dad got this many years ago, and Robin decided he would now finish it by the time the car will be 100 years old in 2027. Rachel did some glass crafting with a few before we had some lunch.

Cathy couldn't get her Spitfire to the tinkering day, so I drove over to her place afterwards and did a clean-up of the points, re-adjusted and then cleaned all the spark plugs and then the car fired into life sounding quite nice. It is always good to help one another with our cars.



Essex Annual Tinkering Day.

Two Triumphs (Spitfire and Stag) were among the 30 or so cars that attended the Navestock Village Show on Saturday 24th July. The show was a traditional village show with a fun fair, entertainment, refreshments, ice creams, craft stalls, a competition for items like best cake, models and vegetables. The warm



Triumph day out at Toot Hill Country Show.

weather helped make this an enjoyable day.

We also had a fantastic Triumph Day Out at Toot Hill Country Show. It was wonderful to return to the area of The Woodman pub and The White Bear pub (which has closed and is now a house), a

place steeped in memories for the TSSC Essex area. I captured a photo of seven Triumphs outside the pub, which will be one for the archives for our area. The Toot Hill Show seems to have been a perfect complement to the day. We arrived and set up a gazebo

in the field. The weather held out for us to enjoy the various stalls, performances and of course the Triumph display and all the other classics. There was a marquee for the array of cookery and handicraft entries from local people. The arena in the middle showed sheep dogs at work herding the sheep into a pen, and also a dog show, a group of Scottish pipers and a guitar-and-singers group; with the country atmosphere and entertainment sounds it made a perfect recipe for a memorable day.

## ESSEX DIARY FOR SEPTEMBER

**Sunday 1st -**

Braintree & Bocking Car Show.

**Saturday 7th -**

Buntingford Show.

**Sunday 8th -**

All Triumph Day at Shuttleworth.

**Sunday 15th -**

Maldon Car Show.

Contact Mike for details.

*Mike & Sue*

## ESSEX AREA MEMBER'S CAR OF THE MONTH IS MELVIN'S SPITFIRE MK2

I have owned my Mk2 1965 Triumph Spitfire for the last 49 years. During the mid to late 1970s and early 1980s it was my main form of transport, regularly driving into London for work. By 1982 it had been hit twice in the same rear wing, and stolen while I was at the pictures. However, when I went to my local police station in the morning to report it stolen, I was told that it had been recovered, so off I went to collect it from another police station. The desk sergeant was not happy, as he completed a form to record it stolen, only for me to tell him that they had it in their yard.

Following the damage to the rear wing, I decided that the whole car needed various repairs and a respray, which I completed in the front garden with wind breaks to control the overspray as it was a windy day. The door cards were covered in black velvet. The whole job was not great, as time was limited because I needed the car back on the road. It was only some time after that my girlfriend (now wife) owned up to having used kitchen cleaner on the car when she washed it for me. That was the only time that she has offered to wash any of my cars.

In 1982 my friend helped me





tow it to my current address, as I had replaced the engine but had not connected it all up. My mother had sold the family home, so I had to move the car. For the next 30 years or so it sat in my garage as my focus was on my home and family. During the mid-80s the car did sit on the drive from time to time while members of the Boys Brigade practised car mechanics by stripping parts from it. They were never put back on until the rebuild. My wife recently reminded me that people would knock on the door and ask if it was for sale for parts.

In October 2012 my Spitfire finally saw the light of day. I had to move a mountain of camping equipment and building materials that was stored on and around it and tow it out. The full bare metal rebuild took just over three years. Welding and the respray had been undertaken by a so-called specialist – it took me several months to correct a lot of the welding and a morning in court to obtain a settlement for the poor paintwork.

For the next three years my front drive became a workshop, housing the tub, bonnet and hard top while I stripped the chassis. The front part of the garage was used for stripping, cleaning and repairing parts that had been removed. A gazebo on the rear patio became the parts reassembly and respraying compound, while the conservatory housed boxes of completed parts.

In mid-2016 I received the car back from the paint shop, allowing the enjoyable stage of refitting of the boxes and boxes of parts to commence. Although I had labelled what was in each box, I had to reorder various fixings and now have a number of spares! Finally in December 2016 it got its first MoT since 1982.

I still have to address some areas of poor paintwork, fuel leaks etc and I hope to undertake a rebuild of an early engine and install it during the winter months – I put a later engine in the car just to get it back on the road, and it is regularly driven out for trips and car shows in the Essex area.

## GATWICK

Hi all, here are the photos from Malvern that didn't go in last month. Saturday was a great day, the sun was out! So after breakfast cooked by Cliff and Jeremy (thanks lads), I went for a wander to find some early Spitfires. In the group of six pictures, the first car pictured was not too far from where we were camped, a Mk2, FKJ 715D. The second is my Mk1, BKX 629B. The third is a Mk2, CJL 461C, parked up in the main TSSC parking area. The fourth picture shows two Mk1s and a single Mk2 waiting to go into the arena. Picture five is the second Mk1 Spitfire, XWG 729, belonging to Chris of Guildford also parked in the TSSC area. In picture six, again in the TSSC area, was the Mk2 GFR 84D.

The East Grinstead Classic Show in the High Street is on 1st September, see you there.

Next Crown meeting is on Tuesday 10th.



Cliff, Jeremy and me ready for the off for Malvern at Cobham Services.



All five early Spitfires and one waiting for the arena.



Back to July and a group of us went to Newdigate Show, where I spotted this great Morris 10/4 convertible of Martin's.



I went in my dad's Sprite (now sold), a great little car that gives the Spitfires a run for their money! Also shown is Justine and her amazing Mk1 GT6.



Martin invited me along to the monthly SVVS (Surrey Vintage Vehicle Society) meet, to which I took my dad's 10/4 (now mine). Believe it or not, it was at Bletchingly. A great group of people and cars. I'll definitely be joining the group!



On 2nd August Phil, Marcus, Max and I went to Daytona Raceway at Sandown Park. We all had lots of fun and a great time, but I must admit it was knacker. While there, I spotted this very nice Austin Healey.



I'm getting VG to sort my Ashley hardtop out, as R&P were taking forever just to get started! Here it is having a trial fit.



Whilst at VG I saw this 1500. I've definitely seen this one before driving around the East Grinstead area. If the owner is reading this, please come along to a meeting, we'd love to see you and hear all about your 1500. Or give me a call if you're not available on our second Tuesday of the month.

*Tony & Paul*

## HERTS & BEDS

Hi folks.

Not much to report this month, as many people are now on holiday or on hospital visits. I finally got running on all cylinders this month, only to be plagued with some really nasty E. coli type bug which floored me for a week. Dick has been reeling too, but in his case from winning the Kingfisher Shield last month with his GT6 Mk2 for Best Area Car.

We have now finally polished off pretty much all the car wash snow foam marks on our 1974 Mk2 2000 and she is back to shiny. That was a real hard effort with multiple cleaners, so don't put old paint through a cheap skate car



The cars parked outside our tents.





Dick, with his Kngfisher Shield.



The Mk2 2000, gleaming once more.

wash because you risk having a similar nightmare.

Our Joint Shuttleworth TR/TSSC event is looking good with over 160 paid up members planning to attend on 8th September. We hope to meet many of you there. Remember that we have £200 of raffle gifts to win...

That's it, short and sweet.

*Peter*

## NORFOLK

With the Summer Run to Mannington Hall, and the Tea and Cake afternoon, we didn't have our usual evening meeting in August, but for our September meet we will be back at the Worlds End pub, Mulbarton, meeting in the area to the right as you come into the pub. With a bit of luck the weather



The Norfolk Area's Summer Run to Mannington Hall.

will be nice and we'll fill the car park with Triumphs for our end of season meet.

Are you going to Shuttleworth for the All Triumph Day on Sunday 8th September and want to go in convoy from Norfolk? Let me know and we can get a start point sorted out for the trip.

## NORTH NORFOLK VINTAGE TRANSPORT WEEKEND, HOLT

While a few members, including us, attend this show regularly, this was the first time we had an area set aside for TSSC Norfolk. We had 13 Triumphs booked in, but unfortunately the heavy rainfall in the days leading up to the event meant that the field was deemed too wet for cars to drive on. This meant that we ended up being parked wherever there was a space, which was a great shame, but with the reduced train fares and nice weather, the day was still enjoyed by those that attended. One to repeat next year?

## SUMMER RUN TO MANNINGTON HALL

Another run organised by Andrew and Gill. Starting from Wymondham, we had a 30-mile tulip route to Mannington Hall with a good showing of 13 Triumphs. The heat of the past few days had cooled, so it was just the right temperature for a drive out.

Mannington Hall made a great end to the run, which took us along some interesting roads. It was good to have some new members along too. Many thanks to Andrew and Gill for organizing the route. A great day.

## FORTHCOMING EVENTS

### Thursday, September 5th –

Monthly meet returns to the Worlds End pub, Mulbarton, where we should be to the right of the pub as you go in, 7.30 for 8pm. Food is available beforehand, please book directly with the pub.

### Sunday, September 8th –

Shuttleworth event, who's going from Norfolk? Let me know and perhaps we can get a convoy to the show sorted. Again, see the advert elsewhere in The Courier. Note that you need to pre-book.

*Paul & Christina*

## NORTH EAST

The August meeting saw Colin Cuthill from Durham, who is a new member to the club, arrive in his 1500 Spitfire, which he won in a raffle. As a safeguard, he took it to be checked over, they serviced the car, put new tyres on and said it was good to go. It is a nice tidy little car for the small outlay of a raffle ticket, the only problem was he had no wipers. So after a couple of checks, it was found that the wiper motor was at fault. As it happened, I had a spare wiper motor at home, so a couple of days later I met up with him and swapped it out. He now has a car he can start to enjoy rain or sun.

Another member (who shall not be named) needs to have parking sensors fitted, as she reversed into a post in the car park. Fortunately no damage was done to the car, and the post was just straightened up.

Thanks to Martin who had some freebies to give away, everyone who attended in August got some free bug spray. It's a pity he didn't do this last month before we went off to the show in Hamsterley Forest – those who attended had a very pleasant day as the sun was blazing and there was not a breath of wind because of the sheltered position among the trees, but a few complained about the Midges. At least it never rained for a change.

As for upcoming events, we plan to attend Whitfield show on the 8th September – let's hope it is a lot drier on that day than it was last year – and also Brunton Show in October. I would like to rearrange the run out to the Jim Clark Museum in September or October, and we might be going down to the NEC in November for the Classic Motor Show. We will be taking moderns down to

this, and probably stop overnight somewhere.

Please note that for September's meeting Brian will be away, so we will not have the use of the Training Centre. We will still meet there at our usual time, but then we will go for coffee somewhere. Steve O has suggested the Dairy Barn close to Crook as a venue, somewhere new and he recommended it for its cakes.

See you in September.

*Geoff*

## NORTHERN IRELAND

### THE RINKHA AND BEYOND

As has become the norm in July, our monthly meeting takes the form of an ice cream run from Carrickfergus Castle to The Rinkha at Middle Road, Islandmagee. Not too bad a turn out for the run that was once again altered because of a band parade. Thankfully John (G) was there and so he was able to take us all round the town successfully before joining the A2 to take us direct for our ice cream and a wee cuppa for those that wanted one. We were met by James (S), and he later sent us all a nice video of our cars arriving at the car park. Normally we then go to the home of Brian (S) for a view of the Spitfire and a chocolate brownie or two, but unfortunately there was a bout of illness with the two ladies, Siobhan and Ciara, waiting for operations and so that was put on hold. The up-to-date news is that thankfully both are doing well, but there has been little progress with the Spitfire.

### THE BOATYARD AND THE PORT

Saturday 6th July saw our next run, with us meeting once again at Dunsilly Park and Ride, Antrim. Not too bad a turnout for the fine day, with a few joining us along the way for a number of reasons. A quick blast along the M22 brought us to Randalstown, with us then making our way through it to the B93, Ahoghill Road. This then enabled us to travel to and through the Glebe and Ballynafie areas as we came to the outskirts of Ahoghill.





Next up was the Craignageeragh, Ballyconnelly and Lisnahunshin areas that were used to bring us to the main road at Rasharkin, and eventually to what is known as McLaughlin's Corner. From here we mirrored the right hand side of the River Bann as we passed through the areas of Vow, Bendooragh and Macfin to our coffee/tea stop at the Boatyard as well as joining up with Peter and Nathan. Not a great start when we arrived as we were greeted with the words: 'Have you booked?' by the owner. Thankfully there was some outside space, and we got seated, only to discover that they mainly do 'food' at that time of day, and scones weren't on the menu. As a result of this some of us were 'forced' to have a tray bake, much against our daily habit I might add!

On the move again saw us travel in the direction of Coleraine before taking the Damhead Road. This enabled us to cross over the A26 to the Newmills Road to take us the back way into the town of Coleraine at the junction with the Ring Road, and so avoid the heavy afternoon traffic in the area. Using this road, and a few others along the Northwest 200 motorcycle course, brought us to our afternoon destination, Harbour Hill, at the Atlantic Circle, Portstewart. As the weather was still poor a few remained in their cars and appreciated the view. The rest of us did what most people do when they are in Portstewart and North Coast area – we went to Morelli's for an ice cream and, of course, a wee visit to some of the local shops.

Visit over and all of us on the road again, using the motorcycle course again but in its opposite direction as we made our way to and through Portrush to make use of the Bushmills Road. As our intended destination was Kells at Ballymena, we then took a slight right at the junction just before the Royal Court Hotel on to the Ballybogy Road.

From here on it got, in my opinion, very interesting, as we then took the Ballymagarry and

Leeke Roads to mirror the main B62 road towards Ballymoney, passing through Revallagh and Islandcarragh townland areas and crossing over a number of the main roads in the area. From there on we did the same again with the Roseyards and the Killyrammer townlands to again shadow the A26 from Ballymoney towards Ballymena. As time was getting short for our five o'clock appointment at Rococo at Kells, we joined the main A26 just short of Knockaholet so as to make swift progress to our evening meal and joining up with Valerie and Ernie (F).

Once again we had a good meal at Rococo and, of course it was made all the better with the company we had. You might wonder why I was so excited with the route we took to make our way to Kells. Well, Stephen (K) is a well-travelled driver/rider throughout Northern Ireland and beyond and so it is always difficult to find a road or any roads that he has never been on before. As a result I was very pleased when he mentioned at the tea table that a number of the roads that we had been on at the start of the afternoon hadn't been travelled on by him before either on the bike or in his Spitfire. Chuffed to say the least!

## JOHNNY LOUGHLIN

Johnny Loughlin is a new member to the area, but the details that I received from TSSC Headquarters appear to be incorrect as I've tried to contact you without success. So Johnny, please use my club contact details that are contained with The Courier magazine to make contact with me. TIA.

## NEWS FROM AFAR

The weather has been poor in Northern Ireland during our summer period, so it was nice to get an update from Ian and Brenda (M) when I had sent out details of our recent area runs. They wrote: 'Thanks for the

email. We are still in France, but I've attached a photo of the car and our place which might be useful for your report. Having a great time driving around in the sun, other than a minor issue with a broken starter cable lead.' Jealous was the word that sprung to mind I might add when I opened the email. The weather here has to/must get better.



## EVENTS DIARY

### SEPTEMBER

**Wednesday 4th** – Area Meeting Nortel Social Club, Newtownabbey.  
**Saturday 14th** – Run with Colin (L).

### NOVEMBER

**Wednesday 2nd** – Area Meeting, Nortel Social Club, Newtownabbey.  
**Saturday 12th** – Run County Down area – Alan (H).  
**Saturday 26th** – Run Antrim/Sperrins – Douglas (H).

As mentioned previously, there is the possibility of three social runs during the months of November, December and January. Please let me know your views by the end of the summer period so that I can add it to the programme and obtain planners/leaders for the events.

That's about it for this month. I hope that I will see you at one or two of the runs or meetings throughout the summer period. Keep safe and well.

*Douglas*

## OXFORD

Greetings from Oxford Area. As some of you will know, I have stepped up to help Thomas Cope as a joint area organiser. On 28th July Thomas, Chris, Jane and I joined the South Oxon Car Club on a lovely 70 mile drive with tulip route from Witney out to Preston Bissett nurseries. The weather was fabulous. Jane and I went in Hilda, our 13/60 convertible, and Chris and Thomas went in the Morris 1300 that Chris had recently acquired. A lovely day out in the wonderful countryside was had by all.

*Julian*

Hi all,  
Julian has kindly offered his support to run the area. His enthusiasm and welcoming manner will be a great addition. We'll put our heads together in the coming weeks and set out our plans for the future. Hopefully there will be another camping weekend on the horizon and a few more runs out.

As Julian mentioned, the Oxon Car Club run was fantastic – a great range of cars and the route map was spot on! Chris kindly chauffeured me in his Morris 1300. It was a new experience for me, having never been in one before. Very comfortable and quicker than you'd expect. We'll keep in touch with the organiser to ensure we get a space on the next one.



There are plenty of shows and meets throughout the summer months and into autumn. Have a look at TSSC Oxford on Facebook for the latest updates. And do get in touch if you're in the area and would like to join the monthly meets.

*Thomas*



## PETERBOROUGH

We were all saddened to hear of the passing of long time member Brian Lawson last month. My thanks to Doug and Paul for the following words.

### BRIAN LAWSON – 1943-2024

Brian was a regular attendee at the monthly meetings and would freely impart of his mechanical knowledge gained at Kennings Garage in Peterborough. If he had the tool necessary for someone to complete a difficult job, it would be lent to you. He was a regular supporter of run-outs, TSSC displays at car shows and our Christmas meals.

Brian, and his then partner Ann married 'over the anvil' at Gretna Green in 2014 and renewed their vows two years later on a Lochs and Glens holiday. Ann shared a love of the club car and often accompanied Brian to monthly meetings and events.

He restored a green Spitfire 1500, which was the subject of an article in a motoring magazine and appeared in the Area's calendar. In his 'spare time' – whilst renovating a bungalow – Brian was looking to restore an early Herald, but sadly time and ill-health caught up with him and this project – and others – fell by the wayside. Brian's Spitfire is still in the Peterborough area and now owned by another TSSC member, Sav Fasulo.

Brian always enjoyed the friendship extended to him by members of the Triumph Sports Six Club, the Area and HQ, and was sad that due to his ill health they both were unable to join us for events such as the Area's Christmas dinners for the last couple of years.

Brian you are missed. R.I.P.

We have a busy schedule over the next couple of months, with Maxey Show on August 17th and Stamford Car Show on August 25th, while September has the Shuttleworth All Triumph Day on the 8th. We have confirmed club space at Maxey and Shuttleworth. The run out to Club HQ to celebrate the Peterborough Area 40th anniversary is on the 9th. Doug is sending out emails with details, so please check your inbox for this. We do need to know how many are attending for the catering, so please confirm with Doug if you are coming.

Club car news now, and Colin has had to replace the head

gasket on his Spitfire. It looks like it was a straightforward job and was expertly overseen by Dave! Sav continues to make progress with his Spitfire, and is now in the process of tuning the engine for optimum performance. My GT6 passed her annual MoT again with only a mention of the bottom wishbone wear to be addressed.

My Car and Me this month comes from Paul Lumsden and his 1969 Vitesse. Paul writes:

I was lucky enough to know my Vitesse for some time before I bought it. I worked in the diecast toy industry at a company called Lledo from 1991. The factory manager was the proud owner of a Saffron Yellow Mk2 Vitesse convertible and would occasionally bring it to work. In fact, when we produced a 1:43 scale model of the Triumph Herald, we borrowed the car to check a few key dimensions around the rear end (which was virtually the same as the Herald). In 1998, I moved jobs and went to Corgi Toys in Leicester. A year later our production manager in Hong Kong decided to retire and Chris, my old factory manager from Lledo, was offered the job. But of course this meant the car had to go, so I snapped it up and took ownership in February 2000.

At that time, I knew a few key people at the British Motor Heritage Trust at Gaydon, and one of them kindly arranged for me to get the car's birth certificate. This was when I discovered that a) it was originally painted red and b) it was first registered on 22nd April 1969, which happens to be my birthday. Some things are meant to be!

Over the years I have done quite a bit of work on the car – new gearbox, new differential, new interior and I think I now have her just about as I would want. I have even grown to rather like

the Saffron Yellow colour! The car has made three trips to Le Mans Classic and, apart from a failed battery on one trip, she never missed a beat. Sadly, this excellent reliability was suddenly shattered around 2012 when I first started to get problems with the coil failing. At this time, I had recently been made redundant and, whilst I began building up my own business, I'm afraid time and finances were stretched and the Vitesse took a back seat for a while.

However, with my son beginning to take an interest in the car, he pushed me to sort the problem and we replaced the coil, had the electrics checked and for a while all was well. 150 or so miles later, the coil again failed. We installed electronic ignition in 2014 to see if this would help. All was well for a while, and then the coil failed again. I'm afraid to say that the car then spent some time off the road until 2020, when lockdown offered an ideal opportunity to re-commission her. My son and I went through a comprehensive list from engine flush to new master and slave brake cylinders, new water pump and full electrical check. The result was fabulous and she was running like a dream – until we had a TSSC day out to deliver a cheque to our local Sue Ryder home. I set off to the meeting point, drove about 500 yards, then the engine died.

The electronic ignition had failed. I went back to traditional points and condenser, and all was fine again. To draw this tale of woe to a close, just recently I returned from a short 'shake down' drive to the smell of petrol and a faltering tick-over. It appears that my rear carb has suddenly started to leak petrol at an alarming rate. I suspect a jammed float chamber valve, so fingers crossed this will be an easy fix. Hopefully I will then

return to once again having a reliable car that is such a pleasure to drive; I certainly hope so!

I would just add that if you have any electrical issues, the website [www.vitessesteve.co.uk](http://www.vitessesteve.co.uk) is a fabulous source of information. I downloaded the original Lucas Fault Diagnosis Manual and went through every check. Well worth a look.

That's all for this month.

*Steve*

## SCOTLAND EAST

In July we teamed up with the TSSC Scotland West to attend the 48th Scottish Transport Extravaganza at Glamis Castle. This is always a great show and one of the biggest in Scotland. While I was unable to attend myself, it was well attended with many cars travelling from the far side of the country. By all accounts it was a fantastic day and enjoyed by all. Thank you to everyone involved in organising the club stand.

Over the last couple of months Andrew Pierce has recommissioned his 1962 Triumph Herald 1200. The car has been off the road for a long time, with its last recorded MoT back in 2008 and fewer than 100 miles covered since then! Andrew bought the car about two years ago and it's been patiently waiting for its turn for some TLC since then.

As has become the mark of the region, the club members came out in force to lend a few hands to help get the car running before the end of the summer. So, with help of both Ken and Colin, Andrew has made the car roadworthy once more (below). It has had new brake cylinders to help it stop and an ultrasonically cleaned carb to make it go. It is now sporting fresh whitewall tires and new window rubbers. It should make it to some shows before the summer is out. What a stunning looking car – well done!



As this lands on your doorstep, September will be upon us and it will be time for many of us to put our cars away for the colder Scottish months. But I would love to hear from anyone in the area who runs their Triumph over winter and to hear your stories.

*Alan*

## SCOTLAND WEST

On the 12th of July we headed off to Glamis Castle near Forfar for the weekend. Arrangements were made to meet at Sterling services, but as John and myself approached the services, the slip road from our direction was closed. Ian was sat there waiting for us. I decided to drive on to Perth services, but John came off at the next turning and when back to get a breakfast and some fuel. After a few frantic phone calls we all proceeded towards Forfar.

Once we had met up again at the gate, we proceeded to the top of the camping area, wanting a downhill run to the gate in case the rain came. As it turns out it was a dry weekend, which has been a very rare thing in Scotland

this year. It was very nice to finally meet up with Neil Morrison, a new member to the club. It was also great to see Michael McCallum and Debbie on the Sunday. The Glamis Castle event is one of the biggest in Scotland, and is probably my personal favourite show of the year. We stayed over on the Sunday night and left on the Monday morning for the first time, and I think we will be doing that again.

Please put the weekend of May 18th 2025 in your calendar, when we will be at the Doune Hillclimb with our colleagues from the TR Register. Planning for this event is well under way already. We will Book through the TR Register system, and you will have an opportunity to take your car up the Hill for a parade lap for a small fee.

I will be travelling to the NEC Classic Car Show in November on the Thursday and back on the Friday. If anyone is looking to go, we can car share if you are interested.

Look forward to catching up soon.

*Dave*



Steve's Vitesse, all glammed up for his son's wedding.

## SOMERSET

Hi all. Hopefully we will have found a permanent home for our club nights by the time you get this as we try out the Lime Kiln, Knole in August. Keep a lookout for an update email and/or on the TSSC website.

Over the dark and winter months last year we tried some themed evenings ranging from electrics to brakes. I think these worked well, so any ideas or problems you are facing, let me know and I'll see what we can do. Club meets are a great way to share knowledge and experience and to solve problems.

The 21st and 22nd September is the Castle Combe Classic. Hopefully you saw the email in early August. As I write this, a few of us will be going along, but if you want to join us let me know and I'll provide the details of where we will meet etc. I will also start looking at somewhere for Christmas lunch – I can't believe I have just written that, but we will soon be needing to organise and confirm numbers.

There are plenty of shows and runs at this time of year, although I've been busy with preparing for my son's wedding and spending time with my brother who is over from New Zealand for the big day. A couple of days cleaning and polishing had the car looking great (pictured above), and it behaved whilst my son drove himself and Emily to the reception venue. Cheers,

*Steve*

## SOUTHERN

Sorry folks, I have been a bit lacking in my scribbles of late, although I know some you have been somewhat relieved.

We are now nearly at the end of the show season, and we have had a mixed bag of weather as you can imagine. Going back to June 9th, David H, Barb and myself attended Stoke Row Steam Fair, a fair weather day and as usual an excellent show.

The same three attended the Blackbushe Airshow, which had quite a large car element but was not a very nice day weather-wise with intermittent rain. On arrival we were presented with a very respectable goody bag. Alas there was no flying, apart from a helicopter giving joy rides.

Sunday 16th saw the same three attend the High Weald Steam Fair. This was held at a new site, having outgrown their usual one. We entered the show ground to be greeted by a sea of mud, sliding about until we eventually parked up. We had further intermittent rain, but with nice sunny periods in between. Once again it was a very good show, plenty of action with the steamers, some getting stuck in the soft ground and having to be pulled out by a large CAT crawler which was quite entertaining.

On 23rd June we attended the Dene Rally, again along with David H. The show has come on leaps and bounds under new management since I last went – it has gone from being a small gathering to a full blown show.



# AREA NEWS

Well folks, that takes us up to the end of June. I know some of you will be asleep by now, so watch out for the next instalment in a future edition.

*Mike*

Due to a small merry band jaunting off to Cornwall for the Cornwall Triumph Camping Weekend and spending the week down there, I had to send the report in early. Wendy had gone down a few days earlier so she could visit the Eden project, but had to go back early following the weekend as she was driving her grandson Theo to his prom night in the Spitfire. Couples arrived throughout the Friday, Mike and Barbara, Robin and Ann arrived late afternoon in Stags. The evening finished up at the Crown Inn with a very pleasant meal.

Saturday was a drive out in convoy and caused a stir in Mevagissey, which was full of emmets, then on to a pub near Goran Haven for a comfort break and a beer. Geoff then led us to a village called Bowling Green where we stopped for an afternoon tea with more cake than you could imagine. The locals had put on this cake fest for charity, and by the end of the afternoon had raised just over £600.

On Sunday we all went to Trenyhton Manor for lunch, which was excellent. Mike, Barbara, Robin, Ann and Wendy headed off home on the Monday, leaving Mark, Vanessa, Jackie, myself and friends Steve and Lynne to enjoy the rest of the week at the campsite. A very big thank you goes to Carol Coventry for going above and beyond in organising the weekend, and to the Cornwall Triumphs members for making us feel so welcome.

Next was the Godalming Food Festival on 7th July. The day started well in sunshine as I met Wendy, Dave H and Mike and Barbara in the local garden centre so we could arrive in convoy. Mike, Wendy and I had a good browse around all the food stalls, even though it had started to rain. We had to take shelter in the 'Spoons. Back to the car show and the site had filled up. Derek and Tim had arrived in their Stags. There was more rain, then a break, so Mike and I went for the second leg. By the time we got back, most of the cars had gone. On the way home we had a torrential downpour, against which the flippy flappy wipers on my Vitesse saloon were losing the battle. When I got home, I found out they'd had no rain there at all.

13th July was the Swanmore village fete, always a good show. It started off nice and sunny. Even Paul had managed to get there early. Around 60 cars there, including Wendy's, Dave H (bet he was glad to take the Toledo), Mike and Barbara and myself. Off for a beer with Mike, but it hammered it down not long after. After a bit of tactical voting, I came away with the Owners Choice prize.



The roaming meet at the 'Pub With No Name' was a good evening with a good turnout of cars. It was nice to meet Piers and his son Miles, who brought along Henrietta, their Powder Blue 13/60 Herald which has been in the family from about two years after it came off the production line.

At the August regular meet at the Stars, we had invited the local MG club. There is always a good bit of banter there with them. Surprisingly this year they only turned up with nine cars and a Sunbeam Alpine. We ended up with 19 Triumphs, although one actually belonged to a lady from the MG club.

## UP AND COMING EVENTS September

**1st** – The Hinton Arms classic car show, SO24 0NH.

**1st** – Balls cross.

**3rd** – Regular meet, The Seven Stars, GU32 3PG.

**19th** – Roaming meet, The Hampshire Hog, PO8 0QD.

**24th** – Barns Green classic car gathering, Horsham, West Sussex RH13 0PS.

## October

**1st** – Regular meet, Seven Stars GU32 3PG.

**20th** – Sunday lunch meeting, The Hunters Inn SO32 2PZ (tbc).

That's all for this month, folks. Take care.

*Mark*

## NORTH STAFFS

Hello folks.

I hope you are all getting out in your Triumphs and have been enjoying the summer that has finally showed up after a very slow start. Having had my driving curtailed for some weeks due to medical reasons, I'm looking forward to getting out to some events before the summer ends. The first one I'm looking forward to is the Retro Festival. I've been to this at Newark, but unfortunately it's no longer held there so it's a long drive to Newbury.

Following that it's a local Fete and Transport Show at Sandon, for which the organiser tells me they have over 400 entries and will only allow in those that are registered as they will struggle to fit them all onto the field.

As my driving was suspended I've not booked other events, but there are still a good number on the calendar to choose from, so I hope to see you at some of them.



## SOME EVENTS COMING UP:

**31st August** – Eccleshall Show.  
**1st September** – Cheshire Classic and Performance.  
**1st September** – Himley Hall.  
**8th September** – Cholmondeley Castle.  
**14-15th September** – North Rode Transport Show.  
**22nd September** – TSSC AGM.  
 That's all folks,

*Dave*

## SUFFOLK

A two-hour shower just before our meeting didn't deter too many people from coming out in their cars, with 13 of us in attendance and eight cars in the car park. Following Peter in his Vitesse, Chris and Lindsay arrived in a modern, slightly embarrassed by not having working cars at home – PI issues seem to be dogging both of them at the moment, with Lindsay saying his fuel pump in the TR6 is cavitating badly and wailing so loud that it's attracting the attention of pedestrians. As is usual with PI issues, we all had many ideas for what could be causing the problem, but it will just be a case of checking and changing one thing at a time to get to the bottom of it.

Rodney had fuel issues of a different sort with his Spitfire and brought out a cleanable fuel filter he had bought off the internet, or at least what was left of it. It was an inline filter of the type with two metal ends that screw onto a clear body, usually glass, except this one was plastic and not resistant to fuel. In fact, it had dissolved overnight after fitting and melted through contact with fuel, draining his tank in the processes. I've never seen anything like it before and it shows that it makes sense to buy proven products from well known suppliers. The bag it came in had a well-known filter manufacturer on it, but it clearly wasn't made by them.

Mike has been very helpful to a member in North Norfolk with a Spitfire. He'd received a call that even after paying a mechanic to give the car a tune up, it was still running very poorly. Mike discovered that the waxstat jets were different lengths in each carb, causing all sort of issues with balancing and aligning the linkage. Once that was rectified and with two new jets, further use of the car revealed problems with

the clutch. The fix for this was new master, slave and clutch pipe as it had been wearing through.

Another story showing the value of local members, a newly set-up local classic car business had a customer's Stag in to sort a problem. They weren't sure if it was head gaskets or water pump, so asked Chris for an explanation of how it all worked. Chris then lent them his workshop manual so they could use it for the customer's car. It was the water pump, and once fixed (with the manual returned), they then said they'd lost the vacuum advance attachment from the carbs and did Chris have a spare! A rummage through his parts box showed he did have one, which they gladly took for free. Good to know local member knowledge is still a very valuable asset, even if it is paid for in tea and biscuits.

Peter and I both attended Helmingham Festival of Classics on 4th August. It really is a great show, with a wide variety of cars there. The format changed slightly this year, with the cars attempted to be put in decade rows. However, people wanting to stay parked up with their friends meant my 1970s row had a 1960s VW Splitscreen Van, a 2000s BMW Z4 and a 1980s VW Polo. Just before I left, I spotted Lyall Robertson's Triumph Herald at the end of one of the rows. I never got a chance to talk to the new owners, but it's great to see it out and being used.

All the best to everyone. Make the most of what's left of the summer, and see you on 3rd September.

*Russell*

## SURREY

Hello all. As I write this I have just returned from a photoshoot at Dunsfold for the cover of an upcoming Classic Car magazine. What a day! They wanted a TR5 and other British classic sports cars. Paul's 5 led, and

was followed by a beautiful DB5, XK120, Austin Healey 3000, Bristol and AC Cobra from Rudd. Shots were taken from moving vehicles and static line ups. We made some new friends who have fascinating back stories and collections of cars. I have enclosed a photo, but not the cover shot. I can now say I have driven in these, and in the place where they film the Top Gear series so it is a great feeling.

Back home we are looking forward to the Cranleigh classic car meet which is two days away and as I cannot read the future, you will have to wait till next month for that story.

We went to the Goodwood breakfast meeting on Sunday and I managed to get into paddock 3 with Adam and Karen. I took the Vitesse and convoyed with an MG and a Porsche. Jeremy drove down in Will's TR and lived to tell the tale. It was a fab day, there must have been 1000 cars, all beautiful and cherished. It's a free event and the entry fee is a coffee and bacon butty. There were two Vitesse and a couple of Spitfires, also a GT6 in racing livery.

This event followed another good morning a Bletchingly with the usual crew. Tony is happy with his new overdrive and Trevor as ever was helpful with advice and encouragement. I have a slight problem with smoke from the rear end of the car following 100 miles of fast driving. It's either the valves or rings, I've yet to sort out compression but it might involve a fair amount of work called a new engine. I'm hoping not!

I missed the last meet as I was in France, so have not seen a few faces for a while. Still, should catch up on Sunday. I now need to do some reading from the manuals to discover the dark arts of pistons and shells. Wish me luck.

All the best,

*Cliff*



## EAST SUSSEX

The meeting on 3rd July saw 22 people in the pub chatting about all sorts of things. New member Richard Aggett joined us, and texted afterwards how welcome he felt (that's what we do well). He is thinking of getting a Vitesse and hopefully he will find the right car for him before too long. Wendy drove her newly acquired Mk2 2.5 PI Auto Estate to the pub and it wasn't long before the bonnet was up and people were discussing all the strange noises and things wrong with it.

The Uckfield Lions held a show day on Saturday 6th July. Meeting up at the old TR Fastenings car park in the Bell Lane Estate, a wide variety of cars drove to the Luxford Field for a static display. Two of the club Vitesse were visited by the Town Crier and Town Mayor.

The next day, six Triumphs met up at the Freedom Leisure car park to attend the Rotary Club car show at Crowborough Rugby Club. Bacon rolls and coffee were available in the clubhouse. Unfortunately, the weather was dry one minute then wet the next, so everybody spent the morning dashing between the car park and the clubhouse. A good turnout despite the rain, followed by a salad lunch for TSSC members at Geoff and Wendy's place just a mile down the road.

The big meeting in July was at Michelham Priory on Sunday 21st. The East Sussex Jaguar Enthusiasts Club had organised their annual show day and invited other clubs to join in. Triumphs, MGs, Aston Martins, Minis and of course Jaguars were in plentiful supply. As per usual, Andy's gazebo was erected to provide shelter from the sun (luckily no rain). There was also a 'silver band' providing the musical entertainment to sing along to. Fantastic venue and very well organised and marshalled. If invited next year, we will certainly be there.

Finally, five Triumphs met outside the Red Lion pub in Hooe on Sunday 4th August before driving in convoy to the Hooe showground. The cars were parked up in line and once again the gazebo was erected in no time at all. Geoff, as usual, supervised; well, somebody has to! And anyway, I put up the club flag all on my own. A nice warm day, there were plenty of stalls to





Meeting for the Rotary Club car show at Crowborough Rugby Club..



At Luxford Field with the Uckfield Lions.



At the Michelham Priory entrance gate.



Setting up the gazebo at Michelham Priory.



At the Hooe Car Show.

wander around selling all sorts of bric-a-brac and crafts along with some autojumble.

## EVENTS HAPPENING IN SEPTEMBER:-

**Sunday 1st** – Floral Fringe.

**Saturday/Sunday 7 to 8th** – Laughton Autumn Show.

**Sunday 8th** – Wheels on the Waterfront at Sovereign Harbour, Eastbourne.

**Sunday 15th** – Breakfast meeting at Old Barn Nursery, Dial Post.

**Sunday 22nd** – SCS Car Show at Lavender Line, Isfield.

Once again, I would like to put out a renewed invite to old and new members (and their partners) who live in the TSSC East Sussex area to come along and join in the monthly meetings, where you would be made very welcome. If anybody wants further info about events, see me at the next meeting or drop me an email (email details can be found in The Courier) or make contact on my mobile: 07833 944847.

The photos this month are from the Uckfield, Crowborough and Michelham Priory shows.

*Geoff*



like a dream.

Henrik has also been out in his Spitfire, to West Wittering beach, but unfortunately got left stranded at the beach due to a failed ignition coil. A new coil has been ordered up from the club shop so Henrik will be back up and running soon.

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.



## WEST SUSSEX

I hope you're all well.

Thank you to everyone who came along to our July monthly meet. It was great to see you all, with such good weather and a really good turnout and variety of Triumphs which included a Stag, a Herald, three Vitesse and three Spitfires.

Nigel has been out enjoying his Vitesse, taking it out for a run in the 30°C summer sun over to the Hampshire countryside to visit some friends. The 100-mile trip was easy for the Vitesse and it ran

*George*

## NORTH WALES

Well, early July's weather just kept giving and giving – rain, that is! Taking the car out was not so much a case of 'down with the hood and the wind in your hair' as 'keeping the hood up securely and making sure you're dry.' (That is for the soft top owners of our marque; I don't know why, but Spitfire owners in particular seem to have problems with their hoods fitting snugly, mine included.)



Llangollen Classic Car Show, frequently a wonderful day out in our area with the added advantage of steam trains and vintage bus rides to and from Llangollen itself or Corwen, was unfortunately not quite as enjoyable due to this bad weather and many cars left early.

Mid July saw two good shows on the same day, Caerwys and Ellesmere Carnival. Which to choose? Our club settled that question and had a number of representatives at both, and for a change the weather was not only fairly sunny and calm, but also warm. At Ellesmere, Terry's Herald-powered Amphicar drew the crowds as usual; it is great to see it drive into the Mere and do a tour.

As we are well into the swing of summer now, many of our group are taking the chance of going away on holiday or helping the family out doing child sitting duties, so we are often quite depleted in numbers. However, it doesn't stop the rest of us enjoying our vehicles and getting them out and about, finding the repairs lovingly made over the winter either satisfyingly successful or sadly otherwise. Unfortunately, my Spitfire has developed a rather worrying grinding sound as she turns sharp right. Perhaps a trunnion problem? I am told the predominantly Chinese produced range of parts are not as good as the originals, and trying to purchase anything otherwise is not only difficult, but highly expensive. Luckily Paddocks in Chester (whose owner is a member of the club) is very good and will chat over the phone to discuss what may or may not be needed. (Though you can arrange to pick up, they do a postal service as orders are mostly through the internet.)

A busy week of an evening run, a lunch run and the Oulton Park Gold Cup on the 28th brought July to a close. Oulton Park was fantastic this year with gorgeous weather, an auction to interest buyers and good racing. A certain black Anglia going like the clappers and holding its own against a host of Skylines drew the cheers of the crowd at the finish.

Lastly, I am really impressed with how great our members are! Last month I mentioned my problems with the Spitfire's speedo, and within a week of you receiving July's issue, I had offers of two speedos which seem to

fit the bill. Luke and Andy, thank you so much – much appreciated. Andy has also offered to have a tinker and discussion day this next month at his workshop, which should be very interesting.

There are a host of activities scheduled during August, besides our monthly meeting held on the first Tuesday of the month at Northop Hall Cricket and Hockey Club, Smithy Lane, CH7 6DE. I'll be able to report on some of those next issue.

Enjoy your driving!

*Julia*

## SOUTH WARWICKSHIRE

Another great turnout this month – more than a baker's dozen! I brought the smoky white Mk3 GT6, new guy Martin Barnsley brought his GT6+ (Mk2) and David Moore brought his red Mk3 GT6, so we were well catered for on the GT6 front.

Neil and Julie Morgan brought their TR6, Adrian brought his TR7V8, Philip his Vitesse Mk2 saloon, and Dave B brought Gerald the Herald. Also, notable interlopers were Roger in his son's Eunos (Mk1 MX5), and a couple whose names I shamefully didn't get in the book (apologies) in a very nice MGF. Not only that, but Marcus and Ed (I think) came along together in a modern Beemer, Mike Papworth dropped by in a modern because his TR7 is broken, and so is the Mk1 PI saloon (not that he's embarrassed at all lol – at least it wasn't the diff or gearboxes that failed on either!), and Oxford area AO Thomas Cope very kindly attended with a plan to plot some joint events.

So what's been going on then? Well, my boy Charlie and I attended the Club Triumph camping weekend at Gaydon last month, for which the weather was kind, and



we had a great time. There had been a bit of a problem with the booking form apparently so there was a concern that attendance might be down, but in the end it seemed that anyone who'd initially been put off had given the booking process another go or turned up on the day and the camping area was well filled. Glad to say too that the band were fantastic... (Ahem, OK, it was me and Loving the Alien Bowie tribute, but we did seem to go down well, with everyone dancing and applauding. Maybe it was the beer, of which there was plenty.)

That was the Saturday night, and on the Sunday we'd arranged to go to Hook Norton Classics at the Brewery. We met up at Gaydon petrol station, and initially it was just me and Neil L who set off towards Hook Norton, but shortly we got a Whatsapp call from Ed asking where we were. He'd looked for us at another place, but said he was then at Gaydon petrol station in the Herald with Marcus, and his parents were with him in their Sprite. So we doubled back and picked them all up, then proceeded to Hook Norton.

My satnav had been taking some very exotic drugs, so sent us via an incredibly convoluted route, but eventually we got there. I'd expected the thing to be held in the brewery car park which isn't that big, so I'd been expecting to have to get there early to get a space, but no – there's a massive

field behind the brewery which we 3/4 filled with cars. There was everything, from Ferrari replicas to Ford Pumas, two Mini pickups and quite a few Triumphs, including David and Liz Moore's GT6, my Gitfire (Spit6), Ed's Herald and Neil L's Spitfire. Great weather again, and a few of us went inside for a drink and a bite to eat too, again being pleasantly surprised that the restaurant coped with the crowds. A fantastic event that we're sure to visit again. In fact I was talking to Thomas Cope, Oxford AO, and there's a plan to try to get the car park behind the restaurant specially for our club/areas. Next one is August 11th, and basically they're every second Sunday.

After the trip to Hooky, I headed back home with my boy and swapped the Gitfire for my Riley Elf (recently back on the road after an engine and gearbox rebuild and engine bay repaint – shame there's no paint on the outside of the car!), and headed back to Gaydon for the BMC day, which was that same Sunday. Lots of nice cars there, and of course the museum to go round, so we did that for a bit, then got the tent down and went home for a well-deserved rest.

As for progress on the cars, Roger's having his Stag's cylinder heads rebuilt – welding is needed as well as a skim apparently and it's not cheap, but reasonable given the amount of work involved. David M's GT6 has had new diff bushes and it sounds like he's now happy





enough with the way it sits, but the overdrive is playing up and it's not lack of oil, so possibly the solenoid. David also wants to redo the seat covers to something a bit less sweaty – he already has headrests, so possibly Spitfire seats, but anyway I told him that late GT6 Mk3 seat covers should be the ticket (Park Lane Classics are highly recommended).

My white GT6 still burns gallons of oil, but I've obtained a replacement gearbox that allegedly has synchro on all gears (allegedly...), and plan to fit that and replace the manifold gasket which is blowing, plus maybe some valve stem oil seals (Pinto) and put the old front shocks (repainted) back on because the modern ones are wrong – the spring seats are 1/4in too high which makes the front end sit too high. The blue GT6 has a tappety noise which I'm hopefully gonna sort with the spare head that I bought from Mike P at Malvern (after rebuilding it). The Vitesse still needs the rear axle bearings replacing (which I might ask Mike to do), and the gearbox tailshaft seal is leaking.

New member Martin Barnsley brought his GT6+ along, apparently for a shakedown drive, since he's from Nuneaton and decided that the car needed a longish run after its rebuild. It was an American import, so the shell is amazingly clean and original (even before its new paint), and of course he's had to convert it to RHD. Well, I've seen a few converted cars and you can usually tell, but the job he's done is quite amazing – he's even kept the spot welds on the bulkhead panels so you can literally hardly tell it's been touched – a really great job. (And it sounded great as it arrived!)

As far as upcoming events go, as mentioned last month there's Silverstone on 23rd-25th August, and on 8th September there's the replacement for the Duxford event, now at Shuttleworth – you'll need to book by emailing [trr@ivg@gmail.com](mailto:trr@ivg@gmail.com) at a cost of £10 per car. I will be attending, and I'll be putting this on the Whatsapp group in advance of this issue coming out. There's also the Bicester Scramble on 6th October (best book early for that).

Also, newly decided, on Sunday 7th September a few of us are going to the Wellesbourne Classic Car Show. A few of us went to this last year and thoroughly enjoyed it, as well as following it up with a trip to a restaurant/café afterwards.

This year we're going to stop at The Wharf at Fenny Compton for a late lunch after the show, a really nice venue next to a canal. Again, I will be publicising this on the Whatsapp group and collecting expressions of interest.

There's also the monthly Gaydon Gathering on the second Tuesday of the month (a few of us always attend this), the Banbury Cricket club show on every second Wednesday of the summer months (well worth it, and we may tie up with Oxford area for this), and Southam Cricket show on every second Thursday during the summer (great show with a bar and hot dog stand).

That's all for this month. Next meeting is as usual on the first Tuesday of the month, so Tuesday 3rd September. The venue as always is Harbury Village Club and Institute, Crown Street, Harbury, near Leamington Spa CV33 9HE, from around 7pm. The club car park is accessed from Hall Lane which is a one-way street, so set your satnav for the Bull Ring Garage at Harbury CV33 9HL and continue round the tiny one-way section until you see the large Harbury Village Club car park on your right. Just ring the doorbell to be let in.

*Mark*

## WESSEX

August was a busy month, with the Netley Marsh Steam & Craft Show which some decided would make a leisurely weekend. Also the Salisbury Summer Fair in aid of the Salisbury Hospice Charity funding palliative care services in conjunction with the NHS – here is a report on that one by Trevor:

'We met up at In-Excess in Salisbury at 9.45am – myself in a TR7, Jon in his Vitesse, Oliver and Laura with Archie in the Stag, Mike and Claudine also in a Stag while Dave brought his Riley. We waited until 9.50am for Alan and Fran, then motored on to Wilton. Marcus and Gaye were there before us with their TR6, as was Keith with his TR8. Overall there was quite a good turnout of classics. The show was very well attended by members of the public and there was quite a bit going on throughout the day to keep people amused, including junior cycle stunt display, steam engines (which made Dave happy) with a log sawing demonstration, falconry and archery displays etc,

along with plenty of craft stalls and numerous activities for children. Definitely one for next year – they said we can have our own group stand if we wanted.'

Then there was Silverstone Classic/Festival and the three-day Bournemouth Air Show, the last one sponsored by BCP council.

I did say I would give a fuller report on Keith's run to the Weald & Downland Living Museum (ie. BBC's The Repair Shop). I'm afraid I cannot do that, for one good reason – it didn't happen! It did not gel with our members, and even the response from the TRs was at best lukewarm. Keith was OK with our decision and understood our point of view, that the overall distance, the busy and fast A-roads, the volume of traffic, the start of the six week school holidays etc. made it difficult. (I was going to add the fact that it was in one of the most congested areas, but having come back from the Lake District, I can vouch for the fact that this is a countrywide issue.)

## FORTHCOMING EVENTS ARE:

**Sept 6th-8th** – BPPC, Swanage

Railway.

**Sept 8th** – Classics on Christchurch Quay.

**Sept 14th/15th** – Beaulieu Autojumble.

**Sept 21st** – Ringwood Carnival.

**Sept 22nd** – Classics on Christchurch Quay.

**Sept 28th/29th** – Burley Steam & Vintage Show.

June, July and August meetings have been at the Fish Inn, Ringwood. We have had to bring the time forward to 7pm as they call last orders (with a bell!) at 10pm. It does seem to fit our criteria, having a large car park, plenty of room inside and being reasonably central for most. Obviously it will suit some more than others, so time will tell. But if anyone has any better suggestions, please say.

*Martin*

## NORTH WILTSHIRE

July's meeting at the Foxham was well attended despite several regulars being unavailable due to holidays and other diversions. We have welcomed more new members to the area too.

Craig is keeping everyone well informed of local meets that may be of interest via the WhatsApp group. We still have the idea of a drive out to the coast on the table,

and hope to get this organised at August's meeting on the 13th.

As for the cars, Jim has had an all-wheel alignment carried out on his GT6, Callum has fitted the Spitfire swing spring that he bought at Malvern to his Herald and Andy is endeavouring to fit a replacement head to his GT6. Rob reports that his Spitfire has passed an MoT and had its first trip out for 23 years, so congratulations to him!

*Jim & Craig*

## WORCESTER

Hi everyone. Firstly, thank you to Vicky for filling in for me last month. Unfortunately I had to go down to Hampshire again, but was adamant I was going to attend this month, albeit I'm driving down tomorrow morning straight after the meeting.

We had a very good turnout this month – must be the weather finally – with 24 members and six club cars. Not mine, though. I was going to take it for a pre-MoT run and it was coughing and spluttering like fuel starvation or dirt, but I haven't managed to get to the bottom of the cause. Obviously another job to do after I've taken my dad back home.

Vicky and the group in their TR4, TR6s, TR7 and Spitfire had a lovely time driving down to Italy, covering nearly 2000 miles travelling through 14 passes (including the Stelvio), enjoying the driving and some lovely weather as well as the beautiful scenery and stopping at the famous James Bond stop overlooking the winding road below.

Anyway, back to reality, and Roger has been compiling the Wednesday senior runs and they managed a run today via Bridgnorth, Church Stretton, Clun and Burford. Incidentally, the Burford annual car show took place at the weekend with a good selection of vehicles, including some Willys Jeeps.

Well, we had a raffle tonight! Sorry Andy, no sponges or cable ties, so maybe another time. Events happening soon include the Shuttleworth and Peopleton shows, together with the Plum Festival in Pershore (August Bank Holiday Monday) and the Silverstone Festival.

Last but not least, Vicky is asking for anyone interested in joining the gang in July for Classique Le Mans next year to get

in touch with her so that she can book places.

So hopefully you will all be enjoying your classics now some decent weather has come our way. We will have already enjoyed the club BBQ which Vicky and John have kindly organised.

Our next meeting is on Wednesday 4th September – see you there. Nothing else to report, so enjoy yourselves and keep safe.

*Stef*

## NORTH YORKSHIRE

By the time you read this, our summer will be well on its way with nights starting to pull in.

Our meeting in July was a low attendance compared to the previous month and our August meeting at the Motorist was cancelled due to a ticket-only event, so we plan on meeting the following week. However, we had a good turnout at the Newby Hall show, where the weather was kind to us, with cars from nearly every make and model. If you did not go, put it in your diary for next year.

Our next big event will be the



Knavesmire Rally at York Race Course on 15th September, organised by York Historic Vehicle Group. You can pre-book (£5 per vehicle) or pay on the gate. We plan on having a club stand, so

please let me know if you are going so that I can book a suitable size area.

On Sunday 28th July, Simon and Martin attended Ripon Classic Car gathering in their GT6s. This event saw nearly 1000 cars turn up, a very good turn out and certainly more cars than at Newby. The showground was full by 10am. We will have to see if we can get a stand there next year. TSSC Cumbria do it every year, so we could maybe get one next to them. Here (above and left) are a couple of pictures from Simon.

## UPCOMING EVENTS

**The Motorist** – 2nd Thursday of the month.

**Greyhound Riccall** – 4th Tuesday of the month.

**Sunday 15th September** – Knavesmire Rally (York Race Course). Hope to see you soon.

*Keith*

## Next ISSUE DEADLINE

All contributions for the October 2024 issue of The Courier must be received by Monday, Sept 9th.

Email: [editor@tssc.org.uk](mailto: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: warrenktr@yahoo.com  
FB: North Yorkshire  
The Greyhound - 4th Tues 8pm  
82 Main Street, RICCALL YO19 6TE  
The Motorist - 2nd Thurs 6.30pm  
New Lennerton Lane, Sherburn in Elmet,  
Leeds LS25 6JE

#### SOUTH YORKS

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

#### WEST YORKS

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

### MIDLANDS

#### COVENTRY

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

#### DERWENT VALLEY

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

#### LEICESTER & RUTLAND

1st Mon, 7.00pm  
David Smith: T: 07770 650802  
E: davesmith.triumph@hotmail.co.uk  
Graham Moody: T: 07544 537048  
E: ggmgt6@gmail.com  
FB: Leicester & Rutland TSSC  
The Curzon Arms, 44 Maplewell Road,  
Woodhouse Eaves, Leicestershire, LE12 8QZ

#### LINCOLNSHIRE

2nd Tues, 8pm  
David Samways: T: 07709 565118  
E: davesamways@gmail.com  
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: abbott4747@talktalk.net  
FB: TSSC Peterborough Area  
The Gordon Arms, 527 Oundle Rd, Orton  
Longueville, Peterborough, Cambs, PE2 7DH

#### SHROPSHIRE

3rd Sun, 10am  
Bill Bate: T: 01952 581391  
E: billbate2012@hotmail.co.uk  
Kevin Cain: T: 07515 834594  
E: kevincain@hotmail.com  
David 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  
Duke of York, Longton Road, Barleston  
ST12 9AA

#### SOUTH STAFFS

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

#### WEST MIDLANDS

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

#### SOUTH WARWICKSHIRE

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

#### WORCESTER

1st Weds, 7.30pm  
Vicky Dredge: T: 07745 299457  
E: vickydredge@yahoo.com  
FB: Triumph Sports Six Club  
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 from April to September -  
contact AO for venue  
The Astronomer, Avenue E,  
Braintree CM77 7AA from October to  
March

#### 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

#### SOUTH BUCKS

3rd Wed, 8pm  
Daniel James: T: 07818 052276  
E: varsas10@yahoo.co.uk  
The Harte & Magpies, Colehill,  
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-westkent.org  
FB: TSSCWestKent  
Last Tues, 7.30pm - The Pheasant,  
Goathurst Common, Ide Hill TN14 6BU  
Last Wed, 7.30pm - The Castle Inn,  
Main Road, Bodiam TN32 5UB

#### 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 - See our Facebook  
page and your emails for details.  
4th Weds 7.30pm - See our Facebook page  
and your emails for details

#### SOUTHERN

1st Tues, 7.30pm  
Mike Goodling: 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, Chippstead Lane,  
Mugswell CR5 3SQ

#### EAST SUSSEX

1st Wed, 8pm  
Geoffrey Scarborow: T: 07833 944847  
E: gwscarborow@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

#### 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 - George Inn,  
29 Windsor Road,  
Wraybury TW19 5DE

# AREA DIRECTORY/WHO'S WHO

## SOUTH WESTERN AREAS

**ANDOVER** - 2nd Wed, 12noon  
Guy & Suzie Singleton: T: 01672 514241  
E: guy@bondequiepe.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  
Contact AO for details

**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 Thurs, 8pm  
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
ISRAEL	Michael Kaye	m@mlk.co.uk
ITALY	Pietro Noe	pietro_noe@libero.it
JAPAN	Shinichiro Nakano	nakanoryugasaki@yahoo.co.jp
NEW ZEALAND	Grahame McIver	gimciver51@gmail.com
MALTA	John Pullicino	jpullicino58@gmail.com
SOUTH AFRICA	Karl Illenberger	karl@kre.co.za
SPAIN	Dulcie Crabbe	dulcie@tonycrabbe.com
SWEDEN	Odd Hedberg	odd@triumphclub.se
SWITZERLAND	Robin La Barre	robin.Labarre@Bluewin.ch
UNITED STATES	Ben Blaney	benblaney@gmail.com

## WHO'S WHO

### TSSC Council of Management 2024



**Chris Gunby**  
Chairman/  
Gen Sec



**Tracey Hawes**  
Financial Lead



**Paul Girling**  
Area Liaison



**Nigel Hill**  
Events & Shows



**Tom Hartley**  
Director



**Jane Rowley**  
Director

### TSSC AGM – Sunday, September 22nd 2024

Any member who has any item of business that they wish to be discussed at the AGM should send the item to: Chris Gunby, Riverside Forge, Water Lane, North Witham, Lincs, NG33 5LJ.  
Tel: 07843 435190 or email: chairman@tssc.org.uk

Please ensure that any items you wish to raise are received by the General Secretary Chris Gunby at least two weeks before the date of the AGM.

### TSSC Headquarters



**Lisa Marley**  
Membership  
info@tssc.org.uk



**Graham Moody**  
Club Shop  
clubshop@tssc.org.uk



**Trudi Prettyjohns**  
Accounts  
trudi@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.

#### Club Shop

Mail Order or Local pick-up

#### 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, 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  
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 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  
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 E: tr7-8@tssc.org.uk

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

**STAG**  
**Ben Carney**  
 28 Forshaws Lane, Burtonwood,  
 Warrington Cheshire, WA5 4ES  
 T: 07875 944541  
 E: stag@tssc.org.uk

**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

### SPECIAL



**Spartan Special - Vitesse based.** Scrapyard rescue! Vitesse engine, gearbox and running gear on galvanised chassis. Too good to scrap, but no time or space to restore. Hence low price. £100  
**John Davies (Lancaster)**  
Tel: 07780 972298

### GT6



**Mk2 GT6 1970 with overdrive.** Full mechanical overhaul including rebuilt engine and gearbox. Interior refurbished. Original steel wheels with rostyle trims and new tyres. Body sound and chassis solid.  
**Claire Gapp (Nottinghamshire)**  
Tel: 07866 939906



**GT6 Mk3 overdrive model, 1973.** Many new panels fitted before respray, too many to list. Before being put back on the road was checked out by "Willow Triumph." Lots of receipts and historic records. £11,000.  
**Kenneth Rogan (Newcastle-upon-Tyne)**  
Tel: 07770 987020



**GT6 Mk3 Restoration project.** Part restored. Comes with two engines, gearboxes, chassis many other parts. £4500  
**Gregsonworld\_8902 (DUMFRIES)**  
Tel: 07719 453375



**GT6 -1972.** Low ownership, very low miles. Very good condition, original paint. Lumenition, Kenlowe. Black leather seats. Bell stainless just fitted. Spare engine. Garaged. £12,000 ovno.  
**Derek Carr (Lancashire)**  
Tel: 07801 816166



**1972 Triumph GT6. Originally sold by Jack Brabham garage.** With a heavy heart after 20 plus yrs of ownership I've decided to sell my pride and joy. Car is not getting used and is such a shame sat in an air bubble. Rust free. Non overdrive, but have a gearbox and prop which can go with car for full asking price. Uprated 4 pot lightweight brakes. Fully adjustable Gaz suspension. Rose jointed anti roll bar. Adjustable for caster and camber. Lotus designed trunionless front uprights. Alloy front hubs. Rear CV conversion. Lowering block on rear. New interior. New chrome all round. Loads of history. Valuable reg plate. Now back on original wheels so other set with Yokohama tyres ideal for a track day. £19,000  
**Steven Leckey (Scunthorpe)**  
Tel: 07787 927548

### HERALD

**Herald 12/50.** Great paintwork, body and chassis. Sunroof. Only downside is 2nd gear synchro wear. £5500 for quick sale.  
**Barry Moore (Taunton)**  
Tel: 01984 629521



**1963 Herald 1200 lovely car.** OTR, amazing chassis, new fuel pump, car, fuel lines. CHG included. Needs trailer. Needs patch floor under fuel tank. £5000  
**Paul Hoskins (Bolton)**  
Tel: 01942 842080

**Herald 13/60 convertible project.** This car had been barn stored for 20 years when I got it. I have stripped it to a bare body shell on a rolling chassis, everything off the car is dry stored in my garage. This is now a restoration beyond my capability. External bodywork/bonnet all reasonably good but floor pans etc, the interior and many other components will need replacing. Any sensible offer considered.  
**Chris Page (Hampshire)**  
Tel: 07903 390472



**1971 13/60 Convertible.** Chassis, bodywork sections professionally restored. New brakes, pipes, clutch, oil seals, wheel bearings. Paintwork good but not show standard. House sale forces sale. £5000 ono.  
**Mr Roger Long (Dawlish)**  
Tel: 07805 574816

### SPIRIFIRE



**1969 Spitfire Mk3.** Solid car, clean underneath. Original engine, lightweight Herald all-alloy gearbox - Spitfire ratios. Wood rim Mota-Lita steering wheel. Many new parts + few spares. Needs new hood. £6500  
**David Southwood (Norfolk)**  
Tel: 07810 590198



**1970 K Reg Spitfire Mk3.** Good solid car, owned since 2017, lots of new parts. Last Insurance valuation £12,500. A1 condition, 52,000 miles. Overdrive. Hardtop available, needs refurb. £9,500  
**Mike Edwards (COLEFORD, Gloucestershire)**  
Tel: 07721 404823

**1970 Mk3 Spitfire.** Signal Red, Hard top. Mechanically v good, brake servo, refurbished carbs and head, new timing chain, new shocks, new loom. Health forces sale. Pictures available. Sensible Offers only  
**Mr George Culey (Weston-super-Mare)**  
Tel: 07920 402361

### STAG



**Stag 1971 Manual Overdrive.** Owned since 2008, original engine rebuild 2023 costing £10k with less than 700 miles. Many other new parts, receipts to prove. Please call for info. £12,000 (ONO)  
**Graham John James (Basildon)**  
Tel: 07834 734602

### TR7

**1981 Triumph TR7 coupe with 41,500 miles.** In need of some restoration. Was used as daily runner. Now no longer required. Offers.  
**Mark Hodge (Somerset)**  
Tel: 07837 637855

### VITESSE



**1962 single dial.** Rare chance, totally original even to carbs. Was OTR but laid up 10 years, engine turns, brakes and clutch require attention, will need trailer. £6500  
**David Southwood (Norfolk)**  
Tel: 07810 590198



**Vitesse Mk1 2 litre.** Mechanically very good, gearbox and overdrive overhauled plus new fitted, electronic ignition, brake servo clutch and lots more done. Bodywork and paint needs a little TLC. £8750 ono.  
**Geoffrey Scarborow (Crowborough, East Sussex)**  
Tel: 07833944847





**Triumph Vitesse Mk2 Convertible.** Late example (J Reg) in white with black detail. Black interior and hood. 4 brand new tyres and a good spare. New battery. Alternator. Refurbished clutch master and slave cylinders. Refurbished carburettors. Paintwork and hood in excellent condition. Minor alloys. Drives well. All-weather and indoor covers. Original Triumph workshop manual. An affordable and drivable classic at a realistic price. £10,500.  
**Michael Cole (Bognor Regis)**  
**Tel: 07590 672501**



**VITESSE Mk2 1969.** Sun roof. Can be used, crank slack, NS rust, otherwise good. OD, alt, servo, telescopes, halogens, solid frame. Lots of history. £4700.  
**Mark Gifford (West Herts)**  
**Tel: 07910 122863**



**Mk2 convertible Vitesse.** Overdrive, Spax, F&R Electronic Ignition, Tonneau, GPS Tracker. Well maintained, chrome wires. Dehumidifier garage. Heritage certificate. TSSC valuation £20k, asking £15,000.  
**James Quinton (Essex)**  
**Tel: 01702 204230**

## PARTS FOR SALE

**Spitfire IV/1500 Body tub.** Wings, arches, boot floor, rear valance and sill sections replaced. Needs further localised repairs. Delivery possible at a sensible cost. £650.

**Chris Hewitt (Glasgow)**  
**Tel: 07747 623213**

**Spitfire MkIV/1500 Bonnet.** Wings, outer wheel arches, headlamp support panels replaced. No filler in centre panel. Price includes delivery to Glasgow/Carlisle/Shrops areas. £475.  
**Chris Hewitt (Glasgow)**  
**Tel: 07747 623213**

**Spitfire MkIV Speedo and Rev counter.** Green bulbs intact. Bezel needs repainting,

otherwise good condition. £80.

**Nigel Ind (North Wilts)**  
**Tel: 07860 532974**

## Various MkIV/1500 New Parts.

Pedal rubbers x2, windscreen finishers x2, leaf spring pads x4, sun visor rail x2, heater knobs, x2, £20.00 the lot plus postage.

**Malcolm Buchanan (West Midlands)**  
**Tel: 07759 075569**

**Vitesse Spares.** Prop shaft - free to collect. Speedo cable complete, speedo drive pinion, Lucas sealed beam unit dip/main, 6 inlet valves, universal joint Unipart GU106. Please ring for details.  
**Malcolm Hill (Northampton)**  
**Tel: 01604 763681**

**Various Vitesse spares.** MkII 2 x Rostyle hubcaps - £10, ali tappet cover - £10, s/h rear window for saloon - £5, various chrome trims - £20, new front grille - £20 various.

**Clive Sharpe (Harwich)**  
**Tel: 07543 197710**

**For sale 6 x exhaust valves for GT6/ Vitesse part no 122257 and 6x inlet valves part no 137841 for Triumph 6 cylinder engines. £20.00 plus postage.**  
**Malcolm Buchanan (West Midlands)**  
**Tel: 07759 075569**

**Spares - all unused (New old stock).** Lucas 34526 col. light switch £45, starter solenoid (replaces Lucas 76771)

£10, pair anti-roll bar links 125481/2 £15, overdrive badge (as Vit. 2L Mk1) £20, 2 Rostyle wheel trims (as GT6 Mk2) £50, pair RADYOT Halogen spot lamps (boxed) £50.

**Malcolm Hill (Northampton)**  
**Tel: 01604 763681**

**Mike Papworth Gearboxes std and H/D -** Overdrives A - D - J to order, half shafts std and Rotoflex. Vehicle movements, project cars reqd. (Trade)  
**Mike Papworth (Coventry)**  
**Tel: 07768 775170**

## PARTS WANTED

**I'm after a useable Stromberg 150 CD carb for my Herald please.**  
**Nick Dutton (Cornwall)**  
**Tel: 07710 833631**

**Wanted: Vitesse parts, excellent or N.O.S Ro-style trims, 4.5J steel rims, rocker cover, air inlet hose bracket to radiator part number 151784, any N.O.S. parts.**  
**Mr Gary Flinn (Derby)**  
**Tel: 07825 269136**  
**Tel: 07436 930510**

## CARS WANTED

**Triumph wanted.** Herald first choice but any model considered. Must be in sound condition, fairly priced and suit elderly driver.  
**Colin Wiltshire (UK)**  
**Tel: 07528 497696**

## Triumph Spitfire MK IV

Just 700 miles since its Full nut and bolt Restoration - 1296 cc Old English white. Excellent example  
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**Tim McCall**  
**07966 295075**  
**timjmccall@gmail.com**




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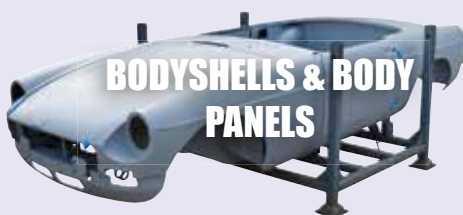
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