

THE COURIER

THE MONTHLY MAGAZINE FROM THE TRIUMPH SPORTS SIX CLUB

ISSUE 542 SEPTEMBER 2025

NATIONAL RALLY

A packed weekend of road runs, shows, tours – and chilling!



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FROM THE EDITOR

Congratulations to everybody who helped plan, organise and run the TSSC National Weekend in August. It was a stellar effort by all concerned, and I am sure you will join me in saying a very big 'Thank you' to them all. We really are lucky that some people are willing to put in so much work behind the scenes so that the rest of us can simply turn up and have a great time. Something to think about the next time the call goes out for more volunteers?

One of the most eye-opening facets of the weekend for me was the tour of TSSC HQ given by Chris Gunby. I'd seen a lot of the exhibits in the museum before and knew some of the stories behind them, but hadn't realised just how special some of the cars are. From never-registered and totally original examples to the most fastidious of restorations and from rare prototypes to the very first off the production line, each one

seemed to have something that marked it out as extra special.

I can't imagine I am alone in having under-appreciated the significance of the exhibits, so I hope to start a series soon looking at each one in turn and telling its back story. That will probably begin in the November issue, but in the meantime please do get in touch and tell me what makes your Triumph stand out. After all, just because it does not live in a museum, that doesn't mean it is not special.

Simon Goldsworthy

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THE
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CLUB

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THE GET OUT

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PHOTO OF THE MONTH



This month's photo was sent in by Richard Holmes, who says:

I purchased my Triumph Herald in 2022 from Sheffield. It was originally registered in Manchester in 1964 and remained in the same family for over 50 years before being sold to its previous owner. It now lives in the north east of England, close to Durham. I love this car because it is painted in the original and rare Cactus Green. Some of you may also recognise it as being very similar to the original

Triumph Herald that starred in the long-running TV drama, *Heartbeat*. In fact it is more than just similar – the car starred in the first five series and belonged to Dr Kate Rowan, played by Niamh Cusack. We attend the Heartbeat Vehicle Rally, which takes place in the village of 'Aidensfield' (Goathland) every year, and the car is always very popular with fans of the show. Here is a photo of my Triumph Herald with Nick Berry's Frances Barnett motorbike earlier this year.



CHAIRMAN'S COMMENT

VOLUNTEERS PUT SO MUCH INTO THE CLUB; PLEASE DO YOUR BEST TO SUPPORT THEM

As you can read in this month's News pages, we have now had our National Weekend at TSSC HQ in Lubenham, and it was a great success. As well as being a great event in its own right, CoM also used this weekend as a trial run to make sure everything will work for our 50th birthday party there in 2027.

How can our club be 48 years old already? I am sure when the original seven people formed the club on that first meeting at Newport Pagnell services in 1977, there was no way they knew what they had started! In the early days of the TSSC the whole club was run by volunteers until paid members of staff could be afforded. Now, 48 years later, our

volunteers are more important than ever so I would like to say a huge thank you to anyone and everyone who gives their time to help the TSSC in any way. It really is appreciated by the Council of Management, and I am sure by the wider membership too.

What I would like to ask all of you who are members of our great club is to please support the events and meetings that our Area Organisers and volunteers put on for you. With your input the events are a lot more enjoyable and successful. Looking forward to September we have the All Triumph Day at the Shuttleworth collection on Sunday the 7th and the return of the Mile of Triumphs

in Norfolk on the weekend of the 12-14th September, as well as the 5th Tour of Devon on Sunday the 21st. The TSSC really has something for everyone, so please get out and enjoy your club and everything it has to offer.

Chris Gunby

TSSC Chairman



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THE 2025 TSSC NATIONAL WEEKEND

Paul Girling reports from the National Weekend at TSSC HQ in Lubenham.

The campsite for the TSSC's National Weekend on 8th-10th August was the local school playing field just behind the HQ building. With around 40 units – most with Triumphs – the field suited its new purpose well. With portable toilets and showers, we were well provided for.

Being on CoM automatically gets you on the volunteer list for the weekend, and I spent Friday afternoon manning the campsite gate with Nigel H while Christina popped up to the HQ to help Tracey and others there. The HQ had been nicely set out with chairs, an

awning and plenty of booze, including three barrels of beer – we did wonder if we had over-ordered, but over the weekend the TSSC members proved equal to the task. Certainly the late delivery of the fish 'n' chips (which were very nice) meant that some of us had had a couple of pints on an empty stomach which made it easier to mingle. It all added up to a very convivial evening with a good turnout of club members.

Saturday saw a tulip route to Coventry Transport Museum. There, around 50 Triumphs parked up on Millennium Place in

front of the museum, making an impressive display and creating lots of interest from young and old alike. Having spent a few hours looking after the cars, Christina and I opted to miss out the museum, but took up an offer by Claire (a volunteer at the museum and part of the Borrow A Classic loan scheme) of a guided tour around the cathedrals, which were impressive. Those who took advantage of the special discount ticket price of just £5 came out of the museum with very favourable reviews, so we also promised ourselves another visit to Coventry at some point to have a proper look around. The day was wrapped up on Saturday evening with a BBQ at HQ.

Sunday was show day, the village green filling up with Triumphs throughout the morning until there were around 70 in the field by lunchtime. Most visitors also spent some time in the HQ, either buying



refreshments, snapping up goodies from the club shop, taking Chris Gunby's guided tour of the premises or simply nosing about in the museum. Back on the green at 3pm, the prize-giving was short and sweet – runner-up in the Show and Shine competition went to Dean and Deborah Jones with their 1960 Herald, while the winner was Jim Kenny's stunning metallic green GT6.

Our overriding impression of the weekend was one of friendliness and a shared love of the cars. It was also great to make such good use of the HQ – it is such an asset to the club and, judging by some of the surprised comments from first time visitors, has so much more than many members realise.

Well done to all those on CoM – Chris, Nigel, Tracey, Jane and Paul, along with the plus ones Di, Nigel and Christina, plus Sandra and Justine for their help. Special thanks also to Lisa and David who did a great job manning the bar, food payments and all else besides, and everybody else who helped out.

There are still a few more events to do in September – the All Triumph Day at Shuttleworth on Sunday 7th, The Norfolk area camping weekend and Mile of Triumphs on Sunday 14th and the Fifth Tour of Devon on Sunday 21st. For more details on any of these, check out the adverts in The Courier or the TSSC website under the Events tab.





LE MANS CLASSIC – IT WAS UNFORGETTABLE!

TSSC Chairman Chris Gunby reports from an electric atmosphere at this flagship event in France, with pictures courtesy of Jane Rowley.

July saw the TSSC team head off to France for another Le Mans Classic. This event gets bigger and better every year – this time there were over 180,000 people there – and it has grown to be the biggest in our calendar. As usual the TSSC took over the campsite at Tetre Rouge to provide the best possible experience for our members.

The campsite opens at 12 noon on Thursday for our members to arrive, so we

have to make sure we are good to go for their arrival, with a cold drink on tap and food available after a long drive from home. Friday is practice day, and with every sort of classic race car roaring past, the sound is awesome and the atmosphere fantastic. As it is practice for a 24 hour race, it goes on throughout the night and is even more exciting when it gets dark.

At 12 noon on Saturday, the racing starts for real. The crowds are incredible and you can smell the excitement as the flag drops and the drivers run across the track to get into their cars in the classic Le Mans start. Then it is all systems go with everyone out

for a great time. Our campsite is beyond busy – we have approximately 700 TSSC members on site and they know how to have a good time.

Racing carries on for the full 24 hours, with some people choosing to sleep but the majority watching every second. The atmosphere on Tetre Rouge is what makes the event for us, with lots of members coming back time and time again – as well as first timers who won't be last timers. If you haven't been yet, I hope this report and pictures whet your appetite; you will be made very welcome for the next time in 2026. I'll let the pictures tell the rest of the story.





LEICESTER & RUTLAND'S SUNSHINE RALLY

This event is now in its 39th year, which is a testament to the enduring popularity of these local area gatherings. It is one of our personal favourites, and Christina and I were greeted on the Friday with the usual warm welcome – tea, cake and, fittingly, sunshine. That evening we gathered in the bar for Neil's 'Name the Headlight' competition, a fun icebreaker which gave non-car buffs a chance to chat while the rest of us puzzled over the clues.

Saturday offered a tulip route drive during the day, though you could also simply enjoy a leisurely walk around Greetham and Cottesmore instead. The evening brought a superbly cooked and well-priced BBQ courtesy of Jason and

Andrew, followed by another of Neil's quizzes – this time general knowledge which had everyone scratching their heads.

Sunday's highlight was a scatter treasure hunt across four villages. Points were awarded for photographing other Triumphs on the route – it was great fun and well organised by Mike. The day wrapped up with a show and shine (where our 2500 estate won a prize, possibly a sympathy vote after its troubles as reported last issue!) and a raffle before everyone headed home, though some simply moved to a campsite near Market Harborough ready to go to the National being held at TSSC HQ in Lubenham the following weekend.

Paul Girling



EVENTS

SEPTEMBER 2025

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

7: All Triumph Day @ Shuttleworth. Last year's inaugural event was a great success. See the advert on p12 for more details on this year's incarnation.

12-14: Norfolk Camping Weekend and Mile of Triumphs. See advert on p12.

21: Fifth Tour of Devon. Please email your Name, Triumph Model, Club and Phone contact to tourofdevon@tssc-devon.org.uk. See advert on page12.

OCTOBER 2025

12: Restoration Show and Spares Market. Stoneleigh Park, Warwickshire CV8 2LH. Special guests are David and Paul Mathewson, stars of TV's *Bangers & Cash*. www.restoration-show.co.uk

NOVEMBER 2025

7-9: Classic Motor Show. NEC, Birmingham. See advert on p59.

HQ OPEN DAYS

Saturday 18th October
Sunday 7th December.

Please email events to editor@tssc.org.uk

AUCTION REPORT



WB and Sons: 1980 Dolomite SE – £4632.



Mathewsons: 1972 Stag (fitted with Rover V8) – £9500.

At WB and Sons on 19th July, the Triumph bidders seemed to have short arms and long pockets! Take lot 5, for example. This was a 1980 Triumph Dolomite 1500SE. Always a rare car, this one looked to be in fantastic shape inside and out, including a pristine engine bay. With plenty of good recent service history and riding on quality Toyo tyres, the guide price of £500-£6000 looked eminently reasonable, but to our eyes the all-in sale price of £4632 was an absolute steal.

Sticking with the saloon theme and similarly gorgeous was Lot 66, the 1973 2000 saloon automatic. This was described as 'a spectacular example' and we would not disagree. Looking bright and jaunty in fresh Primrose paint as part of an extensive restoration carried out since 2017, once again the £5000-£7000 estimate looked more than reasonable to us, yet it only crept up to a premium-inclusive £5178. Another bargain?

A week later at Mathewsons, Lot 115 was an eye-catching yellow 1973 Stag with the popular manual/overdrive gearbox. As well as being a super model in fine condition, perhaps the biggest selling point for this was the Triumph 3-litre V8 engine having been reconditioned in 2007 and fitted with two new Millennium Edition heads. That helped push it to £13,900 inclusive, at the very top of its £9500-£13,000 estimate.

This contrasted with Lot 128, another MOD Stag but this time a 1972 model in pretty French Blue. The extensive list of work carried



Manor Park: 1976 TR7 – £3048.

out on this was eye-watering, and the £10,000-£12,000 estimate would have represented only a small fraction of the restoration costs. The elephant in the room was that it had been fitted with a Rover V8 and LT77 gearbox after the original Triumph engine had been lost by a specialist. That may or may not bother the new owner, although the seller had been busily collecting the parts to convert it back to Triumph power and included these in the sale. Personally, at a bargain £9500, we would have tried it out as is before making that decision.

One that smashed its pre-sale estimate was Lot 516, the 1971 GT6. Said to have been bought in 2022 after around 19 years in storage and lightly restored since, it looked in decent shape and fair game at the £6500-£7500 estimate, but it must have had something extra when seen in the metal as it romped to an all-in sale price of £9200.

Up in Cheshire, Manor Park held their sale on 19th July. Lot 216 was hard to value, being a 1976 TR7 Coupe. No problem there, but it was a LHD US-spec car that had been sold new in Oregon and reimported into the UK in 1995. Still in full Federal trim, despite not having the benefit of a dry climate home it looked original and unrestored, though slightly dented and covered in microblisters. There was no reserve, and in the end the market valued it at £3048 inclusive.

Lot 263 was a very attractive looking 1964 TR4, an original UK-market car on wire wheels



Manor Park: 1964 TR4 – £8912.

in sales red. It came with £13,000 worth of invoices spent since 2018, but of course you rarely get back what you spend on a classic, which is why it is best viewed as a fun hobby rather than an investment. With a Surrey top and heated rear screen, this one looked particularly good value at £8912 for an enthusiast who wants to drive their Triumph rather than squirrel it away.

Another car that was difficult to value was Lot 43 at H&H's sale on 30th July. A 1972 Stag, the problem here was that it really deserved to push the boundaries for the model. With just 46,000 miles recorded and one family ownership until 2005, it looked fabulous in unusual Claret with a tan interior. Fastidiously maintained, it had been treated to a Clive Tate four-speed automatic gearbox conversion in 2021. Modifications are not to all tastes, but this is one that is truly worthwhile. Still, the estimate of £18,000-£22,000 was strong and it failed to sell.

Iconics had an online auction ending on 31st July. Lot 10007 was a 1980 Dolomite Sprint. Described by the vendor as '...the paintwork is a little tired and may benefit from some attention to make it immaculate, but the car is totally usable as-is. If you're seeking a great entry-level classic and don't mind a few blemishes, this could be the ideal candidate.' Estimated at £8000-£10,000, it looked smart enough, but failed to sell and was still available at the time of writing.



Iconics: 1980 Dolomite Sprint – no sale.



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be in attendance**

Mile of Triumphs!

Can we get a Mile of Triumphs? Come and join us at Holkham Hall in Norfolk on Sunday 14th September when we attempt to "do the mile".

Entrance via South Drive, Holkham Hall (NR23 1RU) between 11.45am and 1.15pm for a two mile drive in the private grounds of the Hall where we will attempt the mile at 2pm.

Cost is £10 per car and includes entrance to the park, plus optional run to the hall from Forest Park Campsite nr Cromer. ALL proceeds from the event will go to EACH (East Anglia's Children's Hospices). Pre-booking preferred (email tsscnorfolkweekend@gmail.com for details) - cash only on the day.

Organised by TSSC Norfolk as part of their camping weekend for more information and booking form see www.tssc.org.uk under the Events tab.



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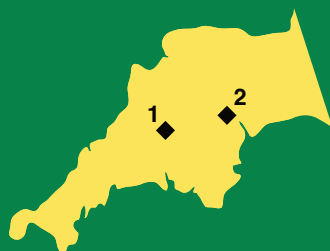


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To register please email

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Sept	Sunday 7th	All Triumph Day @Shuttleworth
Oct	Saturday 18th	TSSC HQ Open Day
Nov	7th-9th	Classic Motor Show, NEC
Dec	Sunday 7th	TSSC HQ Christmas Open Day



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MY TR2'S BEEN A TRIAL!

Where to start? Probably around 1979 when I bought my TR2 in a poor state of repair. In fact, the garage it was in collapsed as I pulled the car out. My intention was to restore it to the condition in which it had left the factory but, with family commitments, the project was put to one side.

Along came 2007, by which time I was trialling a Peugeot 205 with some success, but the desire to trial something more classic was strong. Having the TR2 in my ownership, it was a case of might this work? Might that do? After all, there was a side screen TR3A already out there competing. The only thing to do was give it a try.

The decision to build it for trials was therefore taken. By now the car had suffered from the elements somewhat, so I stripped it down completely to begin repairing the chassis. Once I'd done that, I built the car up from there. Sixteen years rolled by, but at last the car was nearly complete. I don't think it will ever be really finished, though.

January 2025 was the first outing for the car in the shape of the Exeter Trial with my trusty co-pilot Darren Wilton. By then the car had only done two miles, so with a misbehaving engine, freezing conditions and weariness from lack of rest to get the car there, just making the start was an achievement in itself. However, after four sections the engine threw all its water out. We were near Exmouth on a hill called Waterloo (it must have heard about the water quality problems up there!) After nicking water from our fellow competitors' drinking water bottles, we re-filled the engine and subsequently found the fan fuse had blown. With the delay and cold conditions, we retired to nurse the car home.

A few days after the event, a rolling road session allowed a re-set of the fuelling, achieving a much better behaved engine.

The next trial was a local Launceston and North Cornwall Motor Club event in Lew Woods, which gave me the chance to get to



know the car better. By now, I had changed the final drive and fitted a heater.

After that, it was time for the Land's End. Late on Easter Friday, we set off to make our way to Bridgwater and the starting venue at the rugby club in plenty of time. On this one it was dark and raining hard and we were one of the first cars to hit the sections. The first section was Felons Oak with a restart, which I had failed once before in my TR7, but this time we had no problems.

After a thirty-minute break at Barbrook control, we arrived at Beggar's Roost at about 2 o'clock in the morning. We had another restart but, despite this hill's reputation, it posed us no problem.

Yollocombe was a special timed test where we were supposed to go when the lights changed. A red light came on and I waited for it go green – but that was actually my cue to go! Consequently, our time was longer

than it should have been, but still within the maximum time allowed, which would otherwise have been a failure.

Sutcombe featured another restart, but I had marshalled on this hill a couple of years previously. It wasn't too difficult and I enjoyed a happy reunion with the tea ladies, a cuppa and cake at the top of the hill.

We had a steady drive through Darracott and after a route check at Widemouth where we admired the sunrise, we made it to Crackington. We made good progress here until we found a very large lump of clay. We don't know how this unexpected deposit got there, but it almost stopped us. However, with nothing to lose I gave it some revs and the car struggled through slowly, smoothing down the clay with its bashplate for the next competitors.

Wilsey Down was the next time control, followed by Ruses Mill special test which was the second and final timed section.

Warleggan is a local section to me and I didn't expect it to be difficult as we didn't have a restart, but this year there were lots of loose stones, even though we were such an early runner.

The next hill, was Eddy's Branch Line, but that had been scrubbed and we were told to make our way to the holding control at Perranporth.

Blue Hills 1 was the penultimate hill on this year's trial, but it was to be our first failure of the day. I hadn't been there for at least ten years and didn't line the car up in the right place for the re-start.

Blue Hills 2 had changed quite a bit too, but we made it to the restart box quite easily. By now I had discovered that the car was riding the bumps very well and grip was not a problem. However, we bottomed out on the restart box which featured very deep ruts on the approach. I couldn't get away and eventually had to be pulled out down the hill to take what I call the 'wimp's exit' for failures.

Having in our minds achieved a bronze award with two failures, we signed off at the finish but subsequently heard that no-one else in our class had managed to clear the hill. In that case, our failure to get away from the restart did not count and, after several updates to the results, we were delighted to be awarded a silver for the first long distance trial we'd completed.

Overall, I am very pleased with the car's performance and look forward to the next event.

Adrian Booth

THANKS FOR COVENTRY

I'm not often able to attend TSSC events, so I am writing to express my thanks to the committee and marshals for organising the outing to the Transport Museum in Coventry. It was a privilege to park up with other Triumphs on the esplanade, and to have discounted entry to an extremely interesting and well laid-out museum.

Bill Reed



PETE LEWIS – HERTS AND BEDS

As I am sure you know, Pete Lewis, Area Organiser for Herts/Beds, is stepping down in November after more than 20 years at the helm. I joined the club 13 years ago after purchasing my Stag and Pete became a personal friend. Although I now live in Lincolnshire, I am still in regular contact with him. I know he has always been very active on the forum and has been a great help to

many members, not just in Herts/Beds area.

I am sure he will be very much missed in the club, but at nearly 80 years of age I can understand why he wishes to take a back seat. Pete has a very interesting background, not least in being instrumental in keeping the Ecurie Ecosse transporter on the road. He will be a hard act to follow.

Mrs Jo Ewer

CLASSIC WEEKEND AT LE MANS



I just wanted to say many thanks to Chris and the TSSC team for the Le Mans weekend – great facilities, and all delivered in a safe and secure area close to the track.

I went with my son Ben and 19 year old grandson Matthew. It is Matthew in this photo which was taken late on Sunday evening. He divided his driving time between Ben's black Stag and my TR6.

Martin Ward

A GOOD SAMARITAN

In my Vitesse this evening on my way home from my local golf club, I ran out of petrol. For some time I have been struggling to make my Vitesse run well. It struggled for its usual impressive smoothness and power, and fuel consumption was down from 28mpg to 17mpg!

No sooner had I ground to a halt than the van following pulled up behind, hazard lights flashing. A young man, Tom, offered about three pints of fuel but refused any payment. After pumping through the new fuel, not only did the car burst into life but it

ran far more smoothly and efficiently. Tom followed close behind until I turned onto my street. Thank you Tom, you are a life saver!

Neil Sjöberg

I wonder how old the fuel was in the tank? Modern fuel only lasts up to six months before losing much of its volatility, and the ethanol absorbs water from the atmosphere. Or maybe there was a build-up of rust and muck in the fuel tank which was blocking the pick-up pipe, but the action of pouring in fresh fuel moved it out of the way? – Ed

GAYDON TRIUMPH NATIONAL WEEKEND

July saw the Gaydon National Triumph Weekend, hosted by Club Triumph and also held in conjunction with the massive BL/BMC Day at Gaydon on the Sunday. I went along in my GT6 for the whole weekend, fuelled by the cheap beer and food on sale through the club-run bar and kitchen.

On Friday night the entertainment was a pretty motoring-based quiz and our team came 2nd. During the day on Saturday there was a navigation rally taster run out. I'd never taken part in a navigation rally before and it was great fun. As I was on my own in the car and you needed a driver



All camped up with my GT6 ready to enjoy the weekend.



Mark performing a solo acoustic set.



Mark fronting up the Loving the Alien band.



The Triumph National Weekend combined with the BL/BMC Day. This picture shows just a small proportion of the cars at the event.

Five GT6s parked up together at the show – my Mk3, James Baldry's Red Mk1, Alan Lacey's White Mk2, Neil Gunnel's Red Mk2 and Roy Lacey's White Mk1.





Another GT6 at the show was Ian Inglis's recently restored Blue Mk1.



The white Mk2 which is an exhibit in the British Motor Museum's Collections building.

and navigator rather than going solo, I paired up with Mike Papworth in his Stag which was great as it was hot sunshine and the roof was down. Even better, we were one of only two teams to finish with no faults and came second as we (well actually me, so my fault) took longer to plan the navigation before the start than the winning team. To be honest I didn't even realise that the time to plan was part of the scoring, but it was not bad for a first attempt and very enjoyable.

On the Saturday evening there was live music, with the owner of two GT6s and local TSSC South Warwickshire AO Mark Smith performing both in a solo acoustic set and also as the lead singer of the main act, the fabulous David Bowie covers band Loving the Alien.

On Sunday was the main show which was combined with the extremely large BL/BMC Day. I counted six GT6s at the show. In addition, there was of course the GT6 Mk2 housed in the museum's Collection building upstairs above the Jaguar collection.



FROM THE ARCHIVES

A previous Triumph National meet held at the Beaulieu motor museum in 2010. I can see three GT6s in this photo.

Andy

A FEW LITTLE NIGGLES WITH MY TR4A

While on a club run to the Border Counties Show, I found that the glove compartment on my TR4A would not open. I also noticed a very slight lateral movement in the steering column. 'Jobs for tomorrow,' I thought. (If it had only been the glovebox issue it would probably have taken me two years to action a repair, but as it was also the steering column and thus a safety issue, as always I looked to fix it at the earliest possible opportunity.)

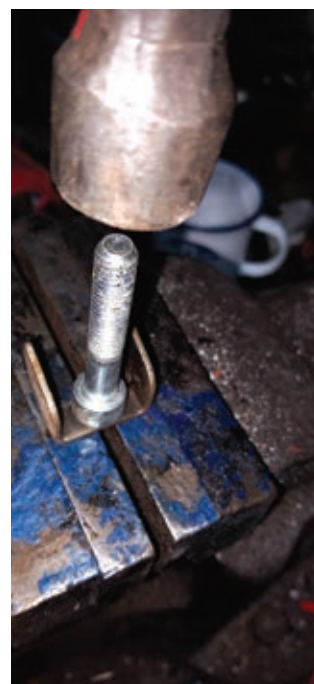
To open the glove compartment, I had to remove the bracket underneath the glovebox which allowed the glovebox to drop, giving me just enough access to the rear of the lock/latch and with a bit of a 'fiddle' I had the glovebox front open. I found a few faults. One was that the latch retaining bracket had buckled slightly, and after this had been 'persuaded' back to its original shape, I found that one of the hinges had also distorted. With the hinge removed, that was also returned to its original state with the assistance of my bench vice.

With everything well lubricated, the hinge was refitted and the glovebox door operated perfectly. With the bonnet open, I pushed and pulled on the steering wheel to find that the movement was between the one knuckle and the steering column shaft, easily remedied with a 1/8th turn of the pinch bolt.

MY TR IS FIXED, WITH A COUPLE OF TRICKS!



The glovebox support bracket.



Straightening the bracket.

The latch components.



All back together.



Simple fix cures the slack.



FOR THOSE INTENDING TO PURCHASE A TR3

I have often been asked what I look for when buying a TR and past Courier articles have featured my advice, but recently a club member asked me specifically about a TR3. I sent them copies of my past published features which cover TR2-TR6 models, but they wanted some more specific information about the TR3. The following is my attempt to pick out of my brain a few of the points relating to this model.

BODYWORK

When examining the bodywork, check out the following:

- There are drainage holes in the scuttle on the early TRs. These can get blocked and water can get into the sills and A-posts, causing them to rot from the inside.
- Floorpans, boot floor and inner wings can also be affected by corrosion due to blocked drainage holes.
- The chassis is very strong, but check for accident damage or corrosion at all the body mounting points.
- There are a lot of TR3s that were sold in the USA, and if they have been imported back to GB don't take it for granted that they have come from dry states – there are parts of the USA that are as wet as Europe! Check that there are documents which show that the car has spent its life in a dry state.

ENGINE

All the TR four-cylinder wet-liner engines are very strong, having their roots in the

Standard Vanguard (and very loosely in the Little Grey Fergy tractor). The 2.2-litre engine was optional from 1959, but standard in the TR3B. The 2.2-litre engine is generally regarded as the better option because of the extra torque. Engine oil pressure should be about 50psi at 3000rpm, but there is an adjustable oil pressure valve on the oil filter housing and sometimes a slight adjustment can improve oil pressure. As with all the four-cylinder wet-liner engines, check for oil/water contamination as this will very likely be caused by figure-of-8 gasket failure at the base of the wet liners.

GEARBOX

All TR3 gearboxes were four-speed manual and mostly with synchromesh on second, third and fourth gears. They are prone to whine a bit, especially in the lower gears, but if you lose synchromesh, the gearbox rumbles or jumps out of gear, a replacement gearbox or rebuild will be required. TR3Bs have an all-synchromesh gearbox. An overdrive gearbox is very desirable, and an

'O' in the chassis number denotes that the car had one fitted when it left the factory. Some cars will have had them fitted since.

STEERING, BRAKES AND SUSPENSION

Ask the seller if the trunnions have been lubricated regularly as it's not always easy to feel play in them if worn. If in any doubt, I would recommend you strip them down and give them a good maintenance before using the car. There are lever arm dampers and leaf springs at the rear which are more than adequate, but some people prefer to convert their cars to telescopic gas shock absorbers so that they can 'adjust the ride.'

The TR3 has a worm and peg steering box which, when in good condition, is again adequate, but there are steering rack conversion kits available if you want a more positive feel. Check the spokes if the car has wire wheels by 'ringing' them with a small spanner or something similar – any spokes that sound dull or rattle require tightening or replacing.

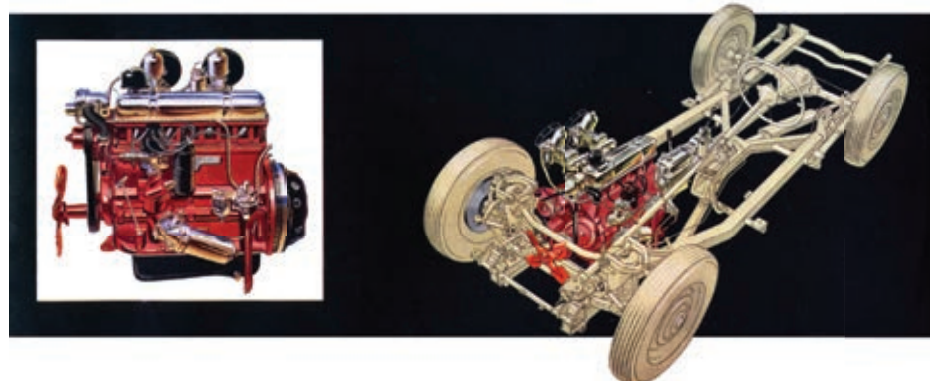
The early cars had drum brakes fitted all around, but from late 1956 the TR3 was one of the first production cars to have front disc brakes fitted as standard. Many of the earlier cars have by now been converted to front discs.

TRIM AND INTERIOR

Check that the soft top and frame operate smoothly and stow away nicely. Most items of trim including side screens are available. The original trim was very hard wearing, but is very likely to have been replaced at some time. There are plenty of kits available for a TR3 owner to fit themselves, or to have an upholsterer do the job if needed.

The TR3 continued to sell alongside the TR4 as some needed convincing that the TR4 was an improvement, and probably the best TR3s were the TR3Bs as they were effectively a TR4 under the older shell, incorporating some refinements over the earlier cars without losing any character.

Bernard



A VERY PERIOD ENGINE CONVERSION

I mentioned last month having to do some welding to my mother's 1991 Honda Civic which has been gifted to my son. Well I'm pleased to report that this passed its MoT, but there is more work scheduled to keep it at a good standard. There is also much still to do on the Bond bodysell that I am doing for someone else. The latter includes some hidden improvements that I have proposed based on my years of assisting my father with water ingress in his Bond, especially in the boot, and also to improve the strength and reduce vibration of the metal reinforcement of the rear tonneau behind the rear seat. All this means that my Heralds are still in storage awaiting the opportunity to do some reassembly work!

I stated last month that I would probably continue with tuning options this time. As I managed to spend about an hour last weekend overlooking and compiling a task

list for my Brabham Herald, I thought I would pull out one of the period write-ups of Jack Brabham's original conversion of a Herald Coupé. Whilst planning my own change to a Climax engine I was devoid of an actual car with a conversion to study in detail, so was surprised by the emergence in the May 1996 edition of *Classic Cars* of an original Brabham-converted Saloon. Although that car (188 XPF) was then sold to a collector in the USA, Vernon Brannon, he assisted me with the provision of some photographs.

However, subsequently over the past 30 years I have sought out any period magazines covering the conversion. I now have seven period magazines covering Climax Heralds from 1960 to 1968. One of these, *Motor Racing* from January 1962, included details of a similar conversion to an MG Midget, so I sought out a separate write-up covering that car too. Several of

these cars were worked on by my friend Richard Miles when he was working for Sir Jack; however, even with that corporate knowledge, no-one seems to remember exactly how many were converted. The best estimate was between 8 and 12; from my archive I can prove that there were definitely eight, including an Estate! That one was covered in *Autocar's* edition of 24th January 1964; the car was registered 3481 WD (would have been ideal for our very own Bill Davies) and was used by representatives from *Autocar* to travel to a court case in Turin covering a rally crash. From all the magazine articles that I have, one of my favourite write-ups is the following from *Sporting Motorist* of November 1960. As an aside, Richard Miles tells me that the inimitable Sir Jack Brabham would never respond when called 'Mr Brabham' by his staff; he only responded to plain 'Jack.'

HERALD CLIMACTERIC

David Phipps drives the Brabham Triumph Herald conversion.

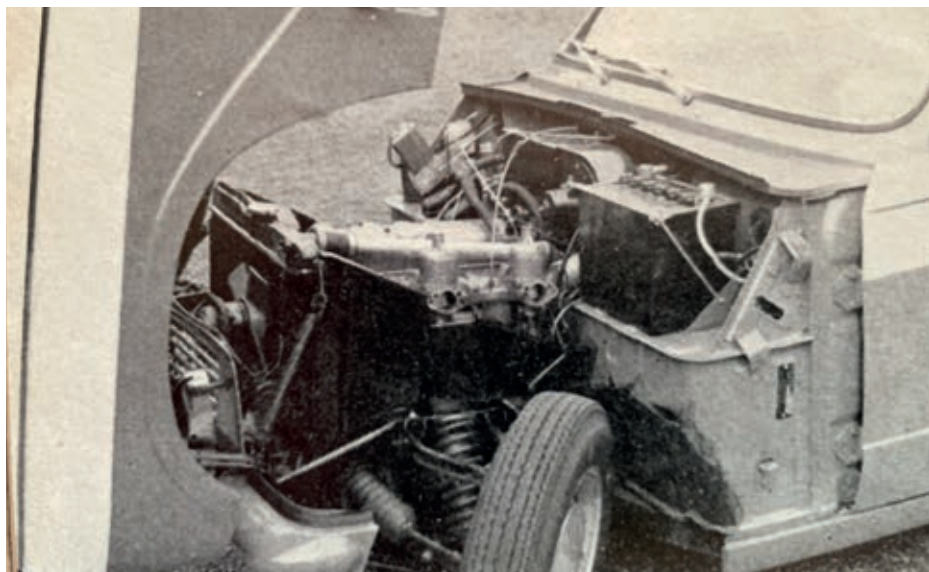
After twice winning the world championship in Coopers fitted with Coventry Climax engines, it is hardly surprising that Jack Brabham has a great respect for power units bearing the Godiva emblem on their cam covers. Away from the circuits Jack is a Standard Triumph dealer at his garage in Hook Road, Chessington, Surrey, and soon after the announcement of the Triumph Herald he hit on the idea of fitting a 1216cc Climax engine in a Herald Coupé for his own use. The results were so successful that he has now decided to put his conversion on the market.

In conjunction with a conversion of this type it might seem logical to fit disc brakes, special suspension and close ratio gears, and finish up with a very desirable but extremely expensive motor car. Jack Brabham can supply all these items, but the car provided for test had the basic conversion – twin carburettor Climax FWE engine, special clutch, hard brake linings and oversize 5.60

x 13 tyres. Outwardly it looked completely standard, a fact which was to worry quite a number of performance car owners during

the course of our test.

From the simple fact that the Brabham Herald has 85% more power available than



Fine engine accessibility remains with the Climax power unit.



Godiva in disguise: outwardly the Herald Coupé has no indication that the Climax power-house lurks beneath the bonnet. Only two black streaks on the road when the lights turn green will betray the coy presence.

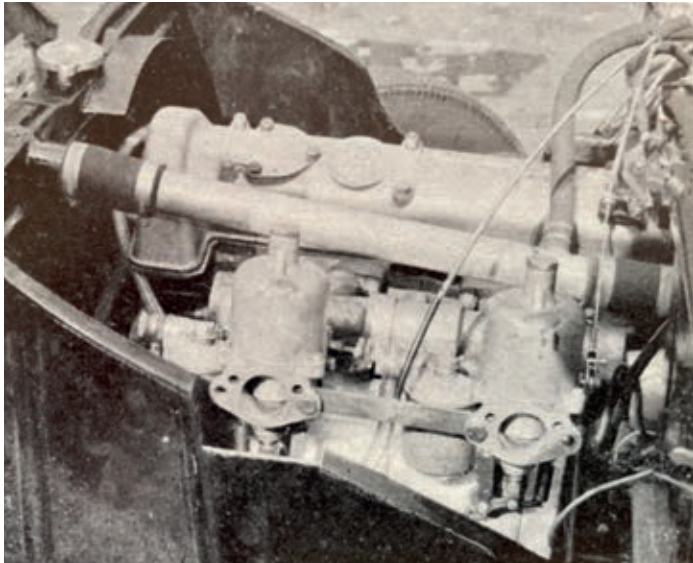
the production Coupé, it can be deduced that its performance will be in an entirely different class. What is more surprising is that the Climax engine is smoother, quieter, much more flexible and uses very little more fuel than the 948cc Triumph unit.

In terms of straight line performance the Herald-Climax is 85% quicker than the standard Coupé from a standstill to 50mph, 140% quicker to 70mph and over 20mph faster all out. Use of the standard wide ratio gears gives very rapid initial acceleration, but as the maximum speeds in the lower gears are 24 and 42mph respectively, these ratios are rarely used once the car is under way. The big gap between second and third also militates against really quick upward changes across the gate. Wheel spin is easily provoked from a standing start, the inside edges of the rear tyres leaving two very narrow black lines as the swing axle rear suspension bows under hard acceleration. The outside edges of the outside tyres leave similar marks when cornered absolutely on the limit, but only at these extremes does the car give any indication of being unable to absorb the extra power. Driven more normally it handles very much like a

good sports car, its oversized tyres providing a good grip on both wet and dry surfaces.

A 4psi differential between front and rear tyre pressure seems to provide the most satisfactory handling characteristics on this car. On by-roads it covers the ground deceptively quickly, taking all the sharpest bends in top gear, leaning very little and riding smoothly on surfaces of all types. It climbs on almost all main road hills in top gear and cruises at over 90mph on motor roads without any variation of oil pressure or water temperature. Whatever the conditions, in fact, the engine gives the impression that it is just loafing along, with always a little more power available whenever the need arises. And experience with the Climax FWE engine suggest that there is little danger of it wearing out any faster than – or even as quickly as – the production Triumph unit.

The first few miles in Jack Brabham's car recalled the many good points of the basic Herald. The driving seat, with its wide range of adjustments, can be set to put even the most awkwardly shaped in an ideal position



The neatness of the Climax installation can be seen in this view. Weight distribution is not affected by the engine change.

This must also be the easiest normal car in the world to park with its incredible 25 foot turning circle and good all round visibility. The short central gear lever is just a little sloppy laterally, but is otherwise adequately sporting with the exception that it is sometimes difficult to engage first gear from rest; no matter – second will do just as well with the Climax engine.

The pedals of the Triumph Herald are well spaced, and a treadle accelerator facilitates heel and toe downshifts. The cable operated throttle linkage works smoothly and pleasantly, but the cable pulled out of its terminal during performance testing. The brakes, with their Mintex M20 linings, provide adequate retardation with moderate pedal pressures and showed no tendency to fade after repeated use. A special 8 inch clutch ensures that snap gear changes can be made without slip, but clutch action is so gentle that even ladies weaned on automatic transmission could drive the Herald-Climax without qualms. [Here, Mr Cholmondley-Warner, I have to apologise for the idiom of the time – Adam]

The only departure from standard instrumentation on Jack Brabham's Herald is the fitting of a combined oil pressure/water temperature gauge. A Speedwell electronic tachometer is used for test purposes and is to be recommended to prospective owners, for even when it is turning over at speeds in excess of the manufacturer's recommended limit, the Climax engine gives no indication of distress. The chief limitation to the performance of the Herald Climax is the Herald body shape which begins to have a major influence at speeds in excess of

PERFORMANCE DETAILS :		
Acceleration through gears:		
m.p.h.	secs.	
0-30	3.4	
0-40	5.4	
0-50	7.8	
0-60	10.8	
0-70	15.2	
0-80	23.4	
Standing start ¼ mile 18.2 secs.		
Maximum speed: 101 m.p.h.		
Fuel consumption: 28 m.p.g.		

Performance details.



Handling characteristics are little different to the normal Herald, although the larger tyres provide rather better adhesion. Under tight cornering, oversteer quickly follows the understeer depicted here.

70mph. An interesting comparison can be made with a Lotus Elite which, fitted with a similar twin carburettor Climax engine, is very little quicker than the Brabham Herald from rest to 70mph or over a standing start quarter mile, but has a maximum speed over 20mph higher. The difference in aerodynamic efficiency is also shown in fuel consumption figures, the Elite having an overall advantage of about five mpg. To offset this, the Lotus is considerably more expensive.

The Herald Coupé is to all intents and purposes a two seater with space for a vast amount of luggage or two small children, the shape of the rear window scarcely leaving headroom for adults in the rear seats. It would, however, be perfectly practical to fit a Climax engine in the convertible or saloon versions of the Herald, although in the latter case it would be necessary to fit the 4.55:1 Coupé final drive ratio. Both cars can be expected to have much the same

performance as the Coupe and very similar handling.

The chief disadvantage of conventional engine conversions is that they are liable to overstress vital components, and thus lead to unreliability and decreased engine life. It is not possible to tune the 948cc OHV Triumph engine to provide performance comparable with that of the 1216cc OHC Climax, and even if it were the conversion would probably be more expensive than that on the test car – as witness the current price of good Formula Junior engines. The Brabham Herald has all the advantages of a souped-up car with none of the snags. Combining the feel of a big American engine with the size, handling and parkability of a small sports car, it must be an extremely attractive proposition for thousands of frustrated sporting motorists. The price of all this is £395, in addition to the price of the Herald, but on new cars an allowance is made for the Triumph engine. Make no mistake, this is not just

a conversion; it is what the French call a transformation.

COMMENT

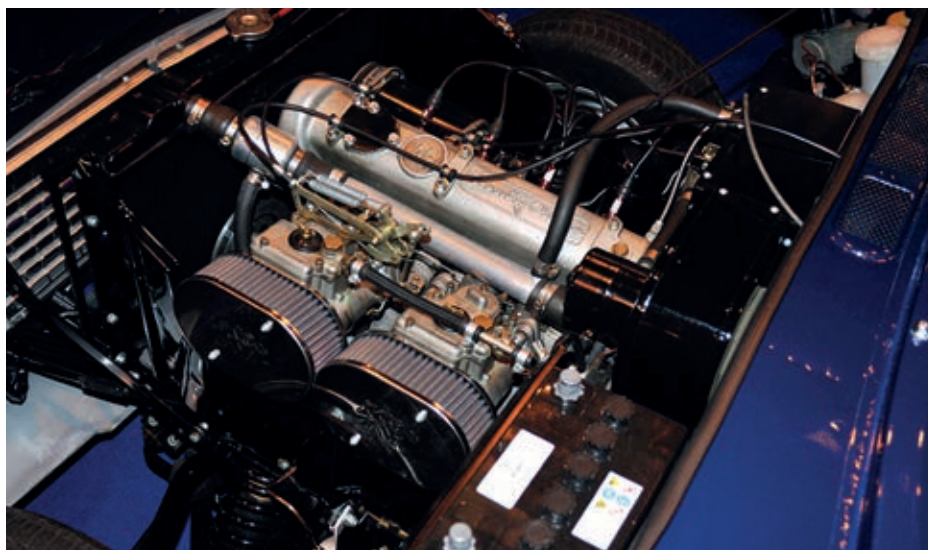
A transformation indeed, and I can fully affirm the nature of this conversion. True, I actually went a lot further and built a Stage 2 FWB (1463cc originally, 1471cc in my set up) with about 125bhp; however, when I got the car on the road I was already very used to driving my Honda CRX VTEC (NB there could have been a Triumph Acclaim with that set up!) with 160bhp and the same suspension set-up as a Honda Integra R (for many years described as the best handling FWD car); however, a Climax engine in a Herald is a revelation. I will cover it more when I get mine back on the road, once I have improved the gearbox and detuned the engine to Stage 1, but against what the period article states, a key advantage is that the engine is somewhat lighter than a Herald engine, so you get an even better front to rear weight distribution, circa 51% front 49% rear, so the handling is better on the standard suspension.

CONCLUSION

Having chased the concept of obtaining a Brabham Herald since I first heard about Jack Brabham's work, and actually understood it, to be precise in 1970 aged 7, I am very biased. For me it is the ultimate Herald. There are a few things in the article that need some explanation. In the 1960s there were a variety of Formula Junior engines, including ones from modified Triumph 948cc engines. One particular version was prepared by Cyril Kieft. Yet, despite conducting a deep search, I cannot find what preparation they made, nor the power, nor the cost at the time! In 1960 the cost of a Triumph Herald was circa £700, so with the conversion, less something for the engine, it would have been about £1000 for a Climax-Herald; however, compare that with a Lotus Elite for £1750, or around £2100 for an E type Jaguar when they came out! Yet it is probably the price that put people off, and thus led to there being so few around, but it definitely makes for a very nice car.

That is it for this month. Next month I will consider shifting to aspects of the interior of early Heralds, but in due course hope to cover how I am progressing with my 948cc engine modifications; perhaps then I can carry out the comparison mooted in David Phipps' write up above!

Adam



My FWB installation in 53 RPE.

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Vitesse HT lead set	£18.00
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Herald oil filter GFE 119/150	£6.00
Spark plugs 1200/12.50 (set of 4)	£12.00
Vitesse 2 Litre clutch kit.	£96.00
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Boot catch 611225	£24.50

TR7

Early type bonnet (single bulge) WKC170	£150.00
Doors FHC WKC5286 LH	£420.00
Door skins YKC74 LH	£150.00
LH rear wing Coupe, original	£420.00
Late type boot lid XKC3854	£180.00
Rear deck assembly convertible WKC4255	£120.00
Window regulators XKC325 L/H only	£42.00
Door/glass outer weather strip R/H YKC101	£6.00
Radiator grille R/H convertible WKC3674	£60.00
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Petrol tank	£420.00
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Recon TR7 (exchange) distributor	£150.00
TR7 distributor cap	£12.00
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Steering wheel (early) RKC509	£30.00
Brake pads GBP233	£18.00 set
TR7 brake master cylinder recon (exchange) . .	£85.00
Recon exchange brake caliper	£60.00
Brake shoes 4 speed GSP794 OE Unipart . .	£17.50 set
Brake shoes 5 speed GBS813	£18.00 set
Wheel cylinders 4-5 speed	£15.00
4 speed differential TKC2619 (exchange)	£420.00
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Track rod end GSJ157	£12.00
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Recon exchange J Type overdrive	£600.00
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Service exchange drive shaft 311914	£360.00
Recon rear hub assy (exchange)	£240.00
Recon Brake Calipers (exchange)	£72.00
Caliper seal kit inc pistons	£36.00
Set brake pads	£15.00 set
Recon brake master-cylinder (exchange)	£120.00
Recon Servo (exchange)	£180.00
Rear wheel cylinder GWC1211	£15.50
Viscous fan coupling TKC101	£90.00
Stag Mk II Rostyle wheel trim	£120.00 set

TR6

Recon steering rack (exchange)	£96.00
Front trunnion 142377/8	£60.00
Top ball joint GSJ131	£12.00
New Brake servo	£108.00
Brake disc 209327	£18.50
Recon (exchange) caliper type 16P/16PB	£72.00
Brake pads early/late type	£15.00
Gearbox (exchange)	£600.00
Recon drive shaft assy (exchange)	£360.00
Recon rear hub assy (exchange)	£240.00
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Front inner wheel arch 706548/9	£96.00
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Hinge tube pivot bracket	£18.00
Side light mounting panel 907157/8	£96.00
Door skins	£96.00
Battery box 806707	£36.00
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Recon exchange brake caliper type 12	£60.00
Recon exchange brake caliper type 14	£48.00
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Front wheel arch inner 909797/8	£90.00
Headlamp support panel assembly 818871/2	£96.00
Front quarter valance 815391/2	£144.00
Door skins	£96.00
Sills non original. 903097/8	£84.00
Sill reinforcement panel 806634/5	£12.00
Inner sill 806638/9	£36.00
Front sill end plate 706422/3	£12.00
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'A' post lower filler panel 706288/9	£30.00
Bonnet hinge pivot box RKC362/3	£96.00
Chassis front gusset 218526/7	£30.00
Bonnet hinge tube L/H-R/H 911107/8	£96.00
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Recon exchange brake caliper type 14	£48.00
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Caliper repair kit inc pistons type 14	£30.00
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Clutch kit	£96.00
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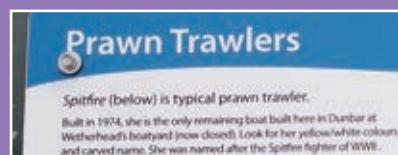
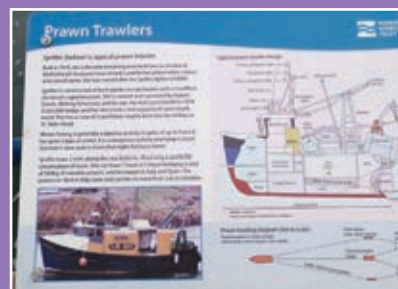
SPITFIRES IN THE AIR AND ON THE GROUND

A short piece this month as I'm slap bang in the middle of my annual stock check – counting over 50,000 plates, stickers and transfers takes some time and I end up having dreams about it, or rather, nightmares. Also short because I don't have much Triumph Spitfire-related stuff for these pages again this month! However, I can start with a very apt photo which covers both levels – Triumph Spitfire and other Spitfires! Dave Brockless sent in this photo, taken on a lovely bright day. Dave wrote: 'I thought you might be interested in this picture I took yesterday where a Spitfire, flying from the Wings and Wheels display at RAF Wallop, can be seen flying over my Spitfire Mk2. Admittedly you have to look close, but it is there.'

Well done Dave for getting both in view.



Keith Lister has also found another non-Triumph for me. He wrote: 'Unfortunately my Spitfire has given me a few problems, but it will hopefully be sorted when I get home. We are presently in Dunbar, Scotland camping for a week and spotted this information board in the harbour. Last night I spotted the life ring from the Spitfire trawler hanging on a wall in Dunbar and thought it would go well with the info board.' Thanks Keith. I hope you managed to deal with your Spitfire's woes when you got home.



And to finish, some more of Ralf's models of sporting Spitfires depicting cars which ran in 1964 in the Tour de France, the Coupe des Alpes and the Rally Geneve.



STOP PRESS

Just as I was finishing here, Guy spotted an update on the Shropshire Spitfire, sporting a brand new coat of gleaming Signal Red paint. Well done to the Shropshire Area on getting to this momentous milestone.

Suzie



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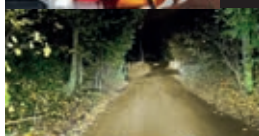
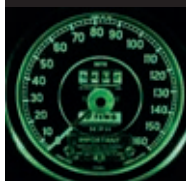


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DIMINISHING RETURNS

Where have all the 13/60s gone? Not having had a working 13/60 for around five years now, it's my Spitfire Mk4 that has been doing the car show duties for me. In that time it seems something has happened that has passed me by – the number of 13/60s at shows is getting less and less, but I've only really noticed this year. I know a couple of the Reg Secs have looked at the How Many Left website in recent months, but my stats will be coming from an 'In the Field' type research.

I've been to a few shows so far in 2025 and the best I've seen is a solitary 13/60 at any one event. So with one of the flagship shows in the South West to attend, the Historic Vehicle Gathering at Powderham, I was on a mission to track down as many as I could. Powderham is always a good event, and with over 1500 vehicles on display over two days, surely I would find a good selection?

Being on the TSSC Devon stand, naturally this was where I started on day one. We can always rely on Devon AO Sue Franklin

to wave the 13/60 flag, having her 1969 convertible on show, a one family from new car known as Jassy (I'll let you work out why) which is a beautiful example. Featured in *Triumph World* back in 2011, it is going to be in print once again in a future edition of *Classic & Sportscar*. Also on the TSSC stand was the very nice estate owned by Colin Shortell – I don't know anything about this car, but I'll do some research the next time I see it.

Off I went in search of more. There were plenty of multi-marque clubs attending so I was hopeful, but after one complete circuit there wasn't a single one to find. Into the individual entry cars, these are separated

into decades so I did manage to find two more – a 1970 Royal Blue convertible I see on the roads near where I live as the owner is in the neighbouring village, and my final discovery of the day was another 1970 convertible in Sienna Brown; unfortunately I didn't see the owners to get more info.



Colin Shortell's very nice estate.



Sue Franklin's 13/60 convertible, Jassy.



A 1970 Royal Blue convertible.



Sienna Brown 1970 convertible.



1970 saloon in Wedgwood Blue.

On to day two and there was one more 13/60 on the Club stand, a 1971 Estate belonging to long standing member and former Devon AO Rob Northcott. But there was only one more offering, and that was a very tidy 1970 Saloon in Wedgwood Blue on the Teignbridge Classics stand.

This has spurred me on to get my own restoration back on track, nearly three years since any activity of note. As much as I feel very lucky to be restoring Triumphs for a living, that does mean that working on my own car is very much a busman's holiday, but it's a waste having it sitting in bits so I need to stop making excuses and crack on.

Darren



Rob Northcott's 1971 estate.

So here's a little recap on my 1968 13/60 to refresh your memories and to get new members up to speed. The chassis picture (bottom right) gives you a sneak preview of what colour it will be when done – Renault Atacama Orange Metallic (code EPY) if you are wondering. The car is fairly well modified already, so a change to a non-standard colour was always on the cards when I started this. The rubber bumpers won't be going back on to give it the bumperless look of the early Heralds. Hopefully I will be able to show you some decent progress next month.



So far I have carried out some major repairs to the chassis. The main rails around the diff were particularly poor, and all the outriggers and side rails were getting crusty so were replaced.



The front tub was in reasonable condition, but I fitted new body mounts and sorted out a few rusty patches underneath them.

The rear tub needed wings, repairs at the bottom of the B-posts, new tread plates and body mounts. Also a repair to the boot floor and spare wheel well where it was damaged after slipping off a jack.

The battery is being relocated to the boot to allow for a brake servo to be more comfortably located, rather than squeezed in between the heater and master cylinders.



The doors have had some repairs to the frames and new skins.



The chassis has been painted and all the suspension, brake calipers and pipes fitted so it is 'rolling'.





MATERIALISM

Don't worry, this piece is not a philosophical discussion on various world views such as materialism, dualism or panpsychism (this is one of the areas I've got into since I retired), it is about the different materials we have to choose from to build a car body.

There is one material that has reached almost monopoly status these days for car bodies – steel. But there are minority options such as aluminium, glass-reinforced plastic (and its sub-categories such as carbon fibre) and wood, or a combination of these. What's best? Well, they've all got pluses and minuses.

Don't fall into the trap of thinking that steel must be best simply because it is the most common. If you want to turn out a thousand car bodies all the same, you can make a former, get a very big press and stamp out panel after panel. If you wanted to build just one steel body, forming steel into the shape you want is far from easy. There's another obvious negative with steel, and that is its tendency to oxidise, aka rust.

Aluminium is lighter than steel and doesn't rust (not like steel does, anyway) but has similar issues in shaping into a car body. Wood has played a part in car body construction since the very first car, but it is rare to see a car body made just of wood, rare but not unknown. I have featured a few

Herald-connected specials that do have a wooden body – refer to the September 2020 issue of *The Courier*.

Aluminium plays an important role in 'our' kit cars. The body construction for the Midge and for the Burlington, as instructed by the kit suppliers, involves a skin of thin aluminium covering plywood panels, giving a finished surface to take the paint.

Glass-fibre has many good properties, just ask the production engineers at Ferrari. Making a mould to produce fibreglass panels, or even complete fibreglass monocoques, is easier than making a tool to press steel panels, certainly easy enough for a low volume production run. GRP (glass reinforced plastic) is also very strong and light, doesn't rust and requires – generally – less skill and machinery to repair.

At this point I'm including an edited version of a story that I used first in March 1994. It was sent to me by Geoff Briggs, who lived in Devon at the time, and is about his Burlington Arrow. It is relevant here as it illustrates that for some car builders, steel is the only way to go. Geoff wrote:

'I had first come across FU0 160D as a collection of bits in a lot of cardboard boxes. The engine was partly rebuilt, and included in the deal was a newly made Burlington chassis.

All the body and interior parts were gone, together with the original chassis. As I drove away with a trailer full of junk, I thought I had done quite well for £250.

'Over the next few years, I sifted through all the boxes and of course it wasn't the bargain it had seemed. Many of the parts came from other vehicles. Good parts had been excessively improved, like the rear suspension that had had too many leaves removed, and to top it all off the Burlington method of car construction did not appeal to me. Now I know that there are hundreds of worthy folk out there who have built these cars in the method prescribed. That is, bodywork of plywood held in place with nuts, bolts and diddy bits of aluminium angle, the lot capped off with ally foil held on with Evostik, but it does sound like something out of Blue Peter!

I thought I could do better, and as I had the time and thought I had the skill, I resolved to make the car to the overall Burlington concept but to have the bodywork entirely of steel. Only body components that might at some time have to be removed were to be held in place with bolts, the body frames were welded directly to the chassis and the steel heat shield welded to the frames to form a neat body tub and a very stiff overall structure.

'I have tried refining the aesthetic aspects

of the original design, a paramount factor to me being to have the radiator grille in line with the front axle, as Aston Martin and others. To do this I had to move the 1600cc six-cylinder engine some 16 inches to the rear of its normal mounts on the suspension towers. This has yielded a most impressive bonnet line and a very true impression that you are driving the car from the back seat.

'I had set my heart on having fully flowing wings and running boards and although such things can be bought in fibreglass, I hate the stuff and again determined to build in steel. However, I am no panel-beater and had no access to a set of rolls, so I worked out my own technique. Using 20 SWG sheet I formed the curve along the length of the wing over a piece of scaffold tubing. The secret I found to a smooth curve was to hold the sheet to the scaffolding with a length of 2" x 4" softwood and lots of clamps whilst you form the shape via another piece of 2" x 4". Hammer blows should be regular and spread along the length.

'The second part of shaping the front wing was to form the curve around the front wheel. Cutting in from what would be the outer edge of the wing with my angle grinder, I made a series of slots each about a half inch from its neighbour and cutting right through the first curve. This enabled me to pull the wing into the shape I wanted, and I could then weld it up. All this was rather expensive in welding wire and gas, and it took me quite a time, but after

grinding, filling, grinding some more, filling some more and eventually flattening off and spraying, the result was pretty good, and I think well worth the effort.

'The rear wings were the only area where I cheated a little on my target of making everything myself. It seemed perverse to try and make them from flat sheet steel in my rather laborious way when an easier method was to buy a trailer mudguard, split it down the middle and weld in sheet steel as needed to fill the gap. This I did and believe me, you can't see the join!

'Early drives in the car were more frightening than the exhilarating experience that I had been told to expect. Having never in my 61 years driven an open sports car, the combination of wind, noise and movement was potent. However, it's all come down to size now. The suspension is standard Spitfire, and the car has an all-up weight of 740kg, so although firm, the ride is very acceptable.

'A few things are still left to do, like doors, windscreen, tonneau and hood, but I wanted to get the car on the road, hence the aero screens.'

That is where Geoff ended; we never did get to find out if he added the doors, windscreen, tonneau and hood. You've got to admire his efforts to stick to steel, although I really didn't understand why it was so important to him. According to the DVLA website, FUO 160D is currently SORNed, and from the DVSA site we

can see that the car last passed an MoT in September 2016. I wonder if it is sitting in a barn somewhere.

At the end of the day (cliché alert) how a car body looks, beautiful or ugly, has nothing to do with the materials it is made from, but there is one aspect of the finished

car that is dependent on material, and is important for how the car drives – weight. Steel is heavier than fibreglass, and wood is heavier than both. The body of my Moss Malvern, VLC 458G, is around 95% fibreglass. The remaining 5% is a wood floor sandwiched by fibreglass, and some small wood inserts to take the door hinges. After I finished it in 1984, I put it on a weighbridge where it registered at 600kg. You can see how this compares with the 740kg of Geoff Briggs' all-steel Burlington. This difference is important, especially in a car with the small Triumph four-cylinder, translating into significantly different acceleration capabilities.

This piece is getting a bit long, so time to wrap it up. I think my point is made, but I'll finish with two personal experiences. The car in last month's piece was Chris Bird's Midge, BEA 465J. One day, many moons ago, I was following him home in my Moss and we came to a two-lane section, uphill. I pulled out and passed him. When we got home Chris couldn't understand how I could leave him behind so easily, both cars having the same Herald 13/60 engines. It can only be down to weight, the Midge's body being mostly three-quarter inch plywood. The two photos (below left) of our two cars are from the Leatherhead SEM meet in 1992 and from a meeting on the Brooklands circuit in 1991.

The other photo of my car (below) was taken recently at Rykas Café, Box Hill. The red car, OGF 265E, is an NG, an MGB-based kit car which belongs to Roy DeBoise, another good friend. Roy was sure his NG would be faster than my Moss as he has the 1800cc MGB engine, a full 500cc bigger than the Moss. Well, it's not – we're pretty equal, given the limitations of driving responsibly! The NG's body is a mixture of materials, with wood and steel, considerably meatier than the Moss, so considerably heavier. As the late, great Colin Chapman said of his Lotus cars, to get performance you need to add lightness.

Trevor



REAR DRUM BRAKES

I recently found and bought an original copy of BL's Product Insight programme on the Triumph Acclaim. This was a fairly extensive book 'for the use of Rover Triumph salesmen only,' explaining in great detail how they could show prospective buyers how the Acclaim was better than the competition. I will be reading this at my leisure and reporting back in a future Register Report, but this month I want to talk about brakes. Specifically, the drum brakes on the rear.

My own Acclaim was bought in September 2020, during one of the brief loosening of travel restrictions in that era of Covid lockdowns. Naturally enough I bought the Acclaim because I wanted another one, but the official justification was so that we could feature it in *Classics Monthly* magazine as Project Shoestring, an attempt in those times when classic car prices were spiralling ever upwards to see if we could buy an interesting classic and put it back on the road for an all-in price of £1500. We just about did it too, scraping in at £1495.49 – and that was a genuine figure, achieved by such expedients as buying six month's road tax instead of 12 (the Acclaim did not qualify as Historic with the DVLA until April of this year). In case you are interested, the figures worked out as follows:

Purchase:	£750
Transportation home:	£109
Wheel cylinder:	£9.95
Brake fluid:	£10
R9 fuel hose:	£15
Fuel filter:	£5.59
Radiator re-core:	£216
Four hose clips:	£3.42
Wiper blades:	£10
Screenwash pump:	£6
Firestone tyre:	£50
Antifreeze:	£10
Screenwash reservoir cap	£3.99
Headlights:	£39
MoT:	£50
Battery:	£67.19
VED:	£93.50
Oil:	£24.55
Oil Filter:	£9.49
Timing belt:	£12.81

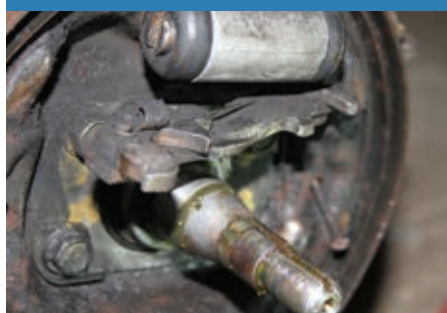
You may have noticed that the third of those items was a wheel cylinder, which I had to replace because the NS one on the Acclaim was seized. The rest of the braking system was fine, so that was simply cleaned



1 Having removed the hub cap, split pin, nut retainer and hub nut, you need to pull off the hub washer and then the outer bearing's inner race.



3 This is on the nearside before cleaning up. Note that the shoe upper return spring (the longer one) and the handbrake return spring hook over the shoes from the outside...



5 There is a fourth spring in each brake drum – this small one that keeps the teeth of the self-adjusting mechanism pulled together under light tension.

up, lubricated where necessary and (after the change of brake fluid) put back into service. Over time though, (and I cannot remember how much later this started,) I noticed that there was a scraping sound from the brakes when you first used them on a trip out, but that it faded rapidly and after the third application or so would be gone for the rest of the day.

Having recently inspected and serviced the brakes, I wasn't too worried by this and assumed that it was because of a little



2 The drum is integral with the rear hub, so comes off the stub axle complete with the inner bearing and oil seals. You need to take care not to contaminate the grease when cleaning out the drum.



4 ...but the lower return spring with its two coiled sections should be hooked onto the shoes from the inside.



6 And here, with the self-adjusting link cleaned up and pivoted away from the brake backplate, you can see exactly how that fourth spring connects.

surface rust building up on the discs and/or drums while the car was standing and then being quickly scraped off by the friction material in use. This seemed reasonable enough given that I was not using the car as often as I would have liked, and so it would stand patiently waiting, often for weeks at a time. Certainly nothing was flagged up at the annual MoT inspection, and the brakes all performed fine on the rollers.

At some point though, I thought I'd better remove the rear drums and clean out any



7 When all work on the brakes is completed, the preload on the bearings has to be set by tightening the hub nut to 18lb.ft while turning the hub/drum by hand, then loosening the nut and finally tightening it to just 3lb.ft, again while turning the hub/drum by hand.



8 The nut retainer can then go on in any number of positions until its slots line up with the holes in the end of the stub axle and you can fit a new split pin.

dust that had formed in this way. This is complicated on the Acclaim by the fact that the drum comes off complete with the hub and its taper roller bearings, but ultimately it is not an overly difficult task.

The nearside was fine, but I was surprised to find that the shoes on the offside were covered in a grey paste, evidently formed from brake fluid mixed with dust. There couldn't have been much of a fluid leak because it had barely registered at the

brake master cylinder during my regular level checks in the engine bay, but any leak whatsoever is too much of a leak. So I ordered up a new wheel cylinder and a full axle set of new brake shoes – there was plenty of friction material left on mine, but they were so contaminated that I couldn't rely on an aerosol spray of brake and clutch cleaner to get everything off.

Of course, fitting the new brake shoes would mean also having to take the nearside hub off again, but it is sound practice to complete one side of the car before carrying

out the same job on the other side because then you have something you can refer to should you want reassurance about the order or orientation of components. I did refer to the nearside when it came to replacing the springs on the offside, not the three main ones, but the one that holds the self-adjusting mechanism in tension. Indeed, being able to show how that fits was the main inspiration for including the story here, as this particular detail is not clearly illustrated in the Haynes Workshop Manual and I thought it might possibly help another club member in the future.

The attached pictures do not show the entire step-by-step process because that is adequately covered in the workshop manual, but they do point out a few salient points that may help you in preparing for a similar task and carrying it out. And best of all for my car, having done this work the brakes no longer complain during the first three stabs of each day, but go about their work silently and efficiently. Which of course is exactly how it should be, so do as I say and not as I do – if your Acclaim makes an unusual noise, always investigate it immediately!

Simon

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Triumph Dolomite Sprint

Triumph 2000/2500

Triumph GT6

Triumph TR6 (EU and USA)

Volvo B18/20

VW Type 1,2,4 Air Cooled

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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

For those of us who own a treasured car that is very much part of the family, then insurance is about so much more than paperwork and premiums. It's about protecting a treasured possession, a labour of love, and often, a valuable investment. That's why specialist classic car insurance is so important – and why your Club's tailored scheme offers far more than most mainstream providers. In fact, when you look closely at what's included, it's clear that members enjoy not just better protection, but far better value, too.

TOP 3 REASONS WHY TSSC INSURANCE IS DIFFERENT

Plenty of insurers will say they cover Triumphs, some might even say they can do it cheaper – but it is the detail that matters and it's here that our Club's scheme really stands out. We've worked hard to put together a cover that's not only more comprehensive, but also a much better value than most alternatives because it is you, the members, who have designed the scheme's features.

Here are some key reasons why our scheme is superior to the more mainstream offerings on the market:

1. Breakdown cover included

Most other classic car insurers don't include breakdown cover as standard. If you want it, you'll usually need to pay around £70–£75 extra on top of your premium. With our scheme, it's included – at no additional cost. That's not just a saving; it's reassurance that help is available when you need it, whether at home, on the road, on holiday abroad, or en route to a show.

2. Legal expenses cover

Another area where many policies fall short is legal expenses coverage. Most don't include it, meaning you'd need to add another £30 for the same protection. Our scheme builds it in, so you're covered for legal costs if you ever need to pursue or defend a claim.

3. Free salvage retention

This is a big one – and one that makes our scheme truly stand out. If the worst happens and your Triumph is written off, salvage retention means you can keep your car. Most policies will charge you around 30% of the agreed value to buy it back.

With our Club scheme, salvage retention is **FREE**. That means you keep your car – and the memories – without paying a penny or losing money off your settlement payout.

GREAT COVER, GREAT VALUE

You might reasonably assume that with all these extras plus the special care taken in creating this scheme for the Club, you'll have to pay more for it. But that need not be the case. On a like-for-like basis, our Club's scheme often costs less than other specialist classic car policies on the market, and the savings, especially if you're insuring a collection of classics, can be quite significant.

When you add the value of included breakdown cover (£70/£75) and legal expenses cover (£30), the difference is even more striking. You're not just getting more cover – you're saving money at the same time.

THE PEACE OF MIND YOU DESERVE

The other advantage of our scheme is that it's built around people like you. Because it's run through the Club, we understand the needs and lifestyles of club members.

With our scheme, you can enjoy your Triumph with confidence, knowing you're covered by a policy that truly understands and respects what your car means to you. From agreed value to breakdown recovery, from legal expenses to free salvage retention, every detail has been designed with enthusiasts in mind.

So, the next time someone asks why you choose our Club's insurance, the answer is simple: **because it's not just insurance – it is protection tailored for us, offering more benefits, more value, and more peace of**

mind than anything else in the market – delivered by real people who care, not faceless call centres.

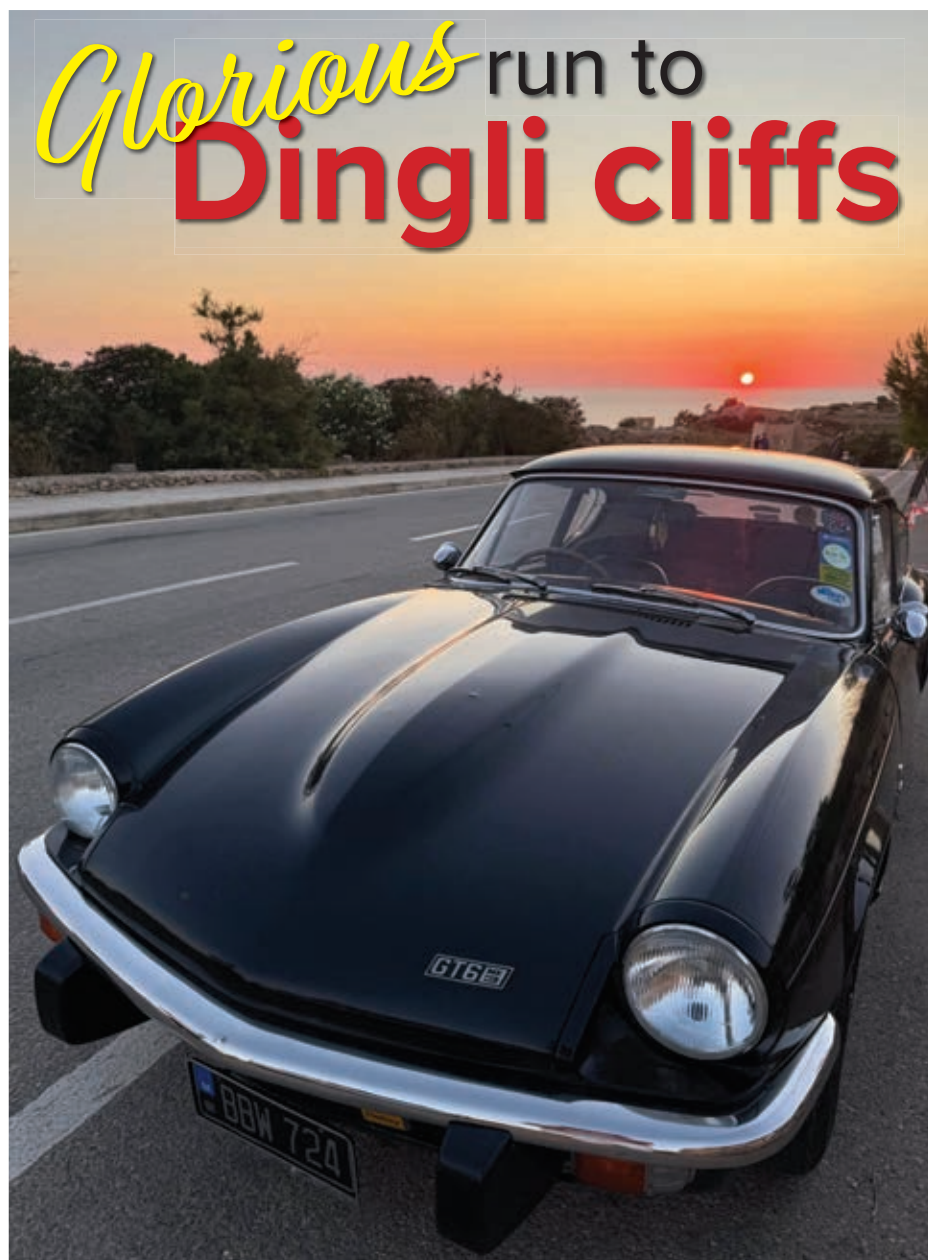


**TRIUMPH
SPORTS SIX CLUB
INSURANCE**

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

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

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

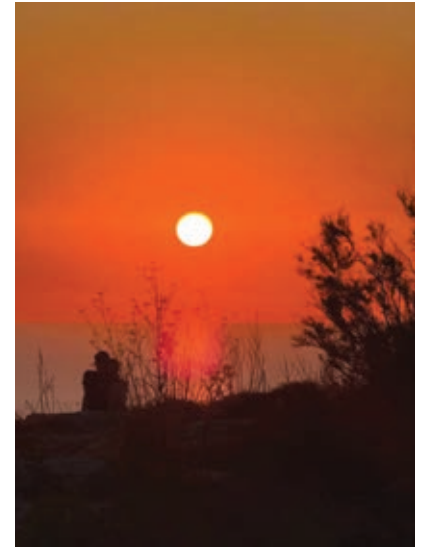


I really do not want the news from my home country to dominate the International News pages, so please do consider putting finger to keyboard with reports, news and comments from all around the world as any contributions would be most welcome. However, in the absence of any reports from further afield and with our group in Malta seeming very enthusiastic to meet again, I organised a drive from Attard to Dingli cliffs in early July in anticipation of the heat waves that would surely diminish our enthusiasm for more outings within a few days or weeks to come, and here is a report from that day.

Luckily I managed to persuade a restaurant owner to host us exclusively for an evening during a week day to ensure adequate space

and parking. This restaurant is situated at one of the highest spots above sea level in Malta, overlooking the cliffside and the tiny island of Filfla, once used for target practice by the RAF in my childhood days.

The drive saw us through Buskett gardens in time for some sunset photographs prior to dinner at the Bobbyland restaurant. The name has some interesting history. I wonder if there are British survivors who remember its origin? During the mid-1940s a number of RAF airmen were stationed on the Dingli cliffs for radio communications. Dingli village was inhabited mostly by farmers back then. One local, by the name of Reno, used to bring his herd of sheep to graze in the area and made friends with the



airmen, offering them fresh fruit in return for biscuits. One of the airmen introduced himself as Bobby. A Nissen hut used by the RAF technicians was later converted into a bar and restaurant by Reno, who named it Bobbyland having been inspired by the airman he had met.

I am very pleased to note that although a number of regular members could not make it to this event, the group is growing considerably with younger members and their families joining and bringing the average age of participants significantly downwards. On this occasion we were also joined by Brian Crook, a TR enthusiast who, with his wife Anne, has been holidaying in Malta for the last 40 years. We had a great outdoor dinner in the sweet Dingli air. Upon departure in pitch darkness, the moon was shining over the sea with a calming effect that wrapped up yet another evening enjoyed by all.

Incidentally, I mentioned last month about a goat that we have adopted. This came



about because we had a new member by the name of Christian Frendo Cumbo joining us recently with his wife and daughter. He has bought, fixed and sold many Heralds in his life so far. On the most recent occasion, he turned up with his goat named Tempest, a very well-groomed and miniature sort. She displayed incredible master loyalty, I dare say more than a dog. The group welcomed her so much that she was adopted as our group mascot.

Currently I have no other stories in the pipeline, so if any member out there has been



to a Triumph event, come across or owns a special Triumph, please drop me a line and share it with us.

John



In the May issue, we published a letter from John Low about taking his Spitfire to visit flower festivals in Holland. This issue, we are lucky that John has expanded his story considerably to tell more about his Triumph. He has also promised more at a later date, so for now we will regard this as part one, and include those elements previously published just to make the story complete for anybody who might not have seen the May issue.

Robert

JOHN LOW AND HIS 1978 SPITFIRE 1500

In 1985 my wife and I discovered that the Spitfire Club Netherlands had started to hold an International Spitfire Weekend every September, having held two successful previous events at a recreational holiday park in Arcen, Holland. My only Triumph at that time was a Mk2/3 Spitfire languishing under a tarpaulin awaiting resurrection work, nowhere near to being roadworthy any time soon. But we were desperate to go, so took our estate car instead for a week-long tour of Holland and then on into Germany.

The event was so wonderful, with so many beautiful examples of all things Spitfire and a wonderful atmosphere, that we were determined to have a Spitfire good enough for these events starting for the next year. So we searched around for a really nice 1500, and eventually came across a low mileage 1978 Vermilion model – GLK 684T – near my work's head office. Unfortunately, the couple who owned it did not want to sell, as the wife was very happy with it. However, over a few months I bumped into the couple a few times and I guess my badgering sowed the seed that perhaps they may like to change to a more practical car for them. Eventually they agreed to sell, and my wife and I were all set for a wonderful open-top summer with our new wheels.

We attended the 4th International Spitfire Weekend that September, at the usual Arcen venue, an easy ferry hop for us over to Dunkirk and then just a couple of hours or so to the Klein Vink recreational park. This year there were even more Triumphs attending with numbers going up each year, mainly Brits but loads of European cars from all over too. The event was even better than we could have hoped, so much

fun and with fantastic entertainment. After the weekend we stopped off for a couple of days in Amsterdam. When we arrived back at Dover, the customs pulled us over for a random check. When questioned about where we had been, we told them we had visited Amsterdam. They then set about checking the car, luggage and spares out, even examining with a torch down into the door cavities etc. Of course we were fine, but the customs men did chuckle about my own personal souvenirs – 40 or so bottles of Grolsch lager in their distinctive flip top bottles, all stacked up behind the seats. 'The best type of souvenirs,' as one of them said!

We went to Holland for the annual International Spitfire Weekends from 1985 through to 1990, and lastly 1994. Every year

they held a countryside drive out, which was wonderful as the local Dutch villagers always came out to watch and wave to the hundreds of Spitfires/Triumphs passing by in procession. In 1988 we had the *Guinness Book of Records* verify that 606 Spitfires were in procession and were awarded a world record for the longest sports car convoy. We had such great times that for the middle years we attended, we took each time about 20 or so members from our then very active East Kent TSSC group, all staying in chalet type accommodation. Members from the Essex Area TSSC always joined in with us too, which brought more pandemonium and great fun! We didn't realise at the time but these were the best times of our lives, heydays of Triumph ownership.



Holland 1987.



Holland 1988.



Holland 1990.



Holland convoy of 606 Spits.



Holland 1989 East Kent TSSC.

Unfortunately, as our little girls grew up it became increasingly difficult to squeeze them in the back behind the seats, so in 1995 we took the difficult decision that my wife had to have a sensible saloon as her car to ferry everybody about. We reluctantly sold the 1500 to another lady in the TSSC who promised to keep in touch and let us know how the car was getting on, but she never did. My wife cried her eyes out when the 1500 drove off up the road. The most annoying thing is we hadn't realised that by this stage the girls had got to that age when they didn't particularly want to be carted about by their parents all the time, but wanted to do their own thing with friends – so we could have managed really with my company car for the family weekend occasions and kept the 1500.

Over the years I got wrapped up in resurrecting my original Triumph, the Mk2/3 bitsa, as my competition car, but that is a whole new story which I will tell another time – I still have it after nearly 54 years! As I was getting close to retiring age, I started looking for GLK again. It was on SORN and had been registered as such for a few years continually (SORN having to be annually declared in the early years), so I knew the car was still around. Presumably somebody was hoping to get it back on the road at some point. I wrote to the DVLA six times over three years badgering them for keeper's details, sent them so much information as a previous keeper showing good intent for the car, but the damn Data Protection Act stopped them helping me every time. I even sent them a pre-written letter and a stamped and addressed envelope to myself, asking them just to add the keeper's address for delivery. That way, the keeper could read my enquiry and if they did not wish to sell or be contacted, they could just anonymously let me know. At least I would know that the car was not available. Still refused, package returned. I even went through their appeals panel, with copies of all paperwork and pictures, especially as it had been our wedding car, but still no joy. That was the end of it, then.



Wedding Day car, 1988.

However, I had also tasked my daughter to try and use this Facebook thingamajig that she was always on to appeal for any information. After over a year and with quite a few followers trying to help, there was still no sign of the car or its keeper. Until at 2am on a Sunday morning, she came shrieking down the hallway to say that she had been contacted by the owner, a girl living not too far away. However, she stated she did not want to let the car go – it was in her dad's garage waiting for him to sort it out, but he did have his own old Rover awaiting restoration first. She was a bit reluctant to say much about the car and I did not want to harass her, so the trail shut down again.

I had said that if she ever did want to move

it on, please could she give me first option to buy the car back again for sentimental reasons. The following year she did contact my daughter again, stating she was having to move away and she realised there would be no real prospect of the car ever being put back on the road after sitting forlorn for over 11 years. My wife and I arranged to see the car. It turned out that it was only about 22 miles away, but in the intervening 23 years it had had four or five new owners, which is never a good sign.

We took my daughter along with us to see the car. We were a bit surprised that the current owner had had the car resprayed a Datsun red, not even a Triumph colour. Plus she had added a couple of white go faster stripes, front to back. I was expecting the car to have suffered bodily and mechanically, but it was worse than I imagined – the bodyshell was rotten in all the usual spots, with holes in so many places. It was evident that the old girl would need many panels and repairs, and I could really only guess at the mechanicals. I was then torn between head and heart. My head said to walk away, it was too badly gone for me to do bodywork wise, not a cost effective job for what I could afford. But my heart (as well as my daughter) were wanting me to save the old girl for old times sake, for all our family memories. Reluctantly I agreed as the seller was not asking a stupid amount of money and everyone wanted the car to be reborn. Of course when we got the car transported home and I could have a proper dig about, it became evident (as it always does) that it was far worse than I'd feared.



Shiny new paint job.

On its way back!



However, the deed was done and the great stripdown was started. Clearly, while it was away it had been abused. I suppose at that time being just an old car not worth much at all, no one was going to spend good money on it. I could not believe how bad things had got, though. Just about everything I took off showed that most of the bolts were not correct, either too long, too short or worn out. However, over the next couple of years I had the bodywork repaired, a bare metal respray in the original Vermilion and I did all the nut and bolt rebuild. The car has a completely new interior, all new kits thankfully made up and adjusted as necessary by my wife.

Everything we spent on the car has been logged and receipts filed, but I have made a point of not totalling up the costings – I don't want to know as it has been way over what I expected it to be, as these things always are. It is all just about done now, with the usual bit of rework, or improving on things. Would I do it all again? Definitely not! I have lost count of the number of times when I could have put a match to it, mainly due to the appalling quality of so many of the spares now being marketed. I would say something like a quarter of the spares I have

bought are either just wrong, poor quality or don't fit. Often I had to make stuff fit, or use some of the new internals in the original part to get them to work. It seems to me that originally parts were made to a specification, but today so many replacement parts are made down to a price and of poor quality.

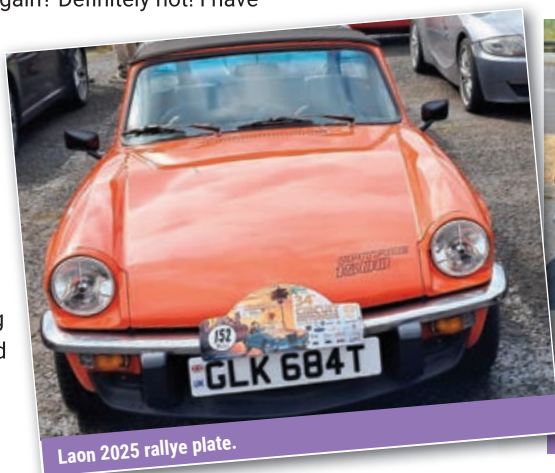
However, the old girl made it back onto the road in 2023 and we have attended a couple of TSSC National events.

This year we took the car on a shakedown trip to the Laon Historique weekend back in June. In recent years we had been told by many people to make a pilgrimage to Laon in France. The event is amazing, the whole town being turned over to historic vehicles for the weekend. There were 782 cars and 20 or so motorcycles listed to attend, probably about 80% or so were British. There were 45 Triumphs in attendance, the rest being all manner of things. This is another event the French put on for us Brits! We made it there and back without needing a transporter, thankfully. We have booked up already for the 35th anniversary Laon weekend for next year already.

There are always things that need redoing, or improving on, but hopefully in August we will be at the TSSC Club Weekend, then home on the Monday and off on the ferry on Tuesday for an eight day tour of Holland in August, to take in amongst other things one of the amazing Dutch flower festivals, as I mentioned in the May *Courier* magazine.



No not scratches, strip light reflection on Dover ferry.



Laon 2025 rallye plate.



Laon hotel car park.



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PLAN B URGENTLY NEEDED!

I have to start this month with a confession – I have made no progress so far this year with the prototype as my energies have been highjacked by a Triumph 2000 which a friend and I bought for the Club Triumph RBRR. Unfortunately it looks like this might have been a bridge or two too far, as I think

that without some form of miracle – like a phantom welder – it will not be ready in time. Does anyone have a cheap roadworthy 2000 or 2500 for sale?

Anyway, I am glad to report that others have not allowed themselves to be sidetracked. I have recently heard from

Jasper Bacon, whose 2 Litre Convertible was featured in my June article. He tells me that has now prepared the body for spraying and has got the first mist coats applied. That is it pictured below – well done Jasper, and hopefully we will have another car back on the road next year.



I learned from the Bond Equipe Facebook group that my old 2+2 was up for sale again at Hampson Auctions Sale at Oulton Park on Sunday 27th July – it sold for £4500.



Photo by Hampson Auctions





I have also heard from Woody De Saar, who has bought a 4s from Spain. He now has the car in Belgium and is planning to get it back on the road. Checking my records, I had heard of the car via another fellow European, but had not previously seen any

photos of it. Woody asked if I knew of any other 4s Equipes in Spain, and the answer is that I knew of two – including this car. I have also heard of four in Portugal. Other overseas 4s Equipes are in Belgium, USA, South Africa, Netherlands, New Zealand,

Romania, Scandinavia and St Helena – they do get around! If you know of any more overseas cars, please do let me know. I think there is one in Greece with the wrong bonnet, but I don't think I had any details to allow me to enter it onto the Register.



Oddly enough, the Bond Estate I built many years ago – and which took part in three Round Britain Reliability Runs – is also currently for sale, but for somewhat more than I sold it for. Budget-wise the £7995 asking price is much more than we can afford, a shame as it would have been fun to do the event in the same car. Check it out at: <https://www.ebay.co.uk/itm/187405350203>

Finally we have a photo (left) from John Kempshall off Facebook, of two Equipes at the BOC Loxwood Rally.

Guy



The Coupé's front end – note the yellow headlamp bulbs.

VITESSE COUPÉ

NOW FIRING ON ALL 6

After a slightly disappointing visit to HQ in June when Mark (South Warwickshire AO) and I could only manage a bit of a splutter from the coupé engine, I write this in late July with the good news that we recently had it running for several minutes, only limited by exhaust fumes building up around the car due to a rather large hole at the front end of one of the silencers, even though the bi-folding doors were open to direct the fumes outside.

After the June visit, we had a bit of a think at the area meeting on 1st July and decided on a number of actions to try and ensure our next visit would be successful. In no particular order, these were:

- Replacing the original spark plugs with new ones.
- Emptying the carburettor float chambers, removing any sediment and filling them with fresh petrol.
- Installing a brand new condenser.
- Checking static timing (10° BTDC on the 1596cc engine).

We also went armed with a compression tester to check each cylinder if the engine



Vitesse corner in the museum – the Coupé behind the 2-Litre convertible.

was still reluctant to start.

Having spent almost an hour tinkering about, we connected the main battery leads (remembering that the Vitesse 6 is a positive earth vehicle), pulled out the choke and turned the ignition key. Almost immediately it fired and ran smoothly, if a little loud due to the 'holey' exhaust. Success is sweet, especially as we had started in January with a seized engine. We let it run for a minute or

so before switching off, the next step being to reinstall the radiator with new hoses. We then filled it with water and some antifreeze to allow us to run the engine for several minutes, warm it up a bit and check for leaks. Apart from a few pinprick holes evident in a couple of the core plugs, it was good to see no oil or water leaks of any consequence.

If I had to pinpoint a particular action which ensured success, replacing the condenser



The Coupé's dashboard top has seen better days, and note typical rust hole in the footwell.



Hole for an instrument – could this have been for a rev counter or a clock?

HERALD BIRTHDAY CARD

As I write this, my birthday was just a few days ago. My sister is very good at finding appropriate cards covering my varied interests, and with her eye for a Herald (having owned a 13/60 estate for six years), she spotted this lovely card and knew I would appreciate it. Looking closely, what we have here is an early bonnet Herald convertible, but decked out in a mid-70s paint scheme of orange with brown colour-coded rear bumpers, valance, windscreen and quarterlight surrounds, upholstery and hood cover, smartened up with some Rostyle wheel trims! I wouldn't say it is my cup of tea, but with artistic licence the possibilities for our range of cars are endless. After the 13/60, this could be the Herald Mk4, sister vehicle to the Vitesse Mk3 and GT6 Mk4 ... Sorry, I do like these Walter Mitty moments!

with a brand new item would be top of the list. Although NOS items would have been good quality in the past, condensers are delicate items and the foil and paper internals are subject to deterioration over time – although some will last for years, others don't and with cheap imports these days, obtaining a new condenser from a reputable supplier (such as the club shop) is the only way to go.

The other actions will have definitely improved the chances of a successful start-up too, so although we had previously checked the tappets, contact breaker gap, gapped the spark plugs and replaced all the fuel hoses, a bit more attention to detail this time evidently paid dividends.

At the National Weekend, weather permitting the intention is to push it outside and run it again for a longer period to check for any obvious problems. Of course, by the time you read this the National will be a distant memory, but hopefully you will have seen the car running.

Going forward, we now have a list of next steps as follows:

Handbrake – check effectiveness; if OK, then car can be stopped from walking pace speeds.

Clutch – replace master and slave cylinders to make this operational, but if it is rusted onto the flywheel, we may need to remove the gearbox and fit a new clutch.

Gear lever – this is very loose, so install a bush repair kit.

Exhaust – temporary 'baked bean tin and Gun Gum' repair.

Fuel tank and pipes – check if rusty internally, and replace old rubber pipes with new G9.

Seats – these are non-standard and need bolting to floor; it might be easier finding a Herald seat and base.

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 Tel: 07584 000442

As you've probably read elsewhere in The Courier, we've had a great time this summer (despite breakdowns!) visiting several of the TSSC area weekends as well as our local meets and runs. We hope you've been taking full advantage of the sunny days to do a bit of Triumph motoring too, hopefully meeting up with other local members.

If you haven't made it to a local meeting yet, why not try and get to one in September before the nights start to draw in? While it's obviously nicer to see members turning up in a Triumph, it's not essential. Do make sure you introduce yourself to the Area Organiser so she/he can introduce you to other members and make you feel at home.

Do it in a Triumph, do it with friends!

Paul & Christina



ANDOVER

Unfortunately Guy and I were unable to be at the July Area Meeting as we were away for a couple of weeks on the Macclesfield and Caldon canals in our 'new' shared narrowboat – new to us that is. Richard and Bob updated us to say that it had been a gorgeous day. They sat outside initially under umbrellas to keep the sun off, but then it descended into fighting off wasps and an opportunistic cat. Part of the group disappeared inside to have their puds and part remained outside, everyone getting back together afterwards. A good turnout of eight people and six classics, all Triumphs except for Bob's MGB GT, which is an honorary Triumph, of course. The closest we got while we were away was mooring opposite a Spitfire one evening – a narrowboat named after the plane.



We had a good turnout for July's evening meet too. Although it was a bit cloudy and grey, it was a nice warm evening. We arrived to see a lot of other people arriving, obviously a wedding reception, so wondered if they would be able to cope with us too. No problem! They had set us up a large table inside, but as more arrived we thought it would still be a bit snug so, as there was plenty of space outside, we sat there and gave them a while before ordering our meals while they dealt with the wedding party. Even with so many to cater for, they were quite prompt with all of our meals – the only hiccup being that they had run out of eggs for the grills, but substitutions were made of onion or pineapple rings!

Hans, who first joined us a couple of months ago, brought his wife Ricky, their son and his partner too. They are hoping to do some rallies in the Dolomite Sprint. I hope they enjoy them, and finish intact. Mark came along too, keen to get some information on the door catches for the Herald that he's restoring. Hopefully he got enough information from Guy's Bond convertible and Jasper's Vitesse to help him with that. Alan, Bob and Jeremy finished the line-up and we had five classics amongst us in the car park; the

number left at home by several attendees would have increased the quantity somewhat.

Next month starts with the Beaulieu International Autojumble over the first weekend, so do come along to see us in Red Field if you go. Later in the month we have both the Goodworth Clatford and Andover meetings, so do please join us at one or more if you can.

NEXT MEETINGS

6th-7th September: Beaulieu International Autojumble, SO42 7ZN.

9th September: Regular lunch meeting at the Clatford Arms, Goodworth Clatford, SP11 7RN.

22nd September: Evening meeting at the Chalkhill Blue, Andover, SP11 8BF.

Guy & Suzie

CAMBRIDGE

August at the Plough saw us relegated to the car park as the pub was rammed with customers for their restaurant. The car park was pretty full too, but we managed to squeeze 12 Triumphs in (counting a beautiful Standard 8 as a proto-Triumph and a member's MX5 as a Mk5 Spitfire!). Luke brought his new pride and joy, a gloriously immaculate Jaguar XJS-C, manual, convertible and with 2+2 seating in Jaguar blue-grey and sporting a leaping cat on the 1986 bonnet. A thing of real beauty and class.

We naturally nattered about

all thing Triumph in the car park and enthusing Chris – someone we were pleased to see again after a while away – that his 'Spitfire-in-boxes' needed putting back together and driving. We looked at Andy's Arduino-based electronic ignition conversion on his Spitfire and his impressive welding skills on the seat support for his Lotus Exige bucket seat. Many of us tried it; despite the hard plastic in places it was remarkably comfortable and you got the feeling it would hold you in as you cornered during some spirited driving. He has mounted it tilted back which means you can see clearly under the sun visor and also makes it rather comfortable – perhaps slightly too much for really long sleepy trips.



Next meeting is Monday 1st of September at The Plough in Fen Ditton. See you then!

Tom

CHESHIRE

Our household has been busy for the last month assisting our son and his new house in Staffordshire (or should I say Speed Camerashire). We have got used to the 30 sign followed about 10 metres later by the speed camera,

as well as diversions. It seems that there has recently been a yard sale of the things to do 'top dressing,' (or perhaps 'tarring and feathering,') followed in most cases by a complete absence of any white lines. One diversion on our travels via Leek from Macclesfield took us up the Cat and Fiddle Road and added some 20 miles to the journey. Another diversion took us into previously unknown territory. We have been very grateful for the sat nav.

We checked the route from Macclesfield to Butterson a few days in advance (and of course got diverted on the way) and enjoyed a pleasant lunch at the Black Lion. We were pleasantly surprised that some parts of the B5053 appeared to be properly resurfaced (fresh smooth tarmac).

Five cars gathered at the Cock and Pleasant on meeting night, with the weather good enough for the ragtops to have their tops down after checking that RainToday indicated no rain was expected. Richard has lost the trim on a front wheel, after adjusting the wheel bearing in advance of the MoT test. I did get some wheel trims with the Hark the Herald parts kit, but they are not mentioned in my lists of parts (which are as well organised as the large collection of parts scattered about the house).

The journey to Butterson was uneventful, apart from losing Paul for a while due to unhelpful traffic lights, and a rather vicious pothole somewhere along the Leek Old Road. Once we arrived, the car park was almost completely full, which is not in the instructions. However, two drivers decided to head for home at this point due to problems driving in the dark (there's a lot of that in the route we use) and the need to be up bright and bushy tailed first thing (or something like that). Once inside, the remaining crew had an interesting evening. At some point we talked about modern headlights, and Paul mentioned the situation that a lot of vehicles now are SUVs (I have another term but it's not printable) with headlights quite high, so causing problems for us in older and lower vehicles. Nothing to do with older eyes, of course. Curiously I had another conversation on this subject this morning. I also had several oncoming vehicles who failed to dip until I flashed headlights, which either means the Vitesse dipped headlights aren't

bright enough to trip the auto dip or (more likely?) the drivers were fast asleep.

Our next meeting is on Thursday 4th September at the Cock and Pheasant. Normal service (of a sort) will then be resumed.

Henry

CUMBRIA

As the summer show season moves onward relentlessly, TSSC Cumbria members have been at shows both in the county and abroad in nearby locations. The West Cumbria Vintage Club show at Distington was as busy as ever. It was just a shame so few of our own club members were able to support this longstanding event this year. Rotating Wheels at Gosforth is a much newer event, but presented an eclectic range of vehicles, plus some potential new members who showed interest in the TSSC.

Ripon Classic Car Gathering at Ripon Racecourse must be one of the busiest shows in the north of England, and the TSSC Cumbria club stand is fortunate to be placed with a view of the main racecourse grandstand. Again members' attendance was less than in previous years. I wonder if all members realised the importance of keeping an up to date insurance valuation on their vehicle, and that perhaps the easiest way to obtain one is to attend an event where an approved TSSC representative can examine the vehicle and provide a valuation certificate on the spot.



Member Rod Moore telling visitors about his rare Vitesse Estate.



TSSC Cumbria cars lined up awaiting starter's orders on the racecourse.

Members are looking forward to the TSSC Cumbria Autumn Tour from Sea to Sea' in September, and the final event at Black Combe Country Fair

which is always a great local treat featuring fell racing, terriers, fell ponies and Cumberland & Westmorland wrestling plus a multitude of side shows.

Keep on driving your Triumphs!

Nigel

DERWENT VALLEY

For our August meeting we had a meet up at Matlock Bath for fish and chips, then continued to The Fish Pond pub. For our September meeting we will be attending The Railway Inn at Shottle, DE56 2LF for their classic car meet. This will be on Wednesday the 4th instead of the usual Tuesday.

Bryan

DEVON

STOP PRESS – the Christmas meal is now at Lavender House Hotel, Ashburton on Saturday 6th December. Andrew the owner is delighted to have us, and is a fellow classic enthusiast. The menu looks lush and is cheaper than we had paid at our previous venue – it has been emailed to members and is pinned to our Facebook Group TSSC Devon. Three courses £29 and two courses for £23. Accommodation is £120 double B&B and £90 for a single. Book meal NOW via sue@jassy.org.uk. Book accommodation ONLY via info@lavenderhousehotel.com or 01364 652697 as all accommodation is available to our group.

The 50th running of the Powderham Historic Gathering ran on one of the hottest weekends, but we were lucky to have a little breeze from the estuary. With Shane taking the entries and Dave and team organising the stand, it was a doddle for us just to spend two days talking to members, prospective members and friends Lilian and Morton from Denmark. I had time to do insurance valuations on seven cars, plus another on Club Night.

Members came from Gloucestershire and Wales as well as our usual crew. A total of 27 lovely cars – all models from John M's lovely Mayflower to the Partridges' two Acclairs featured. One of the stars was Angela's head turning 1500 Spitfire in Russett, recently completely restored by Darren. It was her 21st birthday gift and possibly now looks better than then. Two Herald Estates (Rob's and Colin's), Heralds, Vitesse, Stag, 2000

Estate and some TR6s. A fantastic display of Triumphs once again.

Our neighbours the Anglia 105E Club had a very rare car with more than a passing resemblance in the rear to a Toledo. A LHD Anglia Torino designed by Michelotti, it was a very interesting exhibit.



Close on Powderham came July Club Night. Defying the forecast, we had 12 assorted cars on display and the pub was bursting at the seams with members. There were three Stags out, including Mike and Jackie's from Wellington, a nice run down the M5, and Martin's lovely early one on a J plate, along with John R's. All very different. Lots of chat in the car park, and a delight to see another very early member, Paul Johns, who is restoring a Triumph amongst his collection of Eastern Bloc cars.



At the end of July, we joined many North Devon members at RHS Rosemoor where Darren Groves had organised a TSSC area for the Club on the Saturday. A nice run up with the Stag. Several members from the South made it, including Peter with his lovely low mileage TR7, Maurice and Mary's 1500 TC and John L's 1500 Spitfire. A lovely day out, but yet again we did not make it as far as the garden itself! A couple of members also made it there on the Sunday.



At the beginning of August, John and I took both our cars a short distance to a village show at Loddiswell. A lovely show which will be in our diary for next year.



Devon Area clothing is now available to order, complete with our Devon logo. Nice quality polo shirts, and also available are tees, shell jackets, hats, hoodies and zoodies. To order, go to triumph.ace-online.co.uk. Find what you want, make sure you select the Devon logo as we would prefer not to advertise other areas(!) and have them sent to your own address. Simple.

WHAT'S NEXT

Sunday 21st September: Have you registered your Triumph for the 5th Tour of Devon yet? It is not too late! All Triumphs welcome. This year there are two start points: Strawberry Fields at Lifton in the west and Tesco Extra Exeter EX2 7EZ, with two routes from each start, north and south plus planned lunch stops where groups can get together. This is strictly a social run, with no element of competition so suitable for all our cars! Register at tourofdevon@tssc-devon.org.uk and you will be sent the routes. This is one of our flagship events in Devon and attracts people from far and wide.

Sunday 7th September: The Rotary Run show at Lyneham House, Yealmpton, always a

good one to attend. As usual, put TSSC on your entry via www.salttramrotary.uk

13th/14th September: There is a Heritage Transport weekend at the South Devon Railway at Buckfastleigh.

Wednesday 17th September: September Club Night at the Star. Although the evenings will be drawing in, still good to get your car out. I usually book the pub for around 12-14 people, but it is always better to know if you are coming along.

Sunday 28th September: Traditionally one of the last 'events' of the season is the show at Lady's Mile, Dawlish.

Looking a little further ahead, on Sunday 6th October we are returning to the Countryman Inn, near Okehampton for a joint North/South lunch. We will have runs from both the North and South planned so look out for our emails.

A busy time in Devon once again. If you have not joined us at an event, why not do so before the year is out?

Sue & John

NORTH DEVON

I am writing this before our August monthly meeting to make sure I meet the deadline. By the time you read this we will have attended the North Devon Festival of Transport and a barbeque hosted by local member Miles and his parents.

On 26th July we took a collection of Triumphs to RHS Rosemoor near Great Torrington. It's a lovely location and we were welcomed along with many other local car clubs and individual exhibitors. Although the event was in North Devon, we had members in attendance from all over the county and all four of our Area Organisers were present.



The initial wet weather soon cleared up and the day became really pleasant. There was plenty to see including vintage entertainment, games, Punch &

Judy, traction engine rides, an exhibition of models and a Dig for Victory area. There was lots of interest in the cars from other local enthusiasts and members of the general public, and the event had a very friendly and relaxed feel to it. As exhibitors we were well looked after with our own tea and coffee facilities, which I have not seen at other events.



Last month I mentioned a potential trip to the World of Country Life which I subsequently decided to postpone due to the holiday period. This event will now take place in the spring of 2026 and I will provide more details once I have fixed the date.

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

Andy and Darren

ESSEX

Another fantastic month here in Essex. On 13th July we had a good car tinkering day at Robin and Rachael's, with a new speedo cable fitted to Mick's Herald and we bled the brakes on Ian's Spitfire. A lovely lunch in the garden discussing our Christmas meal venue, the ladies chatting about this and that under a gazebo in the shade. We left Robin to re-weld up his exhaust manifold – he thought the exhaust was a little noisier and thought his season



may be over as it's proved the manifold is just too thin now, but the good news is that he has got it all welded back together.

The week after was the Epping Classic Car Show. Although it rained at the start, it turned out to be a great day. As always, well organised by Epping Rotary Club. Essex Area showed off three different cars – Keith and Ruth's Dolomite, Arnie's GT6 and my GT6 Mk2. There were also two other club members with their TR6 and Vitesse.



The first week of August we had a great day at Helmingham Hall Classic Car Show. We were lucky with the weather, only a quick shower in the afternoon. There were five of our club cars: Ian in his Spitfire, Robin and Rachael in Hescort, myself and Sue in the TR6, Karl and Louise in their Porsche and Mark and Janice in their MGB. A nice show with lovely gardens, plenty to see.



Now over to Melvin Dawson for the following reports.

The Tendering One Hundred Show, which is now in its 108th year, is a family event that brings together rural and urban communities in the Essex region, drawing on average 20,000 visitors each year. While still maintaining its agricultural roots through large displays of farm machinery and a focus on rural pastimes, the show

offers challenging and informative displays, an open air shopping experience with over 200 trade stands, as well as a wide range of exhibitions and much more.

I was once again invited by the Colchester Vintage Motor Club to display my 1965 Triumph Spitfire Mk2, which I have owned since 1975. It was one of ten classic cars amongst 25 or so vintage cars. Following a static display, the cars drove around the main arena with commentary detailing facts on each car before a line-up of the cars and prize giving.

A few members of the TSSC Essex group attended the Toot Hill Country Show, which was in its 72nd year, in a rural setting at Stanford Rivers, Essex. It included market stalls of handcrafted goods, local produce, gifts, a dog show, falconry, ferrets, an array of food stalls and more activities for the family. Displayed in the main horticultural marquee were competition entries of vegetables, floral displays, cakes and crafts. This year there were around 150 vintage and classic cars on display, including Jason's GT6 and Melvin's Mk2 Spitfire.

ESSEX DIARY FOR SEPTEMBER

Saturday 6th: Buntingford Classic Car Show.

Sunday 7th: All Triumph Day at Shuttleworth.

Sunday 7th: Braintree & Bocking Car Show.

Sunday 14th: Monthly club meet at Maldon Classic Car Show.

Sunday 21st: Essex Classic Vehicle Show.

Diary for October

Sunday 12th: Monthly club meet at The Astronomer, Braintree 12 noon.

Mike

GATWICK

Hi all. Well I expect you've read about our trip to Le Mans, a great experience. You've definitely got to do it! My boys thoroughly enjoyed themselves, particularly the track selection, not an everyday event.



The meeting at the crown had an unexpected visitor from the past – Kevin Finch, the first AO and his Marlin. He is the man we

have to thank for setting up the Gatwick area way back in the 1980s. Mike was there also, telling us all how he's getting on with his GT6 Mk2. He's hoping to have it ready for the next meeting.



I popped along to the East Sussex meeting at the Halfway House. They certainly know how to turn up in numbers, not just members, but Triumphs too! Hope to see them again at a local show.



I've got a bit carried away this month (July) and bought another Mk1, possibly two. I definitely need to be accessed by a doctor. I wasn't aware of Mk1 syndrome, but I clearly am showing symptoms.

Bromley Pageant at The South of England Show Ground, Ardingly – for our first stand at a major event, I think we did amazingly well. It's got to be 15-20 years since the Gatwick area had a major stand to represent the TSSC and all it offers. This is mainly down to Dudley and his Herald Coupes. He brought not one along, but four to give people a flavour of the stages during a restoration process. He was helped by I think it was four dummies (also provided by Dudley).

I must point out that Dudley didn't work alone, there were some of us who were not dummies and got fully involved. A big thank you goes to Maria, Justine, Tanya, her son and Dudley. I might have helped a bit, but of course thanks go to all those that brought their



a fantastic job, one was even working under the cars!

I'm not sure about shows this month, but there is the Edenbridge Motor Show on the 7th September, and our meeting this month is on the 9th.

The nights are really starting to draw in now, so if you want to catch some light to view our cars, come along earlier – it isn't a problem because a number of us turn up early for a bite to eat.

Keep drive those fabulous Triumphs before the dreaded winter sets in! Take care,

Tony

HERTS AND BEDS

Hi folks. On July 27th Martin ran a trip to Fawley Hill Museum with his GT6 and five TRs. After a coffee at Tring garden centre they went on a 30-mile run to the museum and parked in front of the doors on site. Unfortunately the steam engine was broken, so a diesel ran trips on the steepest climb in Europe for a full size non-assisted railway (1 in 13).



On the 28th we held our Publican's Choice Best Area Car award, and whilst I see a conspiracy, I with HYA were awarded the Kingfisher Trophy. This is the publican's choice, but I suspect some skulduggery behind the scenes – I last won this with the trusty Vit 6 back in 2006 as a way of getting me in as AO when we started this game.

cars, and the members of public that came onto our stand for a chat about our cars and theirs. Here are dummies doing



We hope in August to have the joint Triumph and Jaguar BBQ evening where we each pick the other group's best car which, after a few beers, gets very confusing.

It will soon be September when we have our now annual All Triumph Day at the Shuttleworth Collection in Old Warden; that's September 7th, doors open 10am. It is best to pre-book and only £15 per car including all occupants and also your raffle ticket and a 30 day free pass to return. See the advert in The Courier. There are well over 200 cars pre-booked so far, so get an email off to get your tickets (trr.lvg@gmail.com).

I will be standing down from the position of AO come our November Area AGM, so you will need a new leader (despite winning the shield – Ha!).

That's all, folks.

Pete

LEICESTER & RUTLAND

What a month! We started with Le Mans. To say it was awesome doesn't come close. The journey there was great, scenic drive and brilliant food. The village at the event is packed with shops and entertainment and has a great atmosphere. The racing of course is excellent, with the paddocks a chance to get close to the cars. Just sitting eating your lunch as all the GT40s drive straight past getting ready to race really is something! Camping on the TSSC exclusive site was an experience of its own. The view of the Dunlop Bridge and track from the campsite, cold beer on draft, hot food, shower blocks and lots of Triumphs just to mention a few things. Hats off to the organisers for making it such a memorable event. We have added a write up to the website in our area news section with loads more photos.





Back in the UK the weather took a turn and some of the shows were cancelled, which was a shame. A few of us attended one of the smaller shows at Little Markfield Farm supporting one of the local farmers helping grow his show, complete with alpacas. Some also attended Stonehurst farm.

Then we had our legendary Sunshine Rally. There was a quiz, a drive out and BBQ on the Saturday, and a scatter rally and show and shine on the Sunday. The People's Choice award went to Adrian Hall's white/navy stripe Mk3 GT6, who managed to drop in on the way back from their son's wedding, ribbons still on display. Car of the Weekend was awarded to Paul and Christina Girling for their lovely White Triumph 2500 estate. Mike Hickey won the AO's quiz, and John Hill won the football table championship. We had a good turnout with over 20 Triumphs over the weekend, all the regulars, but also a few new faces who we hope we will see next year, if not before. The raffle was generously donated to as always, including the novelty prizes – hope Garry makes it to the monthly meeting in his new trousers!



welcome to join us for a convoy if you are attending.

Monthly meetings will be back to the usual first Monday of the month going forward at the Curzon Arms.

Jason

WEST MIDLANDS

We had a good turnout on Tuesday at Farmer Johns – 11 cars were present with about 30 people. Lots of bonnets were up which is always a good excuse for people to gather round and chat.

We also had a look at some of our equipment, namely a large gazebo we used to use at Stafford. This caused some fun putting it up, but it was decided we have no further use for it so it is up for grabs as nicely modelled by Gio's Spitfire.



We still have events in September, so keep an eye out on Whats app or West Midlands Triumphs on Facebook.

Ken

NEWBURY

Hello everybody. Our roaming meeting on Wednesday July 9th took place at the Cottage Inn, Upper Bucklebury. The weather was dry with lots of nice evening sunshine. Those present were Chris in Toledo, Ian in TR6, Les in TR7, Phil in GT6, Robert in Vitesse, Roy in Midge, Mary and Dave in TR7. The non-Triumphs were Andy in ID3, Colin and Sandy in Discovery, Steve and Sue in Skoda. It's a long time since we have been to the Cottage Inn so it was good to reacquaint ourselves with the place.

At our second meeting of the month on Wednesday 23rd July at the Craven Arms we had our annual Cars in the Car-Park. Just before the event I had several apologies from members who couldn't make it due to personal reasons and unplanned events, so the numbers taking part were down on past years. The people and Triumphs taking part were Dave and Mary Herald, Ian TR6, Phil GT6, Robert Vitesse, Steve and Sue Dolomite Sprint, Tina and Toney Stag. It's a members' choice, with Mary handing out the voting slips and pencils. After that we were all out in the car park wandering around, closely looking at the cars.

Mary took back the completed voting slips and found one of her pencils was missing. Nobody owned up – woe betide the person if she finds out who you are! After much deliberation Mary announced the results, where first place went to Ian in his TR6. (The next day Nigel asked on Facebook if it was Ian's Skoda and not his Triumph that came first!) The joint second was Steve and Sue in their Dolomite Sprint and Mary and Dave in their Herald. Chris was unable to bring his Toledo as the windscreen had shattered a few days before. It's not nice when it shatters with a very loud bang, as it did in Chris' case.

Next up was our mystery tour, so over to Ian our Social Secretary.

On Sunday 27th July we went out for another mystery (to everyone except Ian) pub lunch. Five Triumphs met in the car park at Waitrose in Thatcham. There was the normal natter and photos as we all waited for the departure time to arrive. At 11-ish the group left, being led by Ian in his TR6 followed by Roy and Helena TR3, Andy and Thomas Vitesse, Tony and Tina TR3 with Dave and Mary Herald bringing up the rear.

We headed out of Thatcham towards Upper Bucklebury, where we turned west just before the Cottage Inn towards Cold Ash. From there we went through the various traffic calming restrictions on the way towards Hermitage. After a sharp right turn up the hill away from Hermitage, it was a 3.5 mile trip through the countryside to Bucklebury. Once there it was onto a single track road which was less potholed than a lot of two lane roads. Unfortunately, we met a tractor pulling a straw baler who stopped as we all did. Just as Ian started to reverse, the tractor

driver realised there were five of us, so he quickly started to do a sterling job of reversing tractor and baler into a spot where we could – just – get past him. [I was glad I was in my narrow Herald and not my wide TR7 – Dave!] After that it was an uneventful trip to Stanford Dingley, Southend (not Essex) and Chapel Row back to Upper Bucklebury. Upon arrival at The Cottage Inn, there was the normal discussion about the route, and the obligatory photo of the cars. It was then into the pub for lunch. Just after 2:30pm we departed on our respective ways homeward bound.

Thanks Ian for organising another excellent mystery run. It certainly had us all guessing where we were going to end up.



On Sunday 3rd August there was the Newbury Classic Car Show. This is now a large event which this area has supported for over 25 years. The weather forecast for Sunday was dire with heavy rain and high winds, so our numbers were down. Looking around some of the other club stands, it looked like we weren't the only club where the predicted weather conditions had put people off. As it was, it did turn out fine apart from one heavy but short shower. The cars and people were: Andy and Thomas Vitesse, Mary and Dave Herald, Ian and Richard TR6, Phil GT6, Robert and Alice Vitesse, Roy and Helena TR3, Steve and grandson Dolomite Sprint.

There were plenty of cars to see, plus stands selling autojumble and non-car related items. Where you get a mass meeting of car enthusiasts, the bonnets always come up and a discussion goes on about what lays underneath. I think we covered Phil's wheel clearance and the front rocker cover bolt on the Vitesse plus a few more areas. We all enjoyed the event, and thanks must go to the organising team.



Remember we have now stopped roaming on our first monthly meeting and are back at our autumn/winter location

(see below). Thank you Ian for organising this season's roaming.

SEPTEMBER'S MEETINGS

Wednesday 10th: The Two Water Mills, Newtown Rd, Newbury, RG14 7HB.

Wednesday 24th: The Craven Arms, Skinner's Green Ln, Enborne, Newbury RG20 0HG.

September's events are TBA

– check your emails and our Facebook page.

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

Dave

NORFOLK

As the usual monthly meet is replaced by our Tea and Cake afternoon later in the month, there isn't much to report on. However, everything is pushing ahead for our camping weekend. If you haven't booked yet and want to attend, please do it soon!

Even if you're not attending the camping, make sure you join us for the Mile of Triumphs event at Holkham Hall on Sunday 14th September as we try and get as many Triumphs together as possible. There will be a tulip route to Holkham Hall for the 'mile' starting at Forest Park Campsite (NR27 0JR) from 10am, arriving at the South Drive, Holkham Hall (NR23 1RX) between 11.45am and 1.15pm for a drive in the private grounds of the Hall, climbing up to the obelisk before dropping down into Holkham Park where we will attempt the mile at 2pm.

Note that this is a charity event! The entrance to Holkham Hall is £10 and ALL proceeds will go to EACH (East Anglia's Children's Hospices). Payment in advance is preferred, but can be paid on gate (cash only please) and includes entrance to the park, a goody bag, plus the optional run from Forest Park Campsite near Cromer. We also have MoT mugs and teddies for sale for £15 each, profits from which will also be going to EACH. These must be pre-ordered at least a week beforehand.



For more information, please email tsscnorfolkweekend@gmail.com

We look forward to seeing you all and loads of Triumphs on 24th!

FUTURE EVENTS

September 22nd-24th: TSSC Norfolk Camping Weekend with Mile of Triumphs on 24th.

October 2nd: Monthly meet at Worlds End, Mulbarton, 7.30pm for 8pm. We'll be in the area to the right as you go in. Food is available for those that want to eat beforehand.

Paul and Christina

NORTH EAST

Glad to see a good turnout at our August meeting. I have missed a few this year with family commitments and holidays, but should be back to normal from now on.

Last month's meeting was cancelled due to a large portion of our members being away in France for the Le Mans Classic. I was brought in to drive Kevan's Stag to France as he had to attend a family funeral. After the funeral he flew to Paris and then caught the train to Le Mans, arriving there on the Friday evening, so he only missed one day and the drive down.

As usual the weather in France was a bit unsettled – red hot when we arrived, then heavy rain through Saturday night and Sunday morning. A bit of water did not spoil our weekend though; we watched plenty of racing and had a good look around the paddocks. Joseph travelled down on his own in his recently rebuilt Spitfire, traveling through the night from Dieppe to arrive at his hotel in the early hours of the Thursday morning. The Spitfire's engine is now well run in, and never missed a beat.

After Le Mans some travelled straight home, while others spent a few days visiting the sights in Normandy. Mr Fish was well impressed with the architecture at Mont St Michel, and the moules et frites in Dieppe.

On our return to the UK, Brian and Kevan had booked to go to Shuttleworth in Bedfordshire for the Stag National Day. There were over 200 Stags in attendance on the Saturday. We also visited the Imperial War Museum at Duxford that weekend. (It would have been a shame not to as we were in the area.) We all arrived home safe and sound and without any mechanical issues. Kevan's stag completed over 1600 miles and

never used a drop of water even though the temperatures were sometimes around 30°C. Don't be frightened to take your pride and joy on a long run – there are pretty well reliable.

Seeds are being sown for a trip/tour of France or Spain next year; Brian has more info on that if anyone is interested.

EVENTS

25th August: Durham City Car Show.

21st September: possible trip to the Jim Clark Museum at Dunns.

28th September: NECPWA Beamish museum, no booking required, £5 per head entrance.

Our next meeting is on 7th September.

Geoff

NORTHERN IRELAND

I am writing this in what I hope is the tail end of Storm Floris as it has been rough here for a few days.

Saturday 5th July saw us meet up at Wright's Filling Station on the A4, about a mile from the Birches junction, to take part in the first area run under the control of Philip (A). (Photo 1 here) Thankfully there was a wee cafe there too with a toilet and plenty of E5 fuel. There was a good turnout of six Triumphs from the club, with the addition of Philips brother Alf and his wife Mo in their Merc. Great to see Daphne and Robert (T) too after their motorhome trips.



On the road we headed towards Dungannon before taking a right to make our way to Scotch Street, to and through Loughgall and on to the villages of Charlemont and Moy that are separated by the River Blackwater, even in different counties too. Next up was Killyman, passing through Grange with its Quakers Meeting House. This then brought us to our stop and the lady's favourite place, Moygashel and the Linen Green, passing the home of Dungannon Swifts FC as we did so.



After our stop at the Loft Coffee Shop, we then had a virtual circuit of Dungannon with our first location being Lowertown with its heights, and then on to Bush and Newmills to pass Annaginny Fishery and Park Farm with its five fishing lakes. After crossing the A29 we took the Tullycullion Road to take us to and through Donaghmore on our way to Castlecaulfield, before passing the perimeter of the grounds of Parkanaur Manor House and the forest park there. This then brought us to our next stop/photo opportunity at Ballysaggart Lough, known locally as The Black Lough. It was here that Philip left us for a while leaving us in the hands of Edgar (P) who took the opportunity to guide us through Dungannon and eventually to the home of Philip and Hazel. It was here that we were all treated to a lovely evening meal with a selection of tray bakes. A big thank you to Philip for his first run and for the food, ably assisted by his wife Hazel, even with a few of the group having their special orders to be taken care of.

Sat 2nd August saw our next area run in the capable hands of Maureen and Alan (H) with us meeting at Carrickfergus Castle. It was an all Triumph turnout and, even more unusual, there were two Triumphs from the Hogg family and no BMW to be seen. Long that may last! Moving off towards the top of the town and out along winding and hilly road sections,



we could just about see the three Woodburn Reservoirs to our right as we then passed the well-known Knockagh monument further in on our left. Now using the Slieve true and Lisglass Roads to bring us downhill from the Slieve true Mountain area, our first stopping point was at the Logwood Garden Centre just outside Ballyclare. (Photo 5 here) Been here a few times now and enjoyed the food and the centre itself. Liked the old Standard 8 in the garden setting, but don't need another car.



Break over and Alan had us on the move, this time straight down the A8 to Ballynure to take the favoured back roads at Lower Ballyboley and Deerpark through Kilwaughter to our next turning point to the Mullaghsandall and Loughdoo Roads. This had us climbing well into the hills with a view of Scawt Hill in the distance to then drop down the Feystown Road for a brief stop at Glenview or Linford viewpoint that overlooks the area where the Game of Thrones film site village was from a few years back. Nothing there now unfortunately.



Viewing over, it was back up the hill to make our way towards the Druncrow Road, passing the Dunteige Wedge Tomb and the Headless Cross standing stone on our right. The road wound back and forth in this area with a view ahead of the Carnalbanagh Sheddings area to then give us a clear view of Tiftarney Hill, popular with local walkers. Next up for us was Shillanavogy and its winding curves as it passes Douglas Top, and then downhill in a southeast direction to arrive at Tildarg. It then made it a straight run through Kells for the short drive to our meal venue at the Ramble Inn where we met up with Valerie and Ernie (F). A good time and meal were had by all and a big thank you again to Alan and Maureen (H) for their efforts.

Last month I made mention of the very generous donation of a Triumph Vitesse and parts from Rob (M) to the area. The vehicle has now been collected and, as I understand it, the vehicle and

most of the parts are with Alan (F). In view of this there is a possibility of parts being available to club area members.

EVENTS DIARY

Wednesday 3rd September: Area Meeting. (Nortel - 7.30 pm).

Saturday 13th September: Area Run. County Down/Armagh Area - (Colin L).

Saturday 27th September: Area Run. County Antrim - (Douglas H).

Wednesday 1st October: Area Meeting. (Nortel - 7.30 pm).

Saturday 18th October: Area Run. County Down Area - (Alan F). Well, that's it for another month. Please come along and support your event organisers.

Douglas

PETERBOROUGH

A lovely warm evening for the July meeting at the Gordon Arms. Colin gave a report on the Le Mans trip – he had managed to make a 600 mile round trip with a leaking radiator. Luckily, the temporary repair made with a bottle of leak stopper held out for the trip. Steve and Malcolm also attended and the guys all agreed it was a great outing.

Several of us attended the Kimbolton Classic Car Show. After some initial confusion as to where our spot actually was, we set up camp and spent a lovely, and very hot, day exploring the show and a huge collection of modern and vintage cars. The show organisers pick out some interesting cars for an end of show display. Colin's Spitfire 1500 (owned from new) was picked for the top 12. Although he missed out on the top 3 spot, his car did receive a commendation; well done Colin, your sales pitch during the interview was wonderful!



Our September meeting will be at the Gordon Arms on September 8th. Don't forget to bring your raffle prize.

Steve

SCOTLAND WEST

I am just back from our monthly meeting in Glasgow and it was well attended for a peak holiday month. We had a new member Stephen turn up for his first meeting since join the club and he showed us photos of his very nice Triumph TR5 – we look forward to seeing the car in the near future. Stephen is already booked in to attend the Inverary Castle event on the 27th September which is being organised by Gordon. There is also the Classics Against Cancer event on the 6th September at the Pyramid Business Park near Bathgate which is being organised by Alan from the Scotland East team.

We had a fanatic weekend up at Glamis Castle near Forfar again this year, it really is a great weekend and one of my personal highlights of the year. Feedback from members was positive and we will be looking to attend again in 2026.



Club stand at Glamis Castle.

If you are on Facebook Marketplace, you will see that Ken has listed his Triumph Herald 948 saloon for sale. This is a rare early car and is complete but in need of restoration. An update on cars within the club this month – Ian has started working again on his Triumph Vitesse, the engine re-build is nearly complete (and includes triple Weber carburettors) while work on the body tub is ongoing. Iain is back working on his VW Beetle rebuild and has recently posted details of front wing and door fitment, including new hinge pins that he machine himself on a lathe. On a personal level I am back working on my Triumph TR7 and hope to get the

engine fired up in the next week or so. It will be so good to finally get the car back on the road.

If you are struggling with a project or need some inspiration, please get in touch and we can get you involved with like-minded club member who can give you the help and advice you need to get inspired again. Bob taking his TR7 to Ireland certainly gave me the lift I needed to get back onto my own project.

For anyone interested, we will be going down to the NEC show in November again this year. If you fancy attending, let me know as quite a few TSSC Scotland members attend, be it for one day or the whole weekend.

Our next club meeting will be on Thursday September 4th.

Dave

SOMERSET

Hi everyone, hope you are all well. We had a good turnout for the July meet at the Victoria Inn, Priddy – great to see some of the members from the north of the county. It was a lovely evening, although a bit of a misunderstanding with the meet up with Morris Club.



I went along to Eli's Wednesday Wheels with Nikki and as we parked up, Dave and Gary arrived in their Vitesse. Fewer cars there than usual, but lots of interest from attendees and loaded fries were good washed down with a pint.



The first weekend of August was the West Somerset Railway show. I couldn't make it, but the weather was good and a few members went along.



Lastly, it's nearly Christmas. Well not quite, but I am proposing Sunday 14th December for our Xmas lunch. More details to follow, but please make a note in your calendar.

Next club night is Thursday September 14th at the Lime Kiln, Knowle, hope to see you there.

DATES FOR YOUR DIARY

7th September: John Haynes Classic Car Show.

20th/21st September: Castle Coombe Autumn Classic.

27th/28th September: Somerset Festival of Transport, West Woodlands.

14th December: Christmas Lunch.

Steve

SOUTHERN

Hi guys, we'll start off with a little info from Dick on his Le Mans trip.

Just back from Classic Le Mans where MG John and I camped at the TSSC site at Tetre Rouge. Overnight ferry on Wednesday was the usual delight of a classic car show followed by the drive down on the Thursday, with bright sunshine and 32°C at the circuit which was true of most of the visit. As usual, plenty of fascinating machinery to watch race and a wander around the paddocks was a revelation. Unfortunately it started to rain Saturday evening which persisted through much of the drive back to ferry on Sunday morning. For those interested, there are plenty of videos online, just check out Classic Le Mans 2025. Starting next year the event will be annually alternating between Heritage (up to 1975) and Legend (1976-2015).



Swanmore village fete was on July 13th. We had a very nice day there, but managed to get some shade out of the blazing sun. The usual suspects turned up: Paul in his TR5, Mike G Stag, Dave H Toledo, Wendy in her Mk3 Spitfire and Jackie and myself in the green Vitesse.



We had a very pleasant roaming meet at the Elsted Inn. The pub is now under new management and

were very pleased to see us there. They also confirmed that they will be carrying on with the traditional New Year's Day meet. To top that, they would be very pleased to host us for a Sunday lunch meeting which we will book for 15th March 2026.

July 19th saw me going to the Sarisbury Green fete. It was the usual format for a village fete – charity stalls, tombola, some crafts and a beer stall (rude not to partake). The majority of the cars there were from the Locksheath Classic Car Club, so had a good chat with a lot of them I knew and some I didn't.



For our regular meet for August we had invited the local MG group to the Stars. Well that was disappointing as only two of their cars turned up, and one of those was a TR7 Grinnall V8 of which the owner was trying to sell. Although we had 11 club cars turn up and John Lay's XK Jag, I thought there might have been more. Never mind, there's always next year.

Mike and co have been to a few more shows, but he hasn't been able to put quill to parchment yet. Not only that, Vanessa, his translator, has been away so maybe next month for that.

A word of warning. The Sunday lunch meet for September has been scrapped as there will not be enough people to make it worthwhile. Instead we will have a roaming meet at the Trooper Inn, Petersfield GU32 1BD. See below.

UP AND COMING EVENTS September

2nd: Regular meeting, The Seven stars, GU32 3PG.

6th-7th: Laughton Autumn Show.

7th: The Hinton Arms Classic Car Show.

7th: All Triumph Day, at the Shuttleworth Collection.

18th: Roaming meet, The Trooper Inn, Petersfield GU32 1BD.

21st: Tilford.

27th-28th: Somerset Festival of Transport, BA11 5ES.

October

7th: Regular meeting, The Seven stars, GU32 3PG.

19th: Sunday Lunch Meet The

Hinton Arms, Cheriton, SO24 0NH.

That's it for this month.

Take care,

Mark

SUFFOLK

Our August meeting had 12 of us outside in the wind at the Sorrel Horse, which meant a bit of car-park viewing for the cars that were there – two Vitesse, two TR6s, a Spitfire 1500, GT6 convertible, GT6 (4 cylinder), Mk1 2.5PI and Pete's Daimler 250.

A few of us reminisced on a successful Le Mans trip – no issues with cars were reported and we all got home safely. The TSSC organisation had enticed a new member along, with long-time Stag Owners Club member Paul joining up to enjoy the campsite with his son and the discount associated with it. He also came to our meet for the first time and was a familiar face to a few of us.

Andrew brought his very nice Vitesse along and this has been the first night he's attended for quite a while. The car has had some running issues over previous months, which turned out to be carburettor related. These were sent off for a rebuild, and once re-fitted the car is performing well again.

Brian has a new knee, and while this was being fitted, Lightning was fitted with a new clutch (not on the NHS). The jiggling of the wiring loom to get this fitted disturbed a few of the electrical connectors and caused problems with the operation of the overdrive. After replacing all the connectors in the loom feeding the overdrive and isolating switches, all is well with the car again.

Robin and Ian attended Helmingham Hall show for the first time in the Herald and Spitfire respectively. 1200 cars attended, the fields were certainly very full and the splitting into decades seemed to work better than last year. Their muscle was also called upon to push a Hillman Imp that had stalled and failed to restart in the entry queue. The poor car was stuck down by the entry gate for the remainder of the day.

We were talking about a few of the informal shows that happen around Suffolk. These are ones where you can turn up, have coffee and bacon roll, rummage through any autojumble, browse the cars, then disappear in your own time without the guilt of feeling you need to be there all day. Those

that were mentioned are.

Rickingham Classic Car Meet, Autojumble & Rummage Event, IP22 1HD. Second Saturday of the month, 9am – 12 noon.

Kersey Mill Breakfast Car Meet on the last Saturday of each month between 9am and 12 noon. (Last one is on 25th October.)

East Coast Retros, Shotley Rose pub. Remaining dates for 2025 are 19th September (evening) and 4th October (all day).

It is always good to have an excuse to run one of the cars out. These informal events are perfect for that, and to acquire more stuff for the garage that you didn't know you needed.

See you next month, on the 2nd September. The Sorrel Horse even has their own ale on tap now called Triumph. I'm not sure if it's in our honour as it uses the motorcycle company logo, but it's a nice touch all the same.

Russell

EAST SUSSEX

7am on a Monday morning; Newhaven Port; two Triumphs and five occupants ready to board the ferry for the trip to Le Mans. The plan was to spend a few days at a campsite in Caen before travelling down to Le Mans. Our 'Tardis' accommodation unit (I don't know what else to call it) was quite small with one double bedroom and two twin bedrooms – but no room to turn around in!

'Tea anyone' had the double, 'CIMAS' (can I make a suggestion) was in one twin bed room, 'Flat out' took the lounge couch, leaving 'Peanut' and 'In the desert' in the second twin bedroom. With five guys sharing a shower and a toilet it surprisingly worked very well. 'Tea anyone' did most of the cooking, with the rest of us taking turns clearing up afterwards. During our stay we visited Pegasus Bridge and Melville Battery nearby.

On the Thursday we set off Le Mans, meeting up with Richard in his Vitesse on the way. Keith and Ben had arrived at the campsite around 11am and managed to reserve an area for the East Sussex group. Claims were staked out, tents were erected and we settled in for a few days of noise and chaos. Richard and Hilary arrived, followed by another Richard, who decided he should be known as Tom to avoid confusion. Andy and Paul arrived in their van, which looked like an ice-cream van (but it

didn't sell ice creams). It did have a fridge, though! Even though we had teased Andy for weeks that his shower and toilet would be the East Sussex facilities, we didn't need to make use of them as the campsite facilities were fine.

Thanks must go to Tea Anyone for his daily shopping trips for food for breakfast, lunch and dinner. It was hot during the daytime, but it cooled down at night, which was never dark due to the track floodlights nor quiet due to the cars on track. On the Saturday evening and overnight it rained, putting a bit of a damper on the 24 hour racing period.

All too soon the racing was over, and on Sunday evening, after steak and frites at Arnage, we drove back to the campsite via the Mulsanne straight. Some people even went up and down it three times. On Monday morning we shook water off the tents, packed up and returned to Dieppe. At the ferry terminal there was a fantastic array of classic cars waiting to board and soon we were on our way home.

What a great week! For me it was more the camaraderie, the banter, the sarcasm and the laughs that made the week so enjoyable rather than the classic car racing. Many thanks to the TSSC team that put it all together and worked so hard over the weekend.



Happy campers.



The accommodation unit (behind the Triumph).



The camp area at Le Mans.

EVENTS IN SEPTEMBER

Wednesday 3rd: September Monthly Meeting.

Saturday/Sunday 6th/7th: Laughton Autumn Show.

Sunday 7th: SCS Breakfast Meet at Old Barn Nursery.

Sunday 2st: SCS car show at Gatwick Aviation Museum.

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

Geoff

NORTH WALES

Sorry for the lack of a report in the August issue – it was written, but a technical glitch got in the way of its delivery. So this month you get a double dose!

Well, what happened to the weather in early June? We all knew it was too good to be true, but after the balmy days we had in North Wales in mid-May, we were greeted with cold winds, blustery skies and showers (more like downpours!) though it did improve slightly near the end of the month. Driving in the rain with the spray from lorries in your face is not really what I would call enjoyable. Can anyone explain to me why the mudguards that most have do not seem to work at all? Especially on dual carriageways and motorways, the spray almost drowns the Spit and visibility is not far off zero. The Stag isn't much better.

So our fingers were crossed for our holiday. Britain is a beautiful place in the sunshine, but when the rains come and the winds blow cold, I often feel I was born in the wrong country. The trouble is you can't predict what you will be presented with, there is no set pattern, even our summers can be unpleasant and you need to have clothes for every season if you are going away from home.

Anyway, we eventually had everything packed in the Stag ready to go on our adventure along the Wild Atlantic Way in Ireland from Oranmore southwards, extending to Waterford and Glendalough before driving to Dublin for our ferry home to Anglesey. What seems to be a car with a fair sized boot for its size and additional back seat capacity shrinks to an exercise in military precision packing. I certainly haven't quite mastered the art – there's always one more thing that you definitely can't do without and just need to pack. And I don't just mean clothes! After consulting Phil and Chris (my garage guys) and Sam of Paddocks, I've got what seems to

be a comprehensive 'just in case' pack of goodies to stow away. And you can bet your last euro that if anything does go wrong, that will be the part I have forgotten to take. Been there, already got the trophy!

Of course, being a holiday where you move on every day, the clothes packing needs to be re-done on a daily basis. I just hope the 'just in case' pack doesn't have to receive the same degree of attention. Sometimes I think it's an exercise in masochism. Why do I do it? The scenery, the excitement of driving and visiting places you have never been to yet still in our small islands, good company – well, it is just too good to turn down the chance.

After a final trip to the garage for a check on brakes etc, the day arrived, starting with a trip along the A55 to Holyhead and the ferry over to Dublin.

It is no surprise that the beautiful, lush greenery in Ireland is mainly due to the amount of rain they have, if anything, more than Wales! Just to fool us, the holiday began with beautiful sunny weather. However, by day three it developed into intermittent mizzle, and even thick mist on one day, (of course it was the day I was leading – not the most enjoyable drive on narrow, uneven coastal roads,) but to be fair it was mostly warm mizzle with dry cloudy spells.

The Irish were very friendly and could not be more helpful, enjoying the sight of a number of classic cars passing through their villages. What really impressed me was the cleanliness of the country. I saw only one piece of litter in the whole of our journey – and that was a child's birthday balloon obviously blown away by the wind. However, there has to be a downside. Petrol is expensive, at least 20p per litre more expensive than over here. I spent nearly £300 on fuel (home to home) and drove 1300 miles. Similarly, in our experience and on the route we chose, hotels big enough to accommodate a group of vehicles with secure parking are quite difficult to find, and they are more often than not relatively distant from local places to eat, resulting in hotel food becoming the norm for dinner. Vegetarian and vegan food is limited (take your own snacks!) but in general coeliacs are catered for. If you want to experience Irish cooking, look to the lovely soups like colcannon

and the many fish dishes.

The scenery is amazing, and for those of you who are interested in geology, the coastal strata is like nothing I have ever seen before! The history – a lot about the potato famine of the 1860s – was very moving. I can now understand the past antipathy of the Irish towards the British, who continued a policy of laissez faire at the time, sending shiploads of food to America whilst thousands and thousands of Irish poor were starving and dying for want of food.

I also have to say the Stag was a terrific drive, laden of course with every possible spare part there is. She didn't cause any problems, which is more than I can say for other marques – MGB and MGC in particular, naming no names... ha ha! It's all in good fun, but good to get my own back! Triumphs triumph supreme.

I feel at this point I have to thank my partner Alan for his constant support in my love of driving, his map-reading skills, visiting places he wouldn't necessarily visit by himself, and mostly for his down-to-earth calmness.

Once home, we had car shows to attend and our quarterly club Tinker Day. Many thanks to Andy for a fantastic day – much work was done on the cars, and Les's Triumph GT6 was left to have an overnight stay (serious fuel pump problems) while parts were sourced, Les getting a lift home.

If any of this has piqued your interest, or you would like to join our club, Border Classics, please feel free to email me for further information, routes to take, where to visit, interesting places etc. Details are on the Area Directories pages – North Wales.

Before I leave you, for those of our members in the Ruthin area I have had an email from a Roger Everett of Autoproducts who would be grateful if an owner of a Triumph 2000TC with wing mirrors would allow him to photograph the car with a view to producing a wing panel. If you have a 2000TC, please contact me and I will give you his mobile phone number.

Happy driving,

Julia

SOUTH WALES

This past month has been yet another busy period for South Wales, starting with an absolutely FANTASTIC show at Cardiff City Stadium with 20 members in 11

club cars. I used my Vignale again, the walkie talkies again keeping all of our cars together. There were literally hundreds of cars at this show and a great day out in the sun was had by all.



The following week four members, who deserve mentioning – the one known only as Pearce, myself, Jack and Emma – braved the terrible weather conditions in two club cars, my Vignale and Tokap's Spitfire, to support the Fonmon Castle Show. Although it rained all day, we had a great time and even though our gazebo couldn't withstand the high winds, we were able to walk around the Castle, the Dinosaur Park and the grounds, which all provided shelter from the rain. We even had a nice wooden shed in which to have our lunch and other refreshments.

On 13th July normal Welsh weather resumed and 14 members in 10 club cars headed off to the Margam Park show, where we basked in the sun or sheltered from it in our gazebo. Tim 'The Gate key per' brought out his 'new' immaculate Surrey-topped TR4, which was fantastic. Magpie, Al, Michelle and myself were even invited to a wedding that was taking place in an absolutely beautiful venue in the grounds.



On Saturday 19th, the Heydon twins arranged a last minute run as they were not able to attend the show on the Sunday. That was the Much Marcle show on 20th July, supported by nine members in five club cars. The threatened rain (my fault as I washed my TR the day before) turned out to be a very short and light shower at the Pontypool rendezvous, and a heavy downpour for 10 minutes mid-afternoon. In terms of entertainment, food and drink vendors this was the best show of the month so far, with a great 120-mile round trip on some fantastic country roads with Terry 'Tea Towel' Edwards keeping the

speed down and causing Tokap to remark that from his experiences on club runs, '2 Litre Vitesse must be the slowest model that Triumph made!' Terry was too busy super gluing some china plates that he had bought from one of the stalls onto his 'colourful' shirt to offer a reply.



While checking my TR over the day before my planned solo run to Welland, I had a phone call from the organisers of the Marshfield Coffee & Cars event to say: 'We have a space free at our event tomorrow, and as you disturb the peace of the village every day with your Harley or James Captain, we were hoping that you would support the event which raises money to keep our village hall open.' As I was 'all steam engine out' from the previous weekend, I agreed to take my TR.

It was a really good event that should have finished at 12:30pm, but no cars started to vacate the premises until 2:30pm! The locals were very appreciative of those who had brought their cars along, and the very cheap bacon rolls and drinks made for a great day out. On our way home we took the TR for a run to Cross Keys then back along the M4 and onto the private road near my house for a ton of the run. Thanks to the organisers for the invite.



Bern

SOUTH WARWICKSHIRE

Great turnout again this month – about 15-20 of us, with 11 cars (if you count the Landy, Moggy and MGB!). It was warm enough too that we hardly ventured inside the club, just nattered in the carpark with the cars, beers in hand. Neil L had an impromptu autojumble from the boot of his Spitfire (which

I also valued for him by the way – as area organiser having done the valuation training, I can do that for you if needed).

So to report on last month's activities, there was the Club Triumph camping at Gaydon that I attended. I thoroughly enjoyed playing in the band for my Triumph friends, although I could have done without the wasps. It all went well though, lots and lots of Triumphs and FUN, and the BMC/BL Day on the Sunday was good too – plenty of BMC vehicles, Farinas, Princesses, Landcrabs, Minis, all sorts.

Aside from that, Dave T and I made a repeat visit to club HQ to try and get the Vitesse Coupe running properly. (You'll remember that last time we'd done all the prep work, including turning over with the plugs out to get oil pressure before attempting to start it, and then it had limped along for only a second or two.) This time, we had properly fresh fuel, a new condenser, worked out that the coil was wired for positive earth so we connected the battery accordingly, tweaked the connector clips in the ends of the HT leads so they weren't loose, checked the timing was in the right ballpark, connected jump leads and turned the key... It fired straight up, ran on all six, and ran surprisingly well. So we connected up the radiator, filled with water, looked for leaks and were surprised to not find any, then let it run for a bit longer. It is a bit smoky, and filled the showroom with it, but then you would if you'd not been run for 40 odd years and had been seized and filled with releasing oil and had a million holes in your exhaust and had just started to get hot for the first time.

So as I write, it's the TSSC HQ camping weekend starting tomorrow (8th-10th August). Me and my boy will be camping again, looking forward to that, and there's a rumour that the Vitesse Coupe will be running. Then the next big thing on the horizon (by the time this is published) is the Wellesbourne Show on 6th September. The plan is we'll spend the morning at Wellesbourne until about 2pm or so, and then convoy to The Wharf at Fenny Compton for late lunch/early dinner. I'll be putting this and other key events on the Whatsapp group for expressions of interest (text me on 07989 104324 if you want to be added to the group).

There's also the Shuttleworth

show on 7th September – I'm all booked in for that, and provided the weather's good it'll be an excellent show like it was last year, with discounted entry to the museum. Our own Peak District Tour, organised by Neil L, is on 11th-13th September, and then on 28th September there's the Distinguished Gentlemen's Drive in aid of prostate cancer charities – it'll be fun, and you don't have to dress up if you don't want to! If you're interested then as always just ask on the Whatsapp group.

As well as all of those events, Kineton is the 2nd Monday of each month, Gaydon Gathering is the 2nd Tuesday of each month, Banbury Cricket Club is the 2nd Wednesday, and Southam Cricket Club is the 2nd Thursday, plus Hooky Classics at Saltway Farm near Banbury OX16 9UL on the 2nd Sunday of each month.

Thanks for asking (several people at the last meeting asked) – on the 3rd-5th October I'm doing the Round Britain Reliability Run in aid of Parkinson's research. My long time Triumph friends Andy Cook and Glynn Davis will be with me in the Vitesse, starting from Knebworth on Friday at 6pm, driving overnight to John O'Groats for Saturday breakfast, turning round and driving down through Scotland and then overnight through Wales and Cornwall to Land's End for Sunday breakfast, then back to Knebworth for 6pm Sunday evening. All contributions gladly welcomed (all event costs are borne by the entrants, every penny donated goes to the charity). See: <https://wonderful.org/fundraisers/RvWKX>

Finally, before I go I have a story to tell... I have this blue Mk3 GT6 you see. It was a wreck when I bought it in 1996. It'd had 12 owners before me, and had been subject to what I saw at the time as some dubious customising – rolled arches, de-seamed rear wings, front and rear spoilers, and lots of rust.

So I spent seven years chopping out all the rust and returning it to factory standard, in the original factory Wedgwood Blue.

I'd managed to get the owner history from the DVLA by writing to them (they won't do it now due to data protection, but this was before everything was computerised). I'd tried to contact the previous owners, with no luck except for one owner from the Isle of Sheppey who said: 'It was a flyer!' Fast forward nearly

30 years, and I'd given up hope of contacting any of the others. Until a couple of weeks ago when I got a message from Andy Cook, the GT6 register secretary, saying he'd been contacted by a lady who used to own my car! This lady had apparently been looking for it for years, and supplied me with some photos of how it used to look. All I can say is 'WOW, I had no idea! Should I repaint it? Answers on a postcard please.



The GT6 as found.



The GT6 as it is now.



The GT6 in the 1980s.

Right then, next meeting is Tuesday 2nd September from 7pm (the first Tuesday of the month as ever) at Harbury Village Club, Crown Street, Harbury, near Leamington Spa. Set your satnav for the BullRing Garage CV33 9HL and follow the short one-way section to the carpark on your right.

Mark

WESSEX

Another good turnout for our monthly meet, but I'm afraid the evenings are starting to draw in, so we adjourned to the comforts inside. We will continue meeting at the Fish Inn, Ringwood. As we suspected, the Tyrrells Ford has reopened as an upmarket hotel. It is difficult to find somewhere that pleases everyone, the Fish Inn is better for those coming from Poole, Salisbury, Southampton and there is always room to park.

Now onto the past month. I have been informed that the Le Mans trip was uneventful, no interesting stories to tell, thus enjoyable and stress-free!

Bransgore New Forest Show

was well organised with an all day commentary on the various exhibits. A small smattering of autojumble and bric-a-brac stalls. A relaxing day, sitting in the shade, catching up with infrequently seen friends.

Netley Marsh Steam Show has been held since 1971 and seems the way forward, combining classic cars, caravans, tractors, stationery engines with the steam fraternity, plus with marquees housing craft and model exhibitions, birds of prey, ferrets and a fairground, there was something for everyone. Even something I have not seen for years – The Wall of Death! For those too young to remember, it is where daredevils ride motorbikes around a circular wall with a viewing platform at the top, so that you can watch the bikes going round and round, getting higher and higher until they nearly come over the top, before descending to safety.

The Burly Summer Fair with classic cars and tractors had plenty to see and do, including Punch & Judy shows, marquee beans, carrots, onions along with chutneys, jams and cakes – sadly none for eating, all for judging! A typical country show.

Lymington also had plenty of classics, organised by BPPC, along with stalls and a fairground. The adjoining purpose built skate park had organised competitions for skate boards and scooters which gave much entertainment.

If anyone has a recommendation of a show they have recently attended, please let us know for future consideration.

THIS MONTH'S EVENTS

5th-7th September: BPPC Swanage Railway Rally, now at Norden.

6th-7th September: Beaulieu Autojumble.

7th September: Haynes Classic Show.

28th September: Christchurch Quay.

Martin

NORTH WILTSHIRE

With July starting with the incredible heatwave, our regular meeting starred the convertible Triumphs, although we still attracted several hard tops which we crammed into the corner of the carpark. These included Andy's Mk3 GT6, Mark and Teresa's Mk2

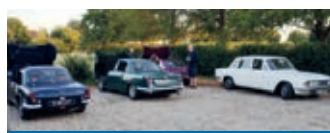
2000, Calum's Herald and Ben's souped up Mk3 Spitfire. Rose and I left our GT6 at home and enjoyed the trip in our Sixfire with the lid off. Soon enough, the car park at the Foxham was full and we had to start double parking! Does a Stag count as a soft top? We decided that Tim's did, and we also had Graham, Iain, Geoff, Pete, Mark R-L, Dave and myself (and Rose) in our topless cars.



Pete and his new sign advertising our club.



Soft top row in the Foxham carpark.



Hardtop corner in the Foxham carpark.

That overbearing heat saw some of us decide to give shows a miss that we would otherwise have attended. Colin and Ben were braver than the rest of us in doing two shows in two days. Our planned mass visit to HQ was scuppered when the Open Day was unfortunately cancelled. We will do it one day though. Paul visited the Prescott Hill Climb and reported seeing a very fine sounding Dolly Sprint taking part.

Onto car news now, and Tony has now completed just over 300 miles shaking down his TR6. He hit a snag with binding brakes after a miscalculation of push rod clearance on his new servo generated rather a lot of smoke and heat. Chris got round to trial fitting the gearbox and OD he had obtained for his Vitesse – unfortunately it was noisy, leaked oil and the OD didn't work. He's refitting the original and overhauling the 'new' box.

Mark R-L is fitting replacement and uprated headlamps to his Spitfire while Calum is having fun with his driveshafts, and dad Craig had volunteered to do a long distance sponsored walk on one of the hottest days of the year, but he completed it nonetheless. Craig had also paid a visit to Canley

Classics and shopped for all of us while there, saving us the postage costs. (I got some much needed gaskets.)

Nick C has now had a new mohair hood fitted to his Vitesse. Also outsourcing specialist work was Pete, who had his Spit's new HS4 SUs tuned and fitted with K&N filters. The car's the star now due to the tuning bod including some of the work done to Pete's Spit on his YouTube channel. Andy has reattached the rear trim to his GT6 after some of the clips failed. It is now attached using Tiger Seal adhesive as recommended on a US forum. My GT6 has had replacement disc pads and a new door mirror to replace the cracked one.

That's all from NW at the moment.

Jim & Craig

WIRRAL

This month we were blessed with a beautiful evening. We didn't manage to get our cars parked together, but the number of Triumphs increased from 7 to 10 and the total number of classic cars was 17. Enthusiasm was high and all these cars and their owners have interesting stories to tell. There was a lot of interest in



the TSSC and hopefully we will see new members joining us soon.

Till next time, happy motoring,

Dave

WORCESTERSHIRE

Well, we're all back from a hot and then wet Le Mans. We managed to get there and back safely, however with a few little problems. After what seemed like forever, my Spitfire was ready, despite having to drive up to Rimmers the day before departure to pick up a couple of parts which were essential (wiper stalk!).

Anyway, I set out, picked up my passenger and headed for the rendezvous at Cirencester services. Unfortunately, we found out that the M4 was closed eastbound from Swindon because of an accident, so we had a rather long and picturesque route through the Cotswolds, finally arriving at Chieveley nearly 15 minutes later than planned. Vicky handed out the essential ferry tickets and passes for Le Mans and we headed for Portsmouth, of course in the rush hour traffic. After some deviations, we finally managed to arrive at the Harvester where we had our evening meal before heading for a petrol station and the ferry port.

We got through the necessary stuff on disembarking, met up and decided upon our route to Falaise for morning coffee. Unfortunately, unknown to me I had a split in my rocker breather hose and was leaking a little oil onto the top of the engine, inlet manifold and exhaust – needless to say I was leaving a 007-type smoke screen behind me which encouraged a few members to overtake. Next stop was Alancon for lunch before heading up to Tetre Rouge and setting up camp. Luckily, between Andy and myself we had some tubing so were able to sort the problem on a temporary basis. Ben was also burning some oil, but managed to go out and purchase some 20-50 in a regular garage/petrol station – what a novel idea!

It was a lovely trip with plenty of sunshine, and on Friday the obligatory trip into Le Mans centre with some gorgeous gelato and a walk through the old city and the cathedral. We had a lot of hot weather, which of course had a detrimental effect upon some members who fell asleep under the event shelter in the afternoons. The whole event was extremely busy though, so

much so that the organisers are now arranging to run it every year with a variation, namely next year will be 1976-2015 era cars and in 2026 it will be 1920s-1975. A bit of a pity if you like the 1960s-80s cars as you'll have to go every year. Maybe that's their plan - crafty French organisers to get more of our money.

Anyway, plenty of food and alcohol were consumed, with some participants admitting to having a little too much to drink. You know who you are so I won't mention any names, but thankfully you enjoyed yourself and no harm done!

Unfortunately, or rather positively, it decided to rain late on Saturday which put a different light on the racing as the track became rather slippery and a few incidents occurred. On Saturday night several cars crashed/ stopped on the Mulsanne Straight, causing events to cease for a considerable time. Then Monday arrived with the threat of more rain, so the dismantling of tents was undertaken with some haste with a departure time scheduled for 10am, but we were all ready by 9.15 so headed out, some going for petrol, some having a scenic tour around Le Mans (me that is, despite a Satnav!) but still managing to catch up with Vick, Marcus, Andy and Sarah.

Thankfully, my car behaved itself on the journey home. Roadworks and diversions were a little problem, but we managed to arrive in Oustreham with 30 minutes to spare. Once on board the ferry, we had a drink, then said our farewells to each other when docking at Portsmouth as most of the group were going in different directions.

I headed along the M27, full of roadworks of course, finally managing to drop off Pauline before getting home at 3am on the Tuesday morning. It took several days to get over it, and then to find that one of my front brake pistons had seized. I wondered what the



squealing noise was, but at least it still stopped properly.

Anyway, back to normal business, and we met at the Oak on the 6th with 12 – yes 12 – Triumphs (not mine as it was minus a brake caliper) on the car park looking resplendent, along with eight new members: Colin and Sara in their Pageant Blue Spitfire 1500, Malc and Lyn in their red Mk3 Spitfire, Paul and Lorraine in their TR7 and Henry and Linda in their TR7. Welcome one and all, and of course welcome to the regular members also – nice to see you after two months.

There was a lot of chat, with 27 people in the room and only just enough chairs. Then Vicky tried to give some info. She said she didn't have much which prompted an applause, but said she would browse and send out an email so keep them peeled. Early bird tickets for the November show at the NEC are now on sale, then we had the raffle with some good prizes which were won by the new members – well done, but don't expect it every month! However, Andy M managed to win the mystery prize – a roll of toilet paper with 500 Euro notes printed on it. Does that tell you something about the Euro!

So next meeting at The Oak is on 3rd September. Hopefully I'll see you all there again.

Take care and enjoy your classics whilst the weather holds up.

Stef

NORTH YORKSHIRE

Hi to all our members in North Yorkshire, and a warm welcome to any of the West Yorkshire members who want to join us at any of our events and our meeting evenings until they find a new AO.

I apologise for missing the last month's newsletter – days go so fast I simply forgot and missed

the deadline.

The Triumph Day at the Motorist went really well with nearly 50 Triumphs turning out throughout the day, so with a bit of luck this may be run again next year.



The next event we had was the Newby Hall, always an excellent venue with a massive amount of cars and side shows along with autojumble – I got a bulb for a map reading lamp that I have had for 50 years, so a good day all round.

Our next events are St George's Day at Brighton Airfield run by the Real Aeroplane Club. This is a 1940s themed day, and I will report on it next month. After that is Triumph Day at the Great British Car Journey at Ambergate in Derbyshire on 7th September; I have been to this transport museum a couple of times and it is a really good day out. The last event is the York Knavesmire Classic Car Show 14th September. This is always a good day out, although last year was a washout. Let's hope for better weather this year.

Our monthly meetings are going well at both venues; the one at the Motorist is on the border with West Yorkshire, so if any of members from that area want to join us they will be very welcome to do so.

Hope to see you soon,

Keith

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NECCCLASSICMOTORSHOW.COM

Area Directory

For area meetings please check with your AO

SCOTTISH AREAS

SCOTLAND CENTRAL WEST

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

SCOTLAND CENTRAL EAST

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

SCOTLAND NORTH EAST

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

NORTHERN AREAS

CHESHIRE - 1st Thurs, 8.30pm

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

CUMBRIA - Last Sun, 12 noon

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

LANCASHIRE - Last Tues, 8pm

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

LIVERPOOL - 1st Tues, 8pm

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

MANCHESTER

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

NORTH EAST - 1st Sun, 10.30am

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

W: tsscene.wixsite.com/tsscnearea
MES Training, Blackmoor Court,
Durham DH1 5ES

WIRRAL - 1st Thurs, 7.30pm

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

NORTH YORKS

Keith Warren: T: 07534 820155
E: warrenktr6@yahoo.com
FB: North Yorkshire
The Greyhound - 4th Tues 8pm
82 Main Street, RICCALL YO19 6TE
The Motorist - 2nd Weds 6.30pm
New 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
Please feel free to attend the North Yorks
meeting at the Motorist, LS25 6JE on the
2nd Weds 6.30pm

MIDLANDS

COVENTRY

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

DERWENT VALLEY - 1st Tues, 7.30pm

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

LEICESTER & RUTLAND - 1st Mon, 7.30pm

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

LINCOLNSHIRE

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

NORTHANTS - 2nd Wed, 8.30pm

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

NOTTINGHAM - 3rd Wed, 7.30pm

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

OXFORD - 3rd Tues, 6.30pm

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

PETERBOROUGH - 2nd Mon, 7.30pm

Charlie Noble: T: 01780 666045
E: tssc@noblesoft.co.uk
Steve Abbott: T: 01778 347695
E: 4747abbottsmk@gmail.com
FB: TSSC Peterborough Area
The Gordon Arms, 527 Oundle Rd, Orton
Longueville, Peterborough, 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

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

SOUTH STAFFS

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

WEST MIDLANDS - 1st Tues, 6pm

Ken Heaton: T: 07766 837630
Farmer Johns, Streetly, Sutton Coldfield

SOUTH WARWICKSHIRE - 1st Tues, 7pm

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

WORCESTER - 1st Weds, 7.30pm

Vicky Dredge: T: 07745 299457
E: vickydredge@yahoo.com
FB: Triumph Sports Six Club
The Oak, Worcester Road,
Upton Snodsbury, WR7 4NW

EASTERN AREAS

CAMBRIDGE

Tom Hartley: T: 07795 436149
E: tom.hartley@homepages.co.uk
FB: TSSC Cambridge

The Plough, Green End, Fen Ditton, Cambs,
CB5 8SX - 1st Mon, 8pm

ESSEX - 2nd Sun, 12 noon

Mike & Sue Titchen: T: 07860 708356
E: miketitchen@aol.com
FB: Triumph Sports Six Club Essex Area
Various venues, contact AO for details

M25 EAST - 3rd Sun, 12 noon

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

NORFOLK - 1st Thurs, 7.30 for 8pm

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

SUFFOLK - 1st Tues, 8pm

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

SOUTH EASTERN AREAS

EAST BERKS - 2nd Tues, 6pm

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

BODIAM - Last Wed, 7.30pm

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

SOUTH BUCKS - 3rd Wed, 8pm

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

CANTERBURY

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

GATWICK - 2nd Tues, 8pm

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

HANTS & BERKS - 1st Tues, 8pm

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

HERTS & BEDS - 4th Mon, 8pm

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

ISLE OF WIGHT

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

W: iow.triumphsportsix.club

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

WEST KENT

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

SOUTH LONDON - 1st Tues, 7.30pm

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

NEWBURY

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

SOUTHERN - 1st Tues, 7.30pm

Mike Goolding: T: 01252 722432
The Seven Stars, Stroud GU32 3PG
SURREY - last Wed, 8pm
Clifford Darby: T: 07853 793341
E: darby136@btinternet.com

FB: TSSC Surrey Area
Wellhouse Inn, Chipstead Lane,
Mugswell CR5 3SQ

EAST SUSSEX - 1st Wed, 8pm

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

WEST SUSSEX - 3rd Wed, 7pm

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

THAMES

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

SOUTH WESTERN AREAS

ANDOVER - 2nd Wed, 12noon

Guy & Suzie Singleton: T: 01672 514241
E: guy@bondequie.org
FB: TSSC Andover Area
The Clatford Arms, Goodworth Clatford,
Andover, Hampshire SP11 7RN

AVON - 1st Tues, 7.30pm

David Dyer: T: 07860 878058
E: daverover@hotmail.com
FB: Triumph Sports Six Club Avon Area
The Huntsman, Downend,
Bristol BS16 6UB

CORNWALL - 2nd Thurs, 8pm

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

DEVON

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

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

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

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

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

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

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

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

WELSH AREAS

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

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

NORTHERN IRELAND

NORTHERN IRELAND - 1st Wed, 7.30pm
Doug Hogg: T: 07707 288233
E: 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
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SPAIN	Dulcie Crabbe	dulcie@tonycrabbe.com
SWEDEN	Odd Hedberg	odd@triumphclub.se
SWITZERLAND	Robin La Barre	robin.Labarre@Bluewin.ch
UNITED STATES	Ben Blaney	benblaney@gmail.com

WHO'S WHO

Council of Management 2025



Chris Gunby
Chairman/
Gen Sec



Tracey Hawes
Financial Lead



Paul Girling
Area Liaison



Nigel Hill
Events & Shows



Jane Rowley
Director



TSSC Headquarters



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

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

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

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

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

Council of Management 2025 Meetings

CoM MEETINGS – 31st August; 26th October

Any member who has an item of business that they wish to be discussed at
a Council of Management meeting should send the item to:

Chris Gunby, Riverside Forge, Water Lane, North Witham, Lincs NG33 5LJ.
Tel: 07843 435190 or email: chairman@tssc.org.uk

Please ensure that any items you wish to raise on the Council of
Management Agenda are received by the General Secretary, Chris Gunby
at least two weeks prior to the date of the meeting.

TSSC Honorary Members

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

Model Register Contacts & TSSC Officers

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

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

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

Model Registers

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

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

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

SPITFIRE MkIV | 1500
Robert Lund
 T: 07941 154109
 E: 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
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 25A, Greenacres, Bookham,
 Surrey KT23 3NG
 T: 0776 7248798
 E: specials@tssc.org.uk

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

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

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

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

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

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

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

TSSC Officers

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

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

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

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

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

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

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CARS FOR SALE

SPECIALS



Marlin Roadster

Based on 1963 Herald. Owned since 1983. 1200cc, twin SU, side screens/hood. Tax and MoT exempt/historic status, correctly registered as a Marlin. MoT June 2026, no advisories. **£2750 Richard Trundle (Warwick)**
Tel: 07768 817121



1973 GT6 Mk3

Complete restoration done, including engine, gearbox/overdrive refurbished. Leather seats, electronic ignition, new wiring looms, stainless steel exhaust and recently refurbished 3.63 differential fitted. **£22,500 negotiable**
Terence Morgan (Derby)
Tel: 07836 790107

HERALD



1964 Courier

Genuine Triumph Courier van. Very original, chassis looks good, nice trim and Courier unique parts. Some history, current V5, body needs restoring. Many spares included. Rebuilt block and pistons. **£2900 M Bowden-Maunders (Oxon)**
Tel: 07557 551558



1975 2000 Mk2

14in wheels, Stag brakes, sports exhaust, Alfa leather seats, power steering, overdrive. Runs and drives like new. No rust. Restored 1997. 21,829 miles. **£9250 Pete Lewis (Luton)**
Tel: 01582 750943

GT6



GT6

Gorgeous example in Valencia Blue. Priced to sell (with genuine reason). Bought for £15,000, spent over £3000 making a superb car even more amazing. No offers. **£15,000 Julian Bush (Ascot)**
Tel: 07827 258758

13/60 Convertible
Herald 13/60 DHC, Valencia. Excellent bodywork, original small crank engine rebuilt to Mk3 Spitfire spec, rebuilt overdrive gearbox etc. See bit.ly/4lvXU8E for full details. **£7995 Josef Gluyas (Durham)**
Tel: 07761 716401

SPITFIRE



1979 Spitfire 1500

Overdrive, stainless exhaust, X5 Wolftrace alloys. Chrome head bar, many extras. Not used, needs to go asap. Great car. Needs some TLC. **£3500 Mark L Chapman (County Durham)**
Tel: 07903 966133



Spitfire

Club insurance valuation June 25 – £8k. Good condition, but unwanted prize. Needs someone who will use it. Soft top only. Mileage 59k. Serviced and new tyres summer 2024, few miles since. **£6500 Colin Cuthill (Durham)**
Tel: 07802 757267



Spitfire Mk3

Overdrive. A very nice example of one of the most desirable Spitfire models. Benefitting from a major body restoration and recommissioning just completed. **£6950 M Bowden-Maunders (Oxon)**
Tel: 07557 551558



1973 Spitfire 1300 MkIV

One owner, 58k, garaged from new. Two minor accidents only. Respray 1991. Stainless exhaust. Carbs refurbed 2013 (not refitted). Currently SORN. **TSSC valuation £10,250. Offers**
Barbara Price (West Midlands)
Tel: 07854 949737



1976 Spitfire 1500

Overdrive, garaged, dry use only. Excellent condition throughout. No rust. Thousands spent keeping in top condition. Recent full service. Club valuation £12,000. **£8250 Alanframe_2348 (East Sussex)**
Tel: 01580 200696



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TR



1969 TR6

A fine example of a 1969 British classic car produced for the UK market. CP engine runs well and looks good.
£21,000 Susan Firm (Bromsgrove)
Tel: 07722 902002

1980 TR7

61,000 miles. Lovely car. Binder full of receipts, MoTs etc. Passport to Service. Please phone for more details.
£5250 Robert Arden (Stockport)
Tel: 07840 346302

VITESSE



Mk1 Vitesse Convertible

Nut and bolt restoration in 2019. Engine rebuild last year. Masses of paperwork and photos. Call for more info.
£12,000 ovno Jonathan Saunders (Seaford, E Sussex)
Tel: 07910 173685



1970 Vitesse 2L Mk2

Overdrive, Damson colour. Excellent condition. TSSC valuation £15k. 12 months MoT, no advisories. Original front seats, steel wheels and Rostyle wheel trims included. Phone for full details.
£8000 Richard Robinson (Horsham, West Sussex)
Tel: 07904 072958



1969 Vitesse Mk2 Convertible

Red, genuine factory convertible (CV) model. Overdrive, Minilite wheels, rear brake rebuild and rear wheel bearing. Solid car. bodywork has some rust.
£5500 Jim Wood (Berkhamsted)
Tel: 07761 014905



1970 Vitesse Mk2

Lots of paperwork. Original bill of sale. Leather interior. Resprayed. Priced to sell.
£7500 Paul Watson (South Wales)
Tel: 01495 222937



Park Royal Vitesse Estate

Mk2 Triumph Vitesse Estate, Park Royal. Valencia Blue. New MoT and tyres. Overdrive. Agreed value £28k. Asking £18k, incl. spare wheels, tank, glass, seals.
£18,000 Joe Grundy (North East)
Tel: 07831 097659

CARS WANTED

Triumph Spitfire 4/Mk2 wanted

Spitfire 4 CNO 382B
I would love to find my first Triumph (owned in the 1980s) with a view to possibly purchasing. Information would be appreciated to its whereabouts.
Ian Thirkettle (Norfolk)
Tel: 07875 118982

PARTS FOR SALE

GT6 Mk3 Spares

Stainless sill trims, pair of rear quarter lights, pair of interior rear quarter panels black (new), engine valances, original steering wheel with boss, rocker cover, air filter box. All in excellent condition. As a whole, or will separate.
Offers Michael Preston (Colchester)
Tel: 07812 458353

Dunlop Wheels

5 x Dunlop 5.5J GT6 Mk3/Spitfire Mk1V style wheels, previously fitted to my Rotoflex GT6. I have removed the tyres for easier collection.
£300 Andrew Heywood (Glossop, Derbyshire)
Tel: 07785 245347

Herald 13/60 Spares

Herald 13/60 gearbox, condition unknown, GB150032 with bell housing – £50. Propshaft, 92mm yolks, 35.5in closed, 36.5in extended – £50. Or £80 both. Cash on collection
Derek Boldrey (Mid Devon)
Tel: 01398 328328

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Herald 13/60 parts

Working gearbox, flywheel, prop driven plate, thrust, £50. Pedal boxes, clean vertical links, outriggers, bonnet hinge, open to offers. More items available.
Offers Rikk Harrison (Nuneaton)
Tel: 02476 348991

Hardtop

Mk3 hardtop in red, pretty good condition with fittings, needs new rear lower seal, hood frame looks OK, various other parts. To be collected.
£300 Martin Barlow (Leeds)
Tel: 07449 775675
TR3A Brake/Clutch Reservoir
Brand new, still boxed, TR3A/late TR3 Girling style dual brake and clutch fluid reservoir. Rimmers part number 114530. Price includes UK mainland postage.
£37.50 John Ewbank (Cirencester area)
Tel: 07875 964077

TR4/4A/5 Surrey Hardtop Centre Section

Complete and sound other than a few minor areas of corrosion. Dry stored for many years.
£450 Jeanna & Nigel Ind (North Wiltshire)
Tel: 07860 532974

TR6 parts

Recon grille £125, grille surround £40, matrix £25, grille for recon £40, chassis turret section for chassis exchange £295, CP oil gauges £50 & £10.
Nigel Clarke (Northamptonshire)
Tel: 07815 746623

Triumph Vitesse 2-Litre MkII parts

Ally rear roll over bar for Vitesse Convertible. Four-point mounting. Light surface rust only. Owned since was new in 1980s.
£40 Robert Bunney (Barnstaple, North Devon)
Tel: 07596 482182

Vitesse Mk2 engine

HC prefix, not seized and believed to be running when removed from the car. Bores and pistons look clean.

£200 Mr Robin Hill (Herts)

Tel: 07894 173149

Alexander Manifold

With twin CD carbs.
£200 Michael Preston (Colchester)
Tel: 07812 458353

Wolfrace 5.5 x 13 Wheels

4 x Wolfrace 5.5 x 13 wheels complete with nuts and tyres. Removed from my Mk3 Spitfire. Would benefit from a polish and lacquer.
£400 Jeanna & Nigel Ind (North Wiltshire)
Tel: 07860 532974

Workshop Equipment Sale

16 gallon (72 litre) floor standing parts washer. Small 3cfm compressor. Very large trolley jack, 2.5 ton, low entry, lifts 1/2 metre. Dunlop tracking gauge.
£450 or offers Peter Evesson (Great Bridgeford, Stafford)
Tel: 07786 376677

Astralli 13in steering wheel

In very good condition. Total price £85. Located in Coventry.
William Mccutcheon (Coventry)
Tel: 07906 974289

PARTS WANTED

Triumph Herald

948 convertible (ie. twin carb) air filter box (large pancake variety). Suspect rare as hens teeth, but putting it out there just in case!
Tim Bell (Oxford)
Tel: 07715 480569

Triumph Vitesse 2-Litre MkI

Front seat runners required for my Vitesse 2.0 Mk1 convertible. Also need static front seat belts.
Paul Amey (Derbyshire)
Email: paulamey2003@hotmail.com
Tel: 07866 288945

Herald/Vitesse

Wanted – Herald or Vitesse quarter lights in good order.
Kevin Bradbury (Devon or Leicester)
Tel: 07889 887876

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www.tssc.org.uk/tssc/classified_ad

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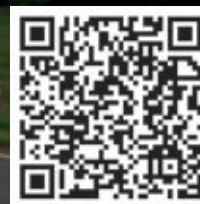
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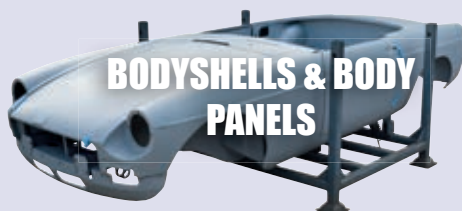


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