

THE COURIER

THE MONTHLY MAGAZINE FROM THE TRIUMPH SPORTS SIX CLUB

ISSUE 541 AUGUST 2025

RUN TO THE SUNS

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SPORTS SIX
CLUB



SPECIALS – A MIDGE CALLED BEA



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FROM THE EDITOR

This month I had a week away with the family, in the south of France visiting our son who lives in Montpellier. It was brutally hot with temperatures creeping up to 40°C and beyond, but that is not a problem when you are on holiday and can please yourself what you do, and when you do it.

We had flown out there and travelled locally either on foot or using the trams, but as usual I kept my eyes peeled for any interesting cars we passed along the way. Sadly, there were none! Well hardly any – I did see a Renault 5 parked in somebody's garden and a solitary Renault 4 driving down the road, but that was pretty much it for anything pre-1990s. Not a single 2CV or Dauphine, let alone anything Triumph.

I found this disappointing because spotting local classics is a big part of any trip away for me, but John Pullicino does offer one explanation in his *International News* this issue with a report from Malta in which he says the cars are about to be put away prior to the full onslaught of summer and will come back out again when the weather cools. This is the complete opposite of the UK, where classics come out to play in the

summer and very often hibernate over the winter.

This is not the only difference between north and south, because I saw virtually no convertibles in France whereas they are a common sight in the UK. People often laugh at the Brits' love of convertibles given our famously changeable weather, but the last thing you want in 40°C sun is to roast in an unshaded cabin. So, odd as it may sound, we actually have the perfect climate in which to enjoy our open-topped Triumphs all year round – in between the occasional summer heatwave, winter cold snap or burst of rain, of course! So do get out there and make the most of it. As for those of us who have tin-top Triumphs, we can enjoy them whatever the weather!

Simon Goldsworthy

Editor
editor@tssc.org.uk



THE
TRIUMPH
SPORTS SIX
CLUB

TRIUMPH SPORTS SIX CLUB SHOP & MUSEUM
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TSSC MUSEUM - Open by appointment only

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THE GET OUT

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

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PHOTO OF THE MONTH



This month's photo was sent in by Simon Owens, who says:

'I thought you'd enjoy this photo of my TR6 with St Mawes Castle and the Falmouth Classics Parade of Sail in the

background. I'd been itching to get the car out after a couple of weeks of wet and windy weather in the South West. That's me behind the wheel – the picture was taken by my wife Lucy.'



CHAIRMAN'S COMMENT

LE MANS WAS A HUGE EVENT FOR THE CLUB, BUT THERE'S SO MUCH MORE TO COME

The sun has been out all month, and looking at social media you have all been out in your Triumphs enjoying the shows and events put on by your club.

The TSSC HQ team have just returned from Classic Le Mans. This event just gets bigger and better every year, with more and more of you having the confidence to take your Triumph overseas to enjoy the fantastic roads of France and the amazing displays of classic and racing cars as well as the non-stop racing. The thing that stood out to me this year was the comments from new members who had joined our club so they could come and be involved in our Tetre Rouge campsite.

Several new members said they had walked past our site on numerous occasions at previous events, and just had to get onto it as we had the best facilities and looked like we were having more fun than any other site. Once on the campsite, they could not believe what we actually had to offer our members and all of them said they had the

best weekend thanks to the TSSC. One of my favourite quotes from a first timer with the club was when they pulled up outside the hospitality tent and asked which bit of the site was the club bit. I replied: 'All of it,' and they didn't think I was being serious. They soon found out that I was.

Events like this do not happen overnight, and I want to give a massive 'Thank you' to Lisa, Trudi, Nigel and Di Hill as well as Nigel and Tracey Hawes and Kit and Isaac, who all worked their socks off all weekend to make sure everybody had the best time possible. This really is the flagship event for the TSSC; if you haven't made the journey yet, surely it is one you need to put in the diary?

I hope you are all making the most of your membership and getting out to the many events that the TSSC put on over the summer. I am really looking forward to welcoming you all to the TSSC National over the weekend of 8th-10th August at TSSC HQ. This is going to be a great event, with camping two

minutes away as well as B&Bs and hotels in the local area. In addition to the opportunity to come and see your amazing headquarters and all of the exhibits in the museum, there will be two social evenings, a run out to Coventry Motor Museum on the Saturday and the Car Show on the Green on the Sunday. Please let us know if you are coming so we can plan catering – the form is on the reverse of this month's address carrier sheet.

Keep driving those Triumphs, and I look forward to meeting you all out and about at TSSC events over the coming months.

Chris Gunby

TSSC Chairman



IN THIS ISSUE

06 NEWS & EVENTS

Dolomite Sprint winner Andy Rouse.

08 HONORARY MEMBERS

John Griffiths recalls the early years.

10 CLUB EVENTS

All the excuse you need to get out there.



12



18

One off Factory Vitesse Coupé at TSSC HQ!

12 LETTERS

A fantastic selection of event reports.

18 VITESSE REGISTER

Starting work on the unique Coupé.

21 SPITFIRE MKIV/1500 REGISTER

Worthwhile gearbox cover modification.

22 GT6 REGISTER

Kids growing up with the GT6.

26 SPECIALS REGISTER

Bringing a Midge story up to date.

28 HERALD 948/1200/12/50 REGISTER

Period modifications from the 1960s.

32 SPITFIRE 4/MK2/MK3 REGISTER

Spitfire references from far and wide.



22



26

34 TR2-6 REGISTER

Replacing the heater blower on a TR4.

36 INSURANCE NEWS

Protecting spares and workshop tools.

38 INTERNATIONAL NEWS

Final fling before the heat of summer.

40 HERALD 13/60 REGISTER

Intermittent wipers & electric washers.

44 BOND EQUIPE REGISTER

A RHD Equipe spotted in Germany.

47 AREA NEWS

Full reports from the TSSC Areas.

60 AREA DIRECTORY

The contacts in your area and beyond.

61 WHO'S WHO

TSSC COM and Register Secretaries.

64 CLASSIFIEDS

Triumph cars and parts for sale.



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TR8 - STAG - 2000 - 2500 - 2.5Pi - DOLOMITE - SPRINT



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BTCC LEGEND ANDY ROUSE HONoured



The life and career of one of Britain's greatest touring car racers will be celebrated at this summer's Silverstone Festival, taking place over the end-of-summer Bank Holiday weekend of 22nd-24th August. Tin-top legend Andy Rouse claimed the coveted British Touring Car Championship title four times between 1975 and 1985, a remarkable feat that remains unbeaten. Even more impressively, he secured each championship in a different car. His first title came 50 years ago in a Triumph Dolomite Sprint, followed by victories in an Alfa Romeo GTV6 (1983), a Rover Vitesse (1984) and finally, 40 years ago, in a Ford Sierra XR4i in 1985. The latter two titles were won in cars prepared by his own Andy Rouse Engineering firm.

Rouse's 60 outright BTCC race wins stood as a record for many years, only surpassed in 2011 by Jason Plato – at a time when the annual calendar featured 30 races instead

of the 12 that Rouse faced during his era. This golden era of touring car racing will be revived at the Silverstone Festival in the Adrian Flux Trophy for the MRL Historic Touring Car Challenge, organised by Motor Racing Legends. It will be one of 20 crowd-pleasing retro races on the Festival line-up, all staged on the iconic Silverstone Grand Prix circuit. Beyond the racing, the Festival offers a packed programme of fun for all ages. Children aged 15 and under go free when accompanied by a paying adult. All tickets include access to family-friendly entertainment, including live music from Natasha Bedingfield, Craig David presents TS5, and Ministry of Sound Classical, plus traditional funfair rides, stunt shows, and more. For more information on Silverstone Festival and to secure your tickets, visit the official Silverstone Festival website at: www.silverstone.co.uk

BEST OF BOTH WORLDS IS NEC SHOW THEME

This year's Classic Motor Show theme has been announced as: Best of Both Worlds. Offering a myriad of possibilities, the theme invites clubs to celebrate vehicles that embody a harmonious fusion of contrasting elements and encourages the showcasing of vehicles that blend two distinct worlds. Possible suggestions include:

Old Meets New
Performance Meets Practicality
Original Meets Modified
Luxury Meets Affordability
Form Meets Function
Conceptual Meets Real

The show organisers say: 'Best of Both Worlds is not just a celebration of contrasts,

it's about embracing innovation, creativity, and transformation. Cars can be multi-faceted, earning praise for their ability to bridge the gap between different automotive realms. What happens when two worlds collide?' So what suggestions do you have for how this theme could best be applied to our Triumphs?

EVENTS

AUGUST 2025

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

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

22-24: Silverstone Festival. Epic track battles, festival vibes, three nights of great live music and so much for the whole family to enjoy together, plus a celebration of Andy Rouse, who won the BTCC driving a Triumph Dolomite Sprint (see News story above). www.silverstone.co.uk

SEPTEMBER 2025

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

7: All Triumph Day @ Shuttleworth. Last year's inaugural event was a great success. See the advert on p10 for more details on this year's incarnation.

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

21: Fifth Tour of Devon. Please email your Name, Triumph Model, Club and Phone contact to tourofdevon@tssc-devon.org.uk. See advert on page 10.

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

8th-10th August
Saturday 18th October
Sunday 7th December.
Please email events@tssc.org.uk

AUCTION REPORT



Brightwells: 1970 Vitesse Mk2 – £4676.



Brightwells: 1960 TR3A – £14,280.

Brightwells sale at the end of June had five Triumphs on offer. A TR3A and a Stag failed to sell, but the other three all found new homes. Starting with Lot 70, this was a 1968 Spitfire that had come from two long-term owners. However, when it was last on the road is not clear and it was very much a long-term project. Having said that, it looked like a really good base from which to start. But project cars tend to be very difficult to sell at auction, and this one went for peanuts – it cost the new owner just £370, and that included the premium! The lack of any real history or background paperwork may have increased the buyer's gamble, but at that kind of money it is hard to see how they could lose.

The other two Triumphs followed in quick succession, starting with Lot 73, a 1970 Vitesse 2-Litre Mk2 convertible. Looking lovely in Damson (the same colour as my first Triumph, a Herald 13/60), complete and running, it was said to have come from one family ownership from new, to have been restored in the early 1990s and only seen light use since. It had the desirable overdrive option too, not to mention a TSSC grille badge, but might have benefitted from having the Rostyle wheel trims fitted rather than being stored in the boot. As it was, the Vitesse was being offered with no reserve and I have no idea why the premium-inclusive price was a mere £4676, especially as there were no fewer than 65 bids on it! What a bargain.



ACA: 1973 Spitfire MkIV – £3996.



H&H: 1955 TR2 – £10,300.

Also offered with no reserve was Lot 77, a 1960 TR3A. The description led with: *'From a deceased estate; in the current ownership for 26 years; extensively upgraded for reliable long-distance touring; veteran of many Continental adventures; recent engine rebuild; a much-loved TR3 in need of a caring new home; lots to like and no reserve.'* There were a few very minor jobs to be done, but the list of work done was extensive and well-thought out. The detailing was superb and it looked gorgeous with its bright red paint, wire wheels and hardtop. It deserved to do well, and 55 bids pushed it up to a premium-inclusive £14,280, not bad in today's tough market, but still not a lot for such a fine UK-original car.

On the same day, H&H were in action at a new venue – the Millbrook Proving Ground near Milton Keynes. They had a healthy entry list of around 120 cars, but only two Triumphs among them. These started with Lot 4, a 1955 TR2 home market car. Finished in Signal Red with dark red Vynide upholstery and Fawn weather gear, it was described as *'Patinated cosmetically but in rude health mechanically.'* The current owner had bought it in 2001 and this was reportedly a reluctant sale. We can see why because the TR was an absolute beauty. Once again though the market was a harsh judge and just £10,300 (including buyer's premium) was enough to prise it from the seller's grasp.



H&H: 1965 TR4 – price not disclosed.

Lot 44 was quite a contrast, being a 1965 TR4 that had been imported from the USA in 2004 as a restoration project. Despite two subsequent owners it is still a restoration project – and a braver one now after 20 years in the UK and latterly in France adding to the corrosion, as well as some dismantling which had taken place in the meantime. It sold, but no price was given so presumably this was the result of post-sale negotiations to get it to within reach of the seller's reserve.

We are nearly out of room now, but there is just time to mention a couple of cars from Anglia Car Auctions' sale on 14th-15th June. One of those is Lot 301, a 1972 MG Midget, but bear with me! This looked a nice enough car, but was nothing outstanding and a fuel leak meant it had to be pushed rather than driven past the rostrum, yet it sold for a premium-inclusive £8424. As one watcher commented: *'£8.5K for a non-running Midget? God bless Anglia!'*

I bring this up here because just two lots later came a 1973 Spitfire MkIV. Looking superb in Mimosa Yellow, with overdrive and driving serenely past the rostrum under its own power, the Spitfire sold for just £3996 including premium. Why it should be worth less than half the price of the Midget is a total mystery to me. So were you the lucky bidder who drove it home? If so, please do get in touch and let us know what you got!

In the Who's Who listing each month, there is a small box of the TSSC's Honorary Members. We thought it would be a good idea to introduce some of these people to new members. This month, it is the turn of John Griffiths to tell his story.

Some members have asked Chris Gunby who some of the older names are on the Honorary Members list as shown in The Courier, and why they are there. This is a very valid question – the Club is coming up to 50 years old and much of the early history probably took place before some members were born! So how are you expected to know anything about those formative years, the people who were involved from the outset and those that put in place the foundations for the future?

For myself, I was a founder member attending the inaugural meeting of the Club in my Vitesse Mk2 Convertible, but I was made an Honorary Member for the achievements the Club made under my stewardship. At the outset I was Vice President (1977-1981) with many Club formulation responsibilities. These became more 'mine' when I took over the role of President in 1981 from the late founder member, Paul Swanson. I held that position for 10 years.

In 1981 the Club had 1000 members, but ten years later in 1991 it had over 16,000 members. It was a whirlwind time in so many ways. As you can imagine, starting a club with a clean sheet of paper and fulfilling all the legal, infrastructure and resource aspects is fairly involved. I actually managed to find a Ford Motor Co guide to starting a club and we used that as our bible. It created a great deal of work for all formative volunteer Directors, but especially for those like Jo Sunderland and Trudi Squibbs who were involved on the coal-face in the actual doing.

To get to that situation during a decade of enormous growth we had to make many very significant decisions, often quickly to avoid the Club falling over. For a start, private bedrooms to collate and dispatch the monthly Courier just weren't adequate. Manual processing systems very quickly had to be replaced and we purchased IT systems which got more and more sophisticated. Volunteers were OK for a while, but we soon had to take on staff. Trudi was Membership Secretary and Jo Sunderland was a key part of the Editorial Team. One of our early decisions to ensure we could cope was to take Jo and Trudi onto paid staff from March 1981, with Trudi full time from December 1982.

By 1991 Angie Hill (supporting Trudi) was processing around 100 new members a week, and of course many hundreds of



renewals. And of course the big milestone, which I personally worked so hard to achieve, was to put plans forward and convince the Management and indeed the wider Club that it was the right time to invest accumulated Club money in premises. Many people, it has to be said, had big reservations. That was a big, scary step for the Club, but of course it turned out great and unlike most car clubs who never took such a decision, it stood us in good stead, allowing us to grow in all sorts of ways. We bought the current premises in December 1990. They cost around £230,000 (about £700,000 in today's terms!). Over the years we spent a further £750,000+ plus making it what we have today – all money well spent.

Many of these big initiatives couldn't have been implemented without the support and organisational skills of Bill Sunderland, who took over the helm from me in 1991 and carried on until 2006. I can't underestimate the skills Bill brought to the Club. He and his wife Jo were great assets and without them we wouldn't have been nearly as successful.

As well as the premises in Lubenham, I also enjoyed creating and driving another big initiative for the Club, namely the creation of the TSSC Agreed Value Insurance scheme. Having spent more than a year going round and round the insurance industry and being shown the door, I eventually found a young

Peter James who, with his contacts in the London insurance industry and beyond, wanted to talk our language. In those days, Agreed Value was only for very collectable cars, but not only did we get Agreed Value for our cars (many of which were still daily drivers), but we negotiated fixed premium insurance prices which meant we could publish those in our adverts. That was a scary first for Peter James and the underwriters. The scheme was a success though, with over 25% of the membership quickly signing up. I'm pleased to see it is still going strong to this day. My wife Pamela, (also an Honorary Member) was the Administrator for the scheme in the early years when we processed some 200 valuations per month.

The Club was flying in the 1980s, becoming the world's largest Triumph club. By the end of my period we had five full-time staff and notwithstanding this heavy cost, the Club was financially successful on the back of the large and fast growing membership, the insurance scheme and the Club shop. In those formative days, I also had many other roles. I was Chairman of the Council of Management for a time, and Chairman of the Finance Committee. I was Competition Secretary with Dave Bayliss setting up and running the Club's handicapped Speed Hillclimb and Sprint Championship, which included getting invitations for our Club to partake in well-established events and setting handicap/bogey times for the in-house championship. I also organised AGMs, Christmas events, early Concours, the Area 'It's a Knockout' event, was Standard Triumph International Register Secretary (STIR), author of many tuning articles for the Club magazine linked to my own Mk2 hillclimb Vitesse and obtained the full complement of the very rare and original Triumph Rally films on cassette.

They were very exciting times and it was a great privilege to have had the roles I did. It was also unbelievably good fun as it seemed everyone had enormous capacity for fun and being silly! However, all of this could only be achieved with a great team, including the likes of Eddie Evans, Michael Hancock, Dave and Sue Bayliss, the late Glyn Ridgewell, the late Matt Maudsley, Bob Notley, Leon Guyot, Peter Williams and of course Bill and Jo Sunderland, Trudi Squibbs, Bernard Robinson plus many others. I will tell you a bit about some of these in following issues.



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AREA**

Sunshine Rally 39

1st – 3rd August 2025

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

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

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

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One night £24 per pitch

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Visit just for the day £5 per car per day

For a booking form please contact Jan on 07799 804415
J.muschialli@ntlworld.com Pre booking advised!

THE TSSC

National Weekend

**8th-10th
August 2025**

**TSSC HQ
Lubenham**

**Come and join us for the
TSSC National Weekend!**

Spaces limited - see the events page on the
TSSC website for booking form.



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ALL TRIUMPH DAY @ SHUTTLEWORTH



Free Prize Draw

Jazz Band

SUNDAY 7TH SEPTEMBER

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

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

CLUB



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be in attendance**

TSSC NORFOLK CAMPING WEEKEND

Incorporating the all new



12th-14th September 2025

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

Friday – arrival from 2pm with meet and greet

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

Sunday – tulip route to do the “mile” at Holkham Hall

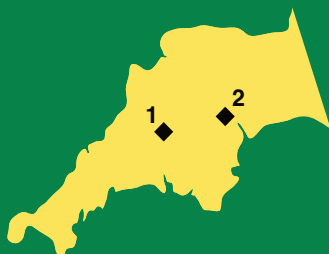
For more details see the Events section of the TSSC website.

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

Fifth Tour of Devon Sunday September 21st 2025



**Organised by
Devon Area TSSC**



A non competitive social event for **ALL Triumph clubs**

Two start locations each with two routes to choose from
all finishing in central Devon about 4pm
Each route will cover approximately 100 miles

Meet at 8:30am for a 9am Start

West start point 1 Strawberry Fields, Lifton, PL16 0DH

East start point 2 Tesco Extra, Exeter, EX2 7EZ

To register please email

Your name, Triumph Model, Club, Phone contact
tourofdevon@tssc-devon.org.uk

CLUB

QUALITY PARTS



SHOP

& MERCHANDISE

Next HQ Open Day – the National Weekend – 8th to 10th August

The TSSC Club Shop will be attending the following events:

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

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National Weekend

8th-10th
August 2025



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Lubenham

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

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

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

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Photo courtesy of Wikipedia

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THREE TRIPS FOR THE PRICE OF ONE



It's been a couple of years since Christina and I did a big trip, and with the diary showing three Triumph weekends in a row – the TSSC's Dales and Peaks Weekends plus the Triumph 2000/2500/2.5 Register's National – we thought it was about time to do another. As the last weekend would be the Triumph 2000 Register National, we decided to take the big Triumph and Sprite combo.

To make a break in the drive, we had a stopover in Pontefract. We were the only ones on the small campsite and as the weather was hot, the owner suggested we might like to run around naked. It was an offer we declined, and not just because his bedroom window overlooked the site.

Due to a closed road at Hawes with a 20-mile detour, we decided to take the A66 over the Pennine hills. It was a lovely scenic run, but unfortunately it meant a steady 40-minute climb, something the autobox

seemed to struggle with and when there were just four miles to go, we spotted a trail of smoke behind the caravan. We quickly pulled into a lay-by to cool down and managed to complete the journey to High Larning with no further issues.

The weekend was great fun despite the weather changing to rain on the Saturday for the Dales Run. It didn't put the Triumphs off, with 24 taking part along some great roads, with a pub lunch and drive up to Britain's highest pub, the Tan Hill Inn, before returning to the campsite. The Saturday night entertainment was a homage to the late Alan Heaton where chaos reigned with quizzes, bingo, hot dogs and dino racing. There was a walking treasure hunt around Dent on the Sunday before folks started to depart.

Monday saw us start the drive to the Peaks Weekend, stopping off for three nights at a campsite in Delamare Forest with



fellow TSSC 'Weekenders' Tracey and Nigel. Thursday was one of the hottest days of the year as we headed towards Ashbourne, and a traffic jam made the temperature gauge go scarily high, but she seemed to cope well with it and we arrived at the campsite without any problems.

On Friday, more Triumphs turned up with eight staying over. We had a lazy day on the Saturday, with the Derwent Valley fun and games in the evening where marbles and

flowerpots made an appearance, along with Mölkky and the obligatory bongo.

Sunday was the day of the Peak Run, with a great route arranged. Lots of Triumphs turned up, along with a good selection of moderns. Our indicators failed, which was a bit worrying as we were hitting the M6 the next day, but Cliff saved us with a spare flasher unit he just happened to have.

The next leg of our trip was to the Forest of Dean for the Triumph 2000/2500/2.5 Register National. All was going swimmingly until we took a petrol stop, after which the car refused to start. Taking a gamble that we could fix or replace the starter motor during the week, we got the AA to take us to the campsite. A new starter was ordered, delivered and fitted. We then went out for a drive, but sadly it broke down again, this time with a suspected flex plate issue. Using the breakdown cover from our insurance, we arranged recovery home for the Sunday. Even with the Triumph immobile, it was a great week with over 70 big Triumphs attending on the Saturday. Sunday was home day and, while we saved a bit of fuel, it did take us three tow trucks and 18 hours to get back to Norfolk, so quite a marathon. The Triumph is currently sitting in the naughty corner...

Many thanks to Chris A for help towing the caravan and Andrew N for replacing the starter motor before I'd even thought about what to do! For a more detailed write-up and additional photos, please log on to www.paulstriumphherald.co.uk/triumph-trek
Paul Girling



TO CHANGE A BELT – USE A KNIFE

I read your feature on changing the timing belt on your Acclaim, and it was very informative. It reminded me of something a mechanic friend told me some time ago about the simplest way to change the belt, and thought you may be interested. By the way, I've never changed a timing belt so cannot offer any experience of this.

Anyway, assuming the car is running OK and checks are made to ensure a stone hasn't caused the belt to jump a tooth, by turning the engine over manually, cut the existing belt down the middle to create two narrow belts. Snip one off, leaving half a belt in place. Slacken the tensioner so that the new belt can be slipped on next to the old

half belt, then snip off the half belt and slide the new belt fully into place. Finally, retighten the tensioner.

As my friend advised, if the old belt was in the right place, the new one has got to be. Hope this is useful.

Great magazine, always enjoy reading about all things Triumph.

Graham Jewers

Thanks for that tip Graham, and for the kind words. I have heard about changing a timing belt this way, but not tried it myself. I don't like the idea of turning the engine while making the change. If all goes to plan it should be foolproof, but one slip of the knife... SG

IT WAS SPAIN, NOT ITALY

The location of the TR7 Coupe on the cover of the July issue isn't Italy, it's Spain (or a Spanish speaking country) – *Salida* is Spanish for exit; the Italian would be *Uscita*. I'm not trying to just be clever, as this may well help you locate the site of the shoot. I'm pretty sure Spain did not have many motorways at the time in the 1980s.

A great magazine this month, with a lot to read and digest.

Mickey Parish

Thanks Mickey. I must admit that it is rather obvious now that you point it out! My apologies for the schoolboy error. SG



SCREEN SEALING ON A VITESSE

My Vitesse has badly perished front and rear window seals. When it rained, water seeped through fairly substantially. I went to my local windscreen replacement depot and asked them to replace the windscreen and rear window rubbers. They had suitable seals and could do the job, but told me they wouldn't as they were not allowed to install non-laminated car glass, and they could not access 'legal' glass for the job. As a result, two technicians gave the car their full attention for an hour using screen sealant guns to overseal the existing glass rubbers. For this excellent work they charged me just the price of two sealant cartridges – £15! This has stopped the rain ingress for the last 10 years, but now rain has started coming in again. What is the answer? Where can I

find someone to legally replace my leaking window seals?

Neil Sjoberg

A couple of thoughts here. One is to buy a laminated screen (they cost around £180), though of course this would add considerably to the expense. The other is that any general garage or mechanic who deals at least occasionally with classics should be able to replace the seals, and though I may be wrong, I don't think they would have an issue with reusing an original screen. As I say though, I may be wrong on this, but I share a barn workshop with a friend in Rutland who has been in the body trade all his life and he has certainly done that on some of my cars. Can any readers offer more advice? SG



DEVON'S FIRST RUN TO THE SUNS

Inspired by the original VW camper van and surfing community and the Run To The Sun event (RTTS) in Newquay and the Top Gear Race Against God (RAG) event from a sunset in Cornwall to sunrise in Norfolk, Run to the Suns 2025 was born! The idea was to enjoy sunrise in South Devon and sunset in North Devon, with a lunchtime activity and drives in between. In fact, due to logistics and timings, we changed the end destination to Teignmouth.

On Sunday 6th July, from 4.45am a selection of vehicles started to arrive at Haytor Rocks on Dartmoor to enjoy the sunrise, expected at around 5.08am. Unfortunately a rather cloudy morning meant a bit of wet weather, and while the sun rose perfectly on time as expected, it was hidden behind the cloud!

Undeterred, we set off on the morning leg of the run which took us deep into Dartmoor, through Widecombe on the Moor, Ponsworthy Ford and across to Princetown via Two Bridges. After a photo stop just north of Mortenhampstead (where there was a beautiful rainbow), we dropped into the town

and out through on the Dunsford Road, a steep, bendy section which connected us to the Teign Valley section taking In Chudleigh Knighton and Bovey Tracey and back up onto the moor for breakfast at Ullacombe Farm Shop and Cafe. In total it was a 50 mile drive, and a turn-out of 22 people.

Breakfast was followed by a spirited and direct drive along the A38 and M5 to Tiverton Castle, a wonderful location with the castle tower, ruins, gardens and Manor House along with the Grade 1 listed church. Alison the owner provided a comprehensive private guided tour of the estate – she was a wonderful host, and tea and coffee was enjoyed in the formal gardens, when the sun made a welcome appearance. In total it was a 45 mile drive, and a turn-out of 14 people.

After the church visit, we made our way on

a scenic route from Tiverton via Cullompton and Broadclyst to Pinhoe in Exeter before disbanding to go our separate ways – another 25 miles and a turn-out of 9.

Finally, after a few hours break, a brave few gathered once again at the Teignmouth Point car park to enjoy the sunset at 9.27pm, which was, of course, behind the clouds! Just 5 miles this time, and a turn-out of 9.

What an amazing day. My Vitesse drove like a dream, the weather pretty much behaved itself – bar the rain, wind and cloud! Thanks to everyone who joined us, and the back office support of Sue and my wonderful, long suffering wife Katherine. That's it, the first ever Run to the Suns event – DONE!

Rob Lingard

Photos – John Franklin, Lorraine Adams, Sue Franklin and Rob Lingard



RETURN TO LE MANS AFTER 17 YEARS

The last time I went to Le Mans was back in 2008 in my beloved KPO 650J (The Beast). So 17 years later it was great to be returning after all these years, but this time in my Spitfire Mk1 driven by my sons Curtis and Harvey, plus me in my newly restored Spitfire Mk3 Ashley GT.

The Gatwick area convoy consisted of Justine in her Mk1 GT6, Dudley in his blue Spitfire Mk3 and ourselves. Sadly at the very last minute, just as we were about to set off on the Wednesday morning for our 9am ferry, the Mk1 refused to start! With there being no time to sort it, we had to make a quick decision and so the Frances's MX5 came to the rescue.

Amazingly we made it to the ferry in time and met up with Justine and Dudley. The crossing was very wet, and on arrival in France the heavens really did open. We stopped for the night at Alencon, an hour's drive from Le Mans, at a hotel we'd pre-booked, and the following morning headed on down to Le Mans, where it took us a good hour to find the entrance. Once in, we immediately set about putting up the tents.



There were already lots of people there and it was good to see some familiar faces. By the time we returned from dinner that evening, Alan and the West Sussex group had arrived. Alan told us about being able to

drive round the paddocks and some of the entertainment around the Le Mans circuit, so off we went. We had an amazing time, something you couldn't do on the following days. Thanks Alan.

After a scorching few days it was back to the rain on Sunday. Our return ferry was at 12 noon on the Monday, so yet again we were travelling in the rain. We stayed in Dieppe ready for the following day's ferry, and arrived back in Britain to beautiful sunshine. It was a great trip, with plenty of adventure and great company. I won't leave it so long next time – and there will be a next time! A big thank you goes out to the TSSC who helped organise the tickets and such a fantastic camping site. All I need to do now is dry out the interior on the Mk3 and sort out what's wrong with the Mk1.

Tony Locker-Lampson



THE YOUNGEST COURIER READER?

We were wondering if we had the youngest Courier reader in our family? Our grandson Max is always eager to read the next issue, previously with granddad's help at 14 months, and now that he's a big boy – 20 months – all by himself.

Tim and Helen Willstead



ESSEX AREA'S WEEKEND AWAY

A four day trip was planned for the Essex group to Royal Leamington Spa, with an early morning start at Mike and Sue's house before setting off to Dunstable Downs, a National Trust location, for lunch. We started our engines ready to go, but unfortunately Mick and Linda's Stag needed some TLC to get her going. With that sorted, we were off – three shiny red Triumphs in convoy.

Sue had planned a great route along A, B and unclassified roads to Dunstable Downs. Arriving at Dunstable we were all taken by the breath-taking panoramic view of the countryside. This is one of Sue and Mike's favourite places to visit, so thanks to them for sharing it with us. After a brief lunch we set off again, but after a few minutes we all followed Mike's TR6 into a lay-by. Initially I thought this was to check map directions, but Mike's car had stopped running.

We quickly established there was fuel but no spark. After an hour or so of replacing distributor parts, there was still no spark. More head scratching, then I remembered reading an article about the quality of rotor arms and that the cheap black ones had the tendency to break down electrically and it was recommended to buy a high-quality red rotor arm. I had taken up this advice and fitted a red one to my TR6. We completed an ABA swap and confirmed the fault was with both black rotor arms and that the red one fitted to my car worked in both cars.

By now over an hour had passed. Sue was on the phone to Halfords to see if they had a part, but no luck. The only other option was to call roadside recovery and for us to continue our journey to our hotels. Just under two hours later we had arrived at Leamington. Unfortunately, for Mike and Sue it was over a four hour wait to be recovered and then within an hour they were back home. After a quick turnaround, they were back on the road in their new electric car and joined us later that evening.

The next day passed without any issues, and we met up with Robin and Rachael at



Kenilworth Castle, an English Heritage site. The history of this castle started in the 1120s and it has been a Royal Castle for most of its history. More interestingly, it was the site of the romanticized story of Robert Dudley and Elizabeth I. I recommend a visit.

Dinner was planned at the Piston Club @ The Stag, surrounded by a lot of motor memorabilia, and we were joined by Simon and Debs. We all had a great evening meal. Mike came out with a trophy he had found, followed by a member of staff to make sure it was returned! We used it for our group photo, before we all retired for the day.

The main event for the weekend was the Pre-1940 Triumph Motor Club Picnic and Marque Day. There was a wide range of Triumphs from 1930s Gloria Vitesse saloons to Acclams. The most popular models on show were TR6s and Stags, and it was great to see so many great examples of our cars and chat to fellow owners. We also saw a one-off prototype Triumph Fury TVT 990G – it's a shame BL didn't put into production, but this one had one lady ownership and a very interesting story behind it. Another



noteworthy classic was a 1934 Dolomite Straight Eight, GGT 925. Apparently the engine was designed by an Alfa Romeo engine designer who was lent to Triumph. There was one condition from the owners of Alfa Romeo – that the design was all done in imperial dimensions, not metric, so parts could never be bought from Alfa and used on a Triumph vehicle. Only five engines were ever made so parts are as rare as rocking horse droppings! The engine is a real beauty, the craftsmanship is outstanding; not a surprise from an Italian engine designer!

We finished the day at the Queen and Castle pub opposite Kenilworth Castle for dinner and to reflect on the weekend events. Most of us planned to head back to Essex on Monday and fit in a visit to the British Motor Museum at Gaydon, a great venue to see a massive collection of cars from the history of the British motor industry. Fortunately, there were no more issues with anyone's cars and we all returned home without incident.

Thanks again to Mike and Sue for organising a great weekend trip!

Tony Ho You





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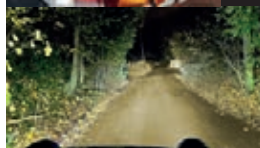
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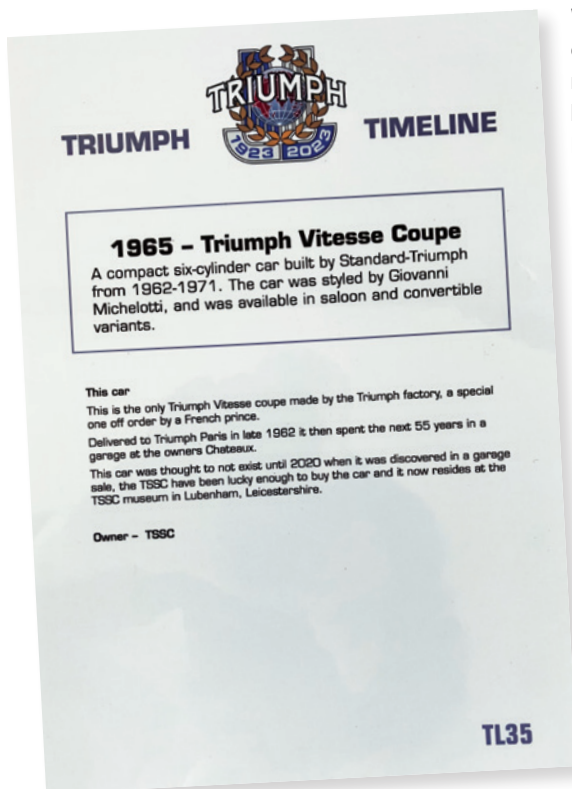
News of the unique Vitesse Coupé first appeared in The Courier in May 2021. Although production records have shown this car was built quite early on during production of the Vitesse 6, up until a few years ago the existence or otherwise of the Coupé was unknown. Then in the May 2021 Courier, our chairman Chris Gunby announced: 'Unique Factory Vitesse Coupé – I am delighted to tell you all that the only factory production Triumph Vitesse 1600 Coupé has

been purchased by the TSSC for the museum at HQ. It's this issue's cover star! The car was discovered in France in 2019, and after a lot of time and discussions the owners decided that the TSSC would be the best custodians for this one-off vehicle. The car will be on display at HQ once we reopen to the public on 21st June (covid allowing) and I am sure you will be reading a lot more about this very special vehicle in the Courier in the coming months.'



With the car at HQ are a couple of information sheets which are reproduced below to give you some background information on the car. Later this year, I intend to provide a

more in-depth history, putting together what we know so far and trying to fill in some of the gaps.



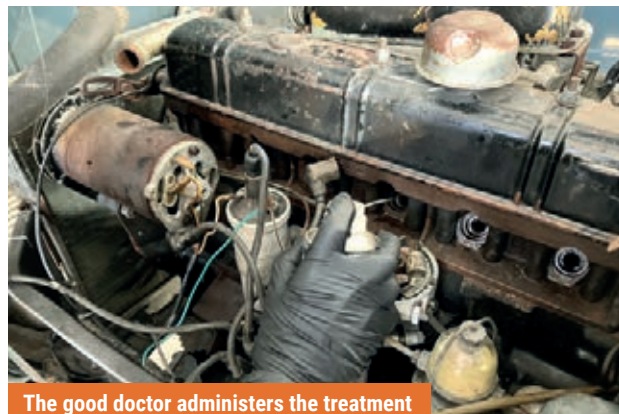
Having seen the coupé for the first time when I met Bernard Robinson 18 months ago, he explained why its outward appearance is somewhat at odds with the other cars in the museum. It looks as if it is halfway through the preparations for a respray, which in effect it was when discovered by the TSSC. I believe the previous owners were planning to use it for road rallies, and while they had not begun any mechanical work, the cosmetics had been started, although this appears to have progressed only as far as filling in some minor dents on the roof, the boot and some of the side body panels. Unfortunately, some of the original patina of the car's bodywork has been lost, and with the filler plainly evident, it could certainly look better than it does. Hopefully we will be able to address that in the future.



Rear quarter view showing filler on roof, boot and rear valance.

Roll on to the middle of January, one chilly Friday morning Mark Smith and I were travelling over to Lubenham complete with Mark's 'engine unseizing' kit and know-how gained from many such challenges in the past. (Read July's GT6 Register article to see what I mean.) First up was to check whether, with a bit more leverage on the end of the crankshaft, we could actually get some movement. The radiator and what remained of the hoses were all removed, which allowed us to apply some light leverage to minimise damage to piston rings

etc. Unfortunately it would not budge, so we embarked on the next stage, which is to remove the spark plugs and introduce Mark's magic mixture of PlusGas and diesel into each cylinder. The plan then was to leave it to 'fester' and hopefully release any corroded conjoining surfaces that were preventing engine rotation.



The good doctor administers the treatment

A parts list was compiled, basically split into two sections – what was needed to get the engine running, followed by what would be needed to get it moving safely (running gear, brakes, clutch etc.). We did find the ignition barrel behind the dashboard, and at Stoneleigh a few weeks later, armed with the key number, Guy Singleton came up trumps with exactly the right key amongst his vast array – thanks, Guy.

It was May before Mark and I managed to find a Friday afternoon to get over to HQ again. Before anything else was attempted, out came the socket set and we tried to rotate the crank – hey presto, there was some movement discernible straight away, although there was a bit of a tight spot. We were over the first hurdle, though. This meant it was worthwhile getting on with a host of other tasks necessary before we could attempt to turn it over on the starter motor.

The fuel pump was dismantled and cleaned, carburettor float chambers and needle valves checked (interestingly, it has non-standard twin SU HS2 carbs which have replaced the original Solex carbs), new points and condenser installed, all redundant and additional wiring removed, ignition barrel installed in the dashboard. The engine oil and filter were also replaced, a task made easier with the car on dollies providing additional ground clearance, enough to be able to crawl underneath safely. In the end, we were still short of a few parts and had evening commitments, so we had to call it a day.

Back from holiday, we went over again in early June, armed hopefully with all we would need to get the engine going, including jump leads. There were a few more hurdles though – typically, the starter motor had jammed and needed removal and the Bendix spring easing up. This also revealed a fair amount of brown/white deposits collected around the flywheel, suggesting some water leakage in the past, maybe from a core plug at the back

of the engine – something which will need further investigation. All the old rubber fuel pipework was replaced with new hoses, and the distributor was removed in order to rotate the oil pump and build up oil pressure before starting. This was successful, with the green oil light at the top of the large speedometer dial going out, so that was another hurdle cleared. Unfortunately, despite several attempts over 20 minutes or so, the engine just coughed, ran for a couple of seconds then died again. Several things we will look at include low compression (with a compression tester) and to check that all bores are clear of any remaining PlusGas/diesel mixture, recheck the spark plugs and bring some fresh petrol. Hopefully we will fit in another visit and have it running before the National Weekend.

In conclusion, for Vitesse owners in particular, if you have not already decided to

come to the TSSC National Weekend, there are two great reasons why you should come. Firstly of course to see the Coupé in the flesh, its unique profile, how it compares with the Vitesse 2-Litre convertible and Herald 1200 Coupé next to it, look at the LHD configuration under the bonnet and in the cabin too. Secondly, the 2-Litre convertible itself is a magnificent example of the Vitesse species having undergone a 'nut and bolt' restoration about 30 years ago. It is still in exceptional condition, better even than when it left the factory. As such it is a superb 'reference vehicle', therefore justifying its place in the TSSC museum along with several other similar Herald chassis cars. I will be there on the Friday evening and all day Sunday, and look forward to meeting Vitesse owners and anyone else interested in these HQ cars.



Twin HS2 carburettors – can anyone recognise the inlet manifold? Note the vacuum line to the servo looks like a piece of domestic gas pipe!

2020 INDEX

Continuing the index, we are now up to 2020, thanks again to Des for compiling this.

January	That's My Vitesse!	Photos of lots of Vitesse over the years
February	Vitesse Wipers	Wipers history, description and explanation
March	Spring is almost with us	Coolant hoses: history, checking and replacement
April	Feedback – 2 speed wipers	How to convert a single speed wiper to 2 speed
May	Mechanical Bits & Pieces	Brake pads: differences between imperial and metric P16 pads for 2 litre cars. Fitting a camber compensator to swing spring cars.
June	Mk2 Wheel Trims	How to restore Rostyle wheel trims
July	My 50 year old Triumph Vitesse	An owner's story
August	Lock Down - Feedback	Members feedback on: restoring door cappings; rotor arms with rivets; fitting 2.5PI Rostyle wheel trims
September	Raising the Pressure	How to solve an airlock problem when changing the engine oil, with an explanation of why the airlock can happen
October	Road Tests	Period road tests of the Vitesse explained and compared.
November	21st Century Vitesse	An owner's rebuild of a Mk2 Vitesse
December	Standard Road	Photos from Dave Rumens family showing the social side of working for Standard Triumph from pre-war days onwards

Stay safe and keep firing on all six,

Dave T

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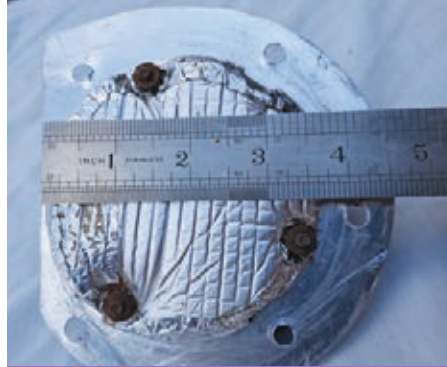
In my introductory article, I mentioned that I planned to write about the three most beneficial modifications that I had made to my Spitfire. Part one was all about brakes, so it was quite important. Now, here is part two.

After I got the car home and began looking over it, one of the priority jobs was to check the gearbox oil level. There were two reasons for this. Firstly, in the dim and distant past my Triumph 1300 had arrived woefully low on gear oil (most of it had spun down the input shaft and onto the clutch – a long story). Secondly, there was evidence of gear oil around the gear lever gaiter which warranted investigation.

The gear knob, carpet and gear tunnel cover were duly removed. The original millboard gear tunnel cover was probably in average condition for its 35 years – somewhat tatty, well soaked in gear oil, losing its seal and fitted with a battered insulation pad. Not great, then. With the gearbox oil checked and topped-up, I reinstated the cover which was neither easy nor satisfactory. I then began to research the possible replacements.

The original millboard items were long out of production, and the chances of finding a good used one seemed remote. Further research (thanks here to Canley Classics' website) revealed that there were two aftermarket alternatives. Fibreglass ones have been around for some time and are reasonably priced, but invariably require fettling to fit satisfactorily. More recently, an injection moulded HDPE version had become available, and these were reported to be more dimensionally stable and accurate, giving a good fit. The only problem was that they seemed a bit, well, expensive. (Yes, this might become a bit of a theme!) Eventually, one of the larger suppliers (Moss) turned up a special offer and so I jumped.

The tunnel arrived, as did a new gasket, fixing kit and self-adhesive foil-covered foam insulation. I lined the tunnel with the insulation (in sections), taped the joins with foil tape – the stuff used for air conditioning ducts etc – and fitted the new gasket. Given the inconvenience of removing the tunnel to check the gearbox oil, the common practice of cutting a hatch seemed a good plan. This I did as shown in the pictures.



To make the hatch, I cut a circular hole through the tunnel and insulation close to the front lower corner, behind the foot rest.



I then cut a piece of 2mm aluminium sheet to fit the corner profile of the tunnel. I fixed the cut out piece to the sheet using the centre hole and three nuts and bolts which secure the foot rest.



The whole assembly was then fixed to the tunnel using self-tapping screws and spire nuts.



I then straightened the floor section flanges and installed the tunnel using the new fixing kit...



...giving good access to the filler plug when the plate was removed.

So why was this such an improvement? Well, simply put – hot air. The original tunnel sealed so badly that a large proportion of hot air from the engine bay leaked into the cabin, raising the temperature. The combination of the new gearbox tunnel and cooling control improvements (Courier August 2022) made the cabin a much, much more pleasant place to be, so it was well worth the effort. And even better, I advertised the original tunnel in The Courier (FOC) and someone took it away, meaning a triple win: no effort, garage space cleared, wife delighted.

All you Spitfire IV and 1500 owners, please send me pictures and stories of your cars, I'd love to get them included – and they will be much more interesting than hearing about mine!

Robert

BRINGING UP KIDS *the* GT6 WAY!

I recently received a letter from GT6 Mk1 owner Neil Smith from Buckie up in the north of Scotland, together with a poem and a couple of photos. 'Hi Andy,' wrote Neil. 'Thought I'd send in this article. I got a visit from my friend Fae and her wee boy Robbie,

who was well impressed with my GT6.

A FUTURE TRIUMPH DRIVER

Now Robbie is only two years old and is always up to tricks. But over the top he went the day he climbed aboard the GT6.

His mum opened the door and he sat there with a big grin on his face and if he could I'm sure he would have offered her a race!

By the time he was prised out of the car it was time for the wee man's bed, but one thing is for certain – he's a future Triumph head.



Two year old Robbie with Neil's GT6.

GT6S OUT AND ABOUT

I saw this Emerald Green Mk3 GT6 at the local Hart Classics Collectors Transport Show, a charity event in aid of the local air

ambulance service. I decided to make a decision that morning whether to attend in my GT6 or on my classic 1970s Suzuki bike.

As the weather was nice I used the bike, which paid off as I won a trophy for best 70s motorcycle!



Mk3 at Hart Classics Collectors Transport Show.

FROM THE ARCHIVES

Neil's letter prompted me to dig out some old photos of my kids, James and Georgina, with my GT6. James and Georgie have both been exposed to Triumphs and the TSSC from a very young age. In fact I even met

their mum (now my ex-missus) at a TSSC Stafford International event back in the 1990s when she used to work on the club shop stand every year!

James and Georgie are both grown up

now, but still come along to the odd Triumph and classic car event. They always insist we still go the TSSC Isle of Wight Weekend every year, which they have attended since they were toddlers.

Andy

MY SON JAMES WITH MY GT6 THROUGH THE YEARS:-



Aged one year at the TSSC Stafford International in 2002.



Aged six on my driveway before leaving to go to Stafford in 2007.



Aged 10 in 2011 at the Isle of Wight Triumph Weekend.



Aged 16 In my GT6 at Arromanches in Normandy in 2017 overlooking Gold D-Day Beach on a boys' GT6 tour to all the Normandy D-Day sites.

MY DAUGHTER GEORGIE WITH MY GT6 THROUGH THE YEARS:-



Aged one at the TSSC Duxford All Triumph Day in 2004.



Aged two at the TSSC Stafford International in 2005.



Aged nine In my GT6 for a TSSC Hants & Berks Treasure Hunt in 2010 – which we won!



Aged 10 at the TSSC SEM Leatherhead event in 2009.



Aged 13 trying out the rear seat in my GT6 in 2014.



Aged 18, using my GT6 for her college prom transport in 2021.

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Herald 13/60 front wings	£180.00
Vitesse front wings	£210.00
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Herald/Vitesse door skins 901338/9	£150.00
Door Skin repair panels	£36.00
Tread plate repair panel	£15.00
Front Footwell	£120.00
Front floor mounting bracket fr 607548	£12.00
Front floor mounting bracket rear 607549/50	£12.00
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B post mounting bracket 703625/6	£30.00
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Rear outer wheel arch 802845/6	£96.00
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Caliper repair kit inc pistons type 16P/16PB.	£36.00
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Recon exchange caliper type 14.	£48.00
Recon exchange caliper type 16P/PB.	£72.00
Brake pads type 12	£19.50 set
Brake pads type 14	£12.00 set
Brake pads type 16P/16PB	£15.00 set
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Recon exchange brake caliper	£60.00
Brake shoes 4 speed GSP794 OE Unipart ..	£17.50 set
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Clutch kit TR8 Q/H	£150.00

STAG

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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
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Recon brake master-cylinder (exchange)	£120.00
Recon Servo (exchange).	£180.00
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Viscous fan coupling TKC101	£90.00
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TR6

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Gearbox (exchange)	£600.00
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Recon exchange brake caliper type 14.	£48.00
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GT6

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Clutch kit	£96.00
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FRIENDSHIP AND IMPROVISATION

I'm sure I'm not alone in this, but my ownership of Heralds over the last 46 years has led directly to many enduring friendships, and I am still making new ones thanks to my cars today. For example, one day in 1988 I was in the front garden of my house in Fetcham, Surrey when a white sports car pulled up. I recognised the car as a JC Midge, and the driver introduced himself as Chris Bird. Chris lived about half a mile away, but only found out about me as I had recently become Specials Register Secretary, and my address was in The Courier.

Long story short, Chris and I became firm friends, and we remain in touch, even though some years ago he moved to a wonderful property in Dorset, not far from Weymouth. Back in 1988, one of the first things I did was to get Chris to write down the story of why and how he built his great looking Midge. He duly obliged, and it appeared in my Register column in the October 1988 issue. I'm bringing you now a slightly shortened version of that piece, followed by a few further words from Chris written in June 2025.



It all started with a ride in a friend's Austin Seven 'Chummy'. Thirteen years of company cars since I sold my Herald 13/60 convertible had dulled my memory, and I had forgotten the pleasures of open-air motoring. The Austin Seven caught fire and then ran out of petrol in the first half mile, but I was hooked. The JC Midge, first seen in a magazine at a tyre centre, had to be the answer – Triumph chassis, vintage style body, made out of real wood and aluminium, and on the road for less than £1000...

The search for a donor car was solved when, on the day that the JC plans arrived, an abandoned Midge project was advertised in Exchange & Mart. It consisted of a modified and painted chassis, a very large basket of bits, and best of all it was only 20 miles away. Money changed hands and the chassis was soon loaded onto a transporter, while the 'bits' went into my Granada. Some while later, after I had missed the motorway exit in my excitement and done a 25 mile detour, the whole lot was reunited in my newly cleared out garage.

I started work immediately and very soon discovered the truth in the proverb: 'All that is Hammerited is not metal.' Scraping and probing of the chassis revealed oil, rust, underseal and worst of all, holes. I stripped it down to the bare metal and had a local mobile welder put in some heavy-duty patches before

re-Hammeriting with the smooth variety. I then stripped and repainted all the other bits and reassembled the rolling chassis with new bearings, rubbers etc. I used all new brake parts – calipers, pads and discs on the front and shoes and cylinders on the rear.

The front springs were left standard, and the rear had four leaves removed, (two of which have since been replaced to level the car up). The steering column had to be lengthened, and after much searching, the Moss Owners Club put me in touch with a local engineer who did an excellent job. The engine is moved up two inches and back ten inches in the Midge, so the propshaft had to be shortened by another local (and very expensive) engineering firm. The previous owner had assured me that the engine was in excellent condition, so I crossed my fingers and installed it after fitting a new clutch. The exhaust was made from the stub of the old front pipe, a length of flexible pipe, a straight through box and five feet of brass pipe.

I was now ready to start on the body, which the advertising blurb said was just

like building a model aircraft. I can say from experience that 8' x 4' sheets of three-quarter inch ply are a whole lot heavier than balsa wood! It took two days of hard work, cursing and inhaling sawdust to cut out those 'few plywood panels.' I built the body tub on the chassis so that I knew it would fit, and it was really quite straightforward. With plenty of screws, battens and glue it makes a very solid structure, and with the thin aluminium skin it looks just like the real thing. I chickened out of making the louvred bonnet and so purchased this, together with the radiator surround, door hinges, cycle wings, windscreen, wing stays, scuttle top and spare wheel frame from JC Sports Cars.

Headlights were standard 7in units fitted into fibreglass pods. Sidelights were new Lucas type at the front and ex-Bond Equipe at the back (sorry Bond owners, but the car was already squashed flat when I found it at the scrap yard). Windscreen wipers





The remains of the original top hat insulation washer.



Chris's emergency replacement made from a cable tie.



Having inadvertently dropped and lost the retaining nut, Chris was delighted to find that the improvised plastic washer was a tight enough fit on the post to stay in position for the rest of the drive home.

were cut down Herald ones but with Marina wheelboxes, instruments and seats were straight from the Herald and a heater (my wife feels the cold) was cut down from a Mini unit. The wheels are reconditioned MGB ones with 155 x 14 tyres mounted via MGB hubs, with the bearing housing turned off on a lathe. These make excellent bolt on adaptors with the correct spacing, but ended up no cheaper than new ones.

I decided to paint the car myself, a decision I don't regret but it did turn into a saga, which would take another 1000 words to describe.

Once reassembled after the paint job, I trimmed the interior with best B&Q foam-backed carpet, which is really very effective and a lot easier than proper vinyl trim. After a total of 450 hours work in seven months and some £2700, I have been revelling in the joys of open top motoring. I have now driven over 1000 miles and can honestly say that all the hard work and aggravation was worthwhile, and what is more important is that my wife is now beginning to agree! Would I do it again? Not if I want to stay married.

Now Chris brings us up to date with a story that might be useful to the owners of many a classic car.

After 37 years, my Midge – affectionately known as a Bea – is still an absolute joy to drive. She mostly gets used for shopping trips, when five large bags of supplies are easily fitted in, but this weekend we headed off to Road to Rail on the Swanage Railway. She didn't miss a beat, and it was while I was on the steam train headed for Swanage that Trevor got in touch about some recent photos and to ask me about a mystery noise from his Herald Estate engine. I thought how lucky I was that Bea had no mystery noises and ran so sweetly since I ditched the electronic ignition and went back to points a year or so back. But all that was to change!

As I headed for the car park exit, Bea stalled and took about five attempts to re-start. Phew, I thought, but my relief was short lived as she began to misfire and cut out as I drove towards Wareham. It really was just a bit jerky, so I crossed my fingers and carried on

– it was only 20 miles to home after all. As I headed up a hill just after Worgret, the engine cut out completely and I coasted to a halt just before the brow. With white lines either side of me, it was the worst possible place to stop.

I tried the distributor first and immediately spotted that the nut on the post holding the points spring was loose. I also spotted the reason – the insulating 'top hat' washer had disintegrated. I did have a spare, but it was back in my garage, so I looked at what I had to improvise. Luckily there was a large white cable tie in the toolbox, so I drilled a hole with a screwdriver and cut off the small piece. The hole was a bit small, but it pushed on with pliers. Then I had to replace the nut. 'If I drop this, I am *****', I thought. So of course I did exactly that (everything was very hot) and it was gone! I was about to phone for recovery, when it occurred to me that the tight washer might act as a nut. Amazingly it did and the engine started, just as the traffic jam was getting embarrassing. It did cut out once – briefly – on the way home, but I got there and was quickly able to replace both washers. When I had bought a cheap points set from eBay, I very soon had to replace the condenser with a decent one, but it had never occurred to me that the plastic washers might just disintegrate. It is wonderful that our cars are so simple that a repair can be bodged by the roadside, but I shall make sure that I carry a complete spare set of points in future – and some very large cable ties!

Thanks very much for that most interesting update Chris, and of course
for the original story.

Trevor



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THREE TUNING OPTIONS

from 1962-1964

With the summer way past approaching and already in its final month, I should have had at least one of my cars prepared for events and shows, but there is just still far too much to do for my work and my family. There has been work on cars for other people too, including getting some welding repair work done on my mother's 1991 Honda Civic which has been gifted to my son, and some very time consuming fibreglass repair work to a Bond bodyshell.

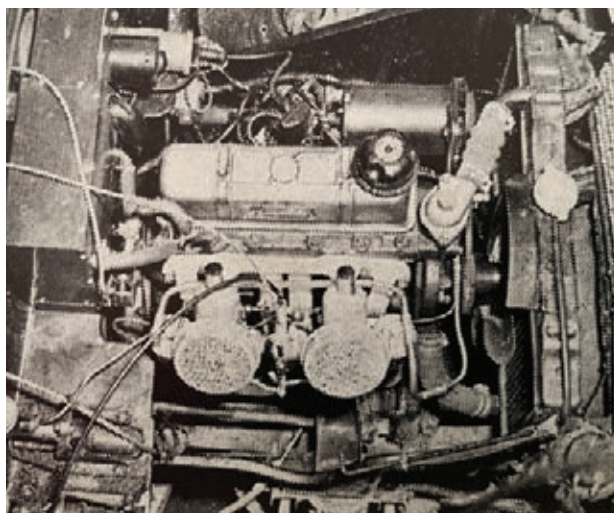
Thus, being somewhat constrained for spare time, I thought this month (and perhaps for the September issue too) I would return to one of my favourite subjects of period tuning modifications. To keep it simple, I have retrieved some period articles from my archive to present what was being offered by the main tuning companies in the early 1960s for the Herald 1200. Many of the packages seemed very similar, with Stage 1 being a change of exhaust manifold and carburation, followed by Stage 2 adding a degree of porting and change of compression ratio, perhaps also with a camshaft change and valve spring rate increase to raise the rpm at which the onset of valve bounce occurred. Thus, the performance improvements were generally similar at Stage 1, but variable at Stage 2.

1. MANGOLETSI

(G M CARBURETTOR CO LTD)

George Mangoletsi ran his carburettor company in Knutsford, Cheshire, eventually concentrating more on Alfa Romeo tuning; the company name survives now as an MG dealership! Here is an extract from Autocar of 13th July, 1962.

Many motorists interested in improved performance conversions like to have a kit of parts which can be simply bolted onto the engine and removed at any time they choose. Such a kit is offered for the Triumph Herald by the GM Carburettor Company Limited



The fitted George Mangoletsi Sprint kit.

of Church Hill, Knutsford, Cheshire costing £29 10 shillings, plus 10 shillings for carriage packing and insurance. This kit comprises a special free flow inlet and exhaust manifold and SU carburettors with pancake air filters and all the necessary throttle and choke linkages. It is necessary to save about 5 inches of the existing exhaust downpipe so the new exhaust manifold may be fitted into it. If installed at the works, the charge is £3.

On the road the 1200 saloon with this conversion was noticeably more flexible at low engine speeds than the standard version and had increased torque in the middle and high speed range. The engine was particularly responsive to the accelerator, and we did not find any flat spots or hesitancy. There is no exhaust-heated hotspot on the inlet manifold as the standard car has, but using full choke for cold engine starting, the choke could be pushed in almost at once, and the car would pull smoothly and strongly as can be seen from the performance table. There is a worthwhile improvement in acceleration, and

this is not confined to any one range of engine revolutions. Perhaps one of the more striking figures is that from 40 to 60 miles an hour in top, which showed a reduction of 7.4 seconds.

As there are no modifications to the valve gear, maximum speed in the gears remain the same. There was no sign of pinging when using ordinary premium grade fuel. It was possible to pull away smoothly from an indicated 20mph in top and 15mph in third gear. This car would cruise well at an indicated 75mph, which brings it above a body boom period at 70mph. The conversion appears to have affected fuel consumption very little, 30.2mpg being recorded over 693 miles compared with 31.7mpg over 1802 miles during our road test of the standard model.

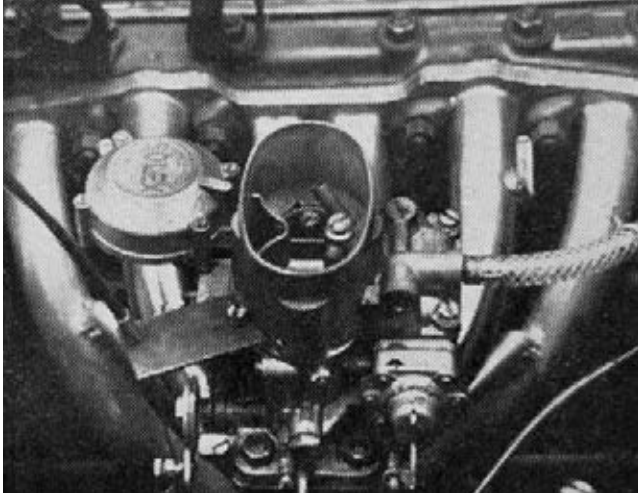
2. SAH

It is intriguing to note that SAH were offering the clever 2-in-1 Solex single carburettor, a format that has been used greatly on Spitfires in the USA over the past 20 years with a similar in-series choke carburettor from Weber. Here is an extract from Motoring News of 21st November, 1963.

Our first experience of a car tuned by Syd Hurrell's SAH accessories

Performance Data				
Figures in brackets are for the standard Triumph Herald 1200 saloon tested in Autocar of 14 April 1961.				
Acceleration times (mean): Speed range, Gear ratios and Time in seconds:				
m.p.h.	4.11 to 1	5.74 to 1	8.88 to 1	15.42 to 1
10-30	—	7.7 (9.5)	4.9 (6.0)	—
20-40	11.8 (15.3)	7.9 (9.7)	5.8 (7.9)	—
30-50	12.8 (16.3)	8.8 (11.3)	—	—
40-60	14.4 (21.8)	12.5 (17.4)	—	—
50-70	20.9 (—)	—	—	—
From rest through gears to:				
30 m.p.h.	..	..	6.1sec.	(6.5) sec.
40 "	..	..	9.5 "	(11.0) "
50 "	..	..	15.5 "	(18.4) "
60 "	..	..	22.0 "	(28.6) "
70 "	..	..	35.3 "	—
Standing quarter-mile 22.3sec. (23.4sec.)				
Maximum Speed:				
Mean ..	..	..	79.0 (74.3)	127.2 (119.3)
Best	..	..	81.0 (76.0)	130.4 (122.3)
Overall fuel consumption for 693 miles: 30.2 m.p.g., 9.4 litres 100 km. (31.7 m.p.g., 8.9 litres per 100 km.)				

Autocar's Mangoletsi performance table.



The 2 in 1 Solex carburettor used on the SAH converted Triumph Herald.

tuning concern was Neil Dangerfield's racing Triumph TR4, which we tested extensively and reported on in the April 12th, 1962 issue. Recently another SAH-converted car came our way, this being a Triumph Herald 1200 fitted with one of the recently introduced Solex twin automatic down-draught carburettors. Unlike some tuning

establishments who provide virtually brand-new cars for road test purposes, SAH pick an ordinary trade-in 'hack' car at random for conversion and road test purposes. The car supplied for test had some 20,000 miles on the clock.

The Solex carburettor is really two carburettors in one, but unlike most double carburettors the unit operates in series, thus combining the stability of a fixed choke

with the flexibility of a variable choke. To explain more simply, the idea of the twin automatic Solex carburettor is very similar to that of the two large and one small carburettor that has been used from time to time on large capacity six-cylinder engines where the economical intermediate small carburettor did all the work on low speed running, and by means of a graduated throttle linkage the two larger units took over the main supply job for acceleration and high speed running, thus giving maximum economy allied to performance. That is the principal in its loosest sense, but Solex have gone one step further and combined the two carburettors in one, thus cutting out the need for constant adjustment and juggling of throttle linkages.

On the SAH Herald,

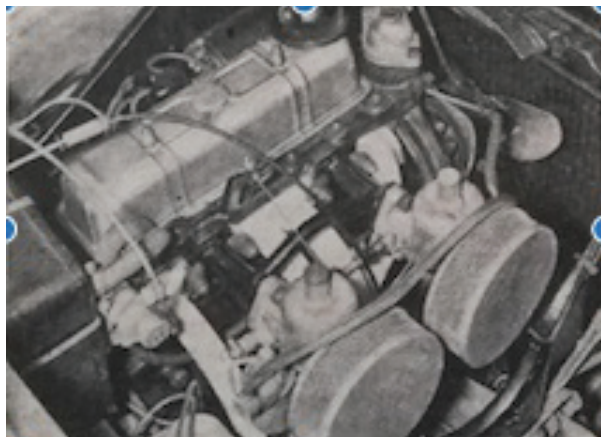
the Solex carburettor has been used in conjunction with one of the SAH manifolds and the general under bonnet appearance is extremely workmanlike. We were warned that the Herald had had a busy life and the engine and transmission were badly out of balance, but also told that we could flog the engine as much as necessary. Past experience with other unmodified Heralds in similar condition soon revealed that the manifold and carburettor were making a much better job than the standard set up. The speedometer gave a rather optimistic 90mph, but judging by the machinery passed on the M1 the car was at least at a genuine 80mph, and probably capable of nearer 85mph in the right conditions. The unbalanced engine made us rather dubious of using too high revs, but by gritting one's teeth the vibration period could be overcome and once the revs were built up, the engine settled down to more smoother running. The engine pick up was noticeably better than that of the ordinary Herald, but the power came steadily rather than in stops and starts as is often the case with Heralds. First gear gave 25mph, second gear just over 45mph and third gave an exceptional 72mph.

Cold starting did not produce any problems, but something like 10 minutes was necessary before the best could be expected from the engine, and occasionally if one was too quick with the throttle there was a slight pause before the engine reacted. This conversion is simple to do, does not in any way change the existing engine from its standard form and is only an initial step in the wide range of modifications carried out by this concern which specialises in Triumph models. We show the acceleration times for the SAH-converted Herald 1200 compared with the times recorded in our recent road test of a Triumph Vitesse, which makes for interesting reading.

3. DOWNTON

You may remember that I am a great fan of Downton Tuning – to me their conversion reads as the most capable, but it was more of a Stage 2 conversion. Here is an extract from The Motor of 13th December, 1964.

The Triumph Herald 1200 already offers a more lively performance than its smaller engined relative the S, besides being more luxuriously appointed. However, it can also be taken further by several engine tuners. We have recently tested a car fitted with a Downton conversion which was loaned to us by the Lorraine Engineering Company Ltd



Downton twin SU conversion.

S.A.H. HERALD		TRIUMPH VITESSE
0—30 m.p.h.	5.5 secs.	5.3 secs.
0—40 m.p.h.	8.9 secs.	8.0 secs.
0—50 m.p.h.	13.5 secs.	12.5 secs.
0—60 m.p.h.	19.0 secs.	18.0 secs.
0—70 m.p.h.	26.0 secs.	25.9 secs.
Standing start $\frac{1}{4}$ -mile : 22 secs.		
Overall petrol consumption : 26—34 m.p.g.		
Suppliers : S.A.H. Accessories Ltd., Linslade, near Leighton Buzzard, Beds.		
Cost of conversion : Manifold £18 18s. 0d. Solex twin carburettor : £12 10s. 0d.		

Performance figures for the SAH tuned Herald compared with a Vitesse.

PERFORMANCE DATA		
	The Motor Road Test No. 13/61	Downton Modified Herald 1288
Test Conditions	Temperature 45-48°F. Baro. 29.9 in. Hg. Dry with moderate wind	Temperature 42-45°F. Baro. 29.5 in. Hg. Dry with moderate wind
Maximum Speed Mean lap of banked circuit... .. Best one-way 1/2-mile on straight... ..	75.4 m.p.h. 79.0 m.p.h.	85.4 m.p.h. 88.2 m.p.h.
Maximile Speed (timed 1/2-mile after 1 mile accelerating from rest) Mean of opposite runs... .. Best one-way time equals... ..	74.4 m.p.h. 76.9 m.p.h.	84.1 m.p.h. 87.0 m.p.h.
Top Gear Acceleration 10-30 m.p.h.... .. 20-40 m.p.h.... .. 30-50 m.p.h.... .. 40-60 m.p.h.... .. 50-70 m.p.h.... ..	11.0 sec. 11.3 sec. 13.7 sec. 17.3 sec. 25.2 sec.	11.3 sec. 11.6 sec. 11.6 sec. 15.4 sec. 19.1 sec.
3rd Gear Acceleration 10-30 m.p.h.... .. 20-40 m.p.h.... .. 30-50 m.p.h.... .. 40-60 m.p.h.... .. 50-70 m.p.h.... ..	7.6 sec. 7.6 sec. 9.5 sec. 14.3 sec. —	7.1 sec. 6.8 sec. 7.5 sec. 9.7 sec. 12.7 sec.
Acceleration from Standstill 0-30 m.p.h.... .. 0-40 m.p.h.... .. 0-50 m.p.h.... .. 0-60 m.p.h.... .. 0-70 m.p.h.... .. Standing 1/2-mile	5.6 sec. 9.1 sec. 15.0 sec. 23.9 sec. 38.6 sec. 22.6 sec.	4.7 sec. 7.2 sec. 10.9 sec. 16.2 sec. 22.7 sec. 20.4 sec.
Fuel Consumption At steady 30 m.p.h.... .. At steady 50 m.p.h.... .. At steady 70 m.p.h.... .. Overall consumption	48.5 m.p.g. 37.0 m.p.g. 28.0 m.p.g. 33.3 m.p.g. for 2,275 miles	41.5 m.p.g. 32.0 m.p.g. 26.0 m.p.g. 24.3 m.p.g. for 619 miles
Prices		
Modified cylinder head		£17 10 0
4-branch exhaust manifold		£15 0 0
Twin S.U. carburettors and manifold, etc.		£27 10 0
Fitting charge including gaskets, etc.		£12 0 0

Performance figures for the Downton conversion.

of 29-30 Elvaston Mews, Queensgate SW7. They are London agents the various Downton tuning products. [Eventually becoming Downton London and being run by my engine tuning guru Richard Miles – Adam]

Intended as an everyday roadgoing conversion, the modifications from standard consist of a cylinder head with improved gas flow, double valve spring and compression ratio increase from 8:1 to 8.75:1. A four branch exhaust manifold and twin SU carburettors on a special inlet manifold

replaced the single Solex that is fitted as standard.

This traditional tuner's recipe has in this case produced a remarkably pleasing result. The converted car had a really noticeable increase in performance and yet retained a high degree of smoothness and tractability. Noise was very little increased, and what increase there was could be detected more as a harsher engine-come-exhaust note rather than as valve gear rattle which spoils many conversions. The engine vibration periods that were present on the 948cc Herald power unit, which were in our experience invariably made more pronounced by tuning, are happily absent on the larger capacity version. Air cleaners of the pancake variety may be had with the Downton conversion. Fitted to the

test car, they affectively cut down induction roar from the carburettors.

The standing start acceleration has been greatly improved, 60mph being reached 7.7 seconds quicker than the standard convertible that we tested. A study of the comparative figures in top and third gear shows that the Downton car has lost a little performance at low RPM, but it is still possible to pull away from low speeds without protest on premium petrol should the driver so wish; alternatively there is always

the gearbox with its pleasantly high ratios. The double valve springs allow 48mph to be reached in second gear and 75mph in third; these contrast with 43 and 65mph for the standard car and represent approximately 6500rpm.

Maximum speed in top has also increased considerably, so it's now possible to touch 90 miles an hour under really favourable conditions, the true mean maximum being just over 85mph, whilst a "maxi mile" speed of 84.1mph indicates how rapidly this maximum is reached. A detail that often calls for improvement on cars with non-standard carburettors is the throttle linkage; on the test car this was stiff and jerky in operation, and oiling the cable control failed to make any improvement. However, Downton are not unaware of this fault and hope to produce some more satisfactory arrangement soon. They are less likely to be able to reduce the fuel consumption of the car when driven hard, indeed harder than the standard car, although it is at lowest speed that this is worst.

CONCLUSION

As I've already mentioned, maybe I am a little biased towards Downton and away from SAH, especially away from the latter due to experience with their later products and those of Syd Hurrell's son Terry at Triumphtune, but the early conversions were good. I would also point out that of the three options, Downton had had experience modifying the 948 and in the sequence above had had the opportunity to learn from what others had achieved. I'll let you make up your own minds, and perhaps you can give some feedback for me to discuss next month.

Adam

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MORE SPITFIRE REFERENCES FROM FAR AND WIDE

I think this month is going to be another round-up of some of the bits and pieces I've had tucked away. I very much hope that the good weather lately will have encouraged people to get their cars out to use. How about attending vehicle shows or rallies, village fêtes, or other vehicle events and rallies? Or perhaps visiting a National Trust or English Heritage site and having a cuppa in the cafés which many of them have on site? Maybe just do the shopping, or visit a friend, or just go for a run out on a nice day. And, if you should do any of that, please remember your Register Secretaries who are often desperate for a photo or two and a few words about what you've been doing with your car.

I would love to tell you now of some trips we've done in either Sybil or Baby Blue, our Spitfire 4 or Mk3, but sadly we haven't managed to do much of that lately. However, we did have a weekend in a Triumph which tangentially featured Spitfires.

In June we took part in the Standard Motor Club's annual Rally, based this year at Daventry. The Friday run-out was to TSSC HQ, so we headed off there in Nora, Guy's 1951 Triumph Renown, as both the pre-war Standards were misbehaving. It was quiet when we arrived, but over the afternoon several people arrived, many of them members of the TSSC as well as of the Standard Motor Club, and for some it was their first visit to the museum.

Although we have been there ourselves many times, it was still very educational to be part of a tour round the various exhibits



in the museum given by Chris Gunby. I'm almost embarrassed to say that I learned a lot more about some of those exhibits than I had known before, despite seeing some of them there several times. If you haven't been there yourself yet, please do consider making the effort to attend one of the open days there, or even better, put the date in your diary to join in with the TSSC National there in August.

On the Saturday we went to the Sywell Aviation Museum at Sywell Aerodrome, which has some wonderful Art Deco buildings still on site – the Aviator Hotel,

Bar and Restaurant which once upon a time were the original Pilots Clubhouse and Officers Mess during the Second World War.

Anyway, we looked around the museum in its packed Nissen huts. One item which caught my eye was this dataplate (below left) from a Rolls Royce Merlin 32 aero engine, which was used in the Seafire MkII and Spitfire PR MkXIII. It stood out for me from all the other interesting items in the museum because of course we sell commission plates for Spitfires and other classic cars, but they don't contain quite as much detail as this one did.





Also on the airfield is the Spitfire Blister hangar (below left) where some of the Spitfire Experiences are held – including 25 minutes airborne if you happen to have a spare £2975!

We then had a drink and a snack in the garden of the Aerodrome Bar, where there is another Spitfire reference. This is a large fountain (which sadly wasn't in water so we didn't get the full effect) showing Spitfires in formation (above). It was erected to commemorate Paul Morgan who died when the Sea Fury he was piloting crashed at Sywell Aerodrome on 12th May 2001.

Just to finish this segment, in the afternoon we went to Holdenby House, and by sneaking exiting by the Entrance, Guy was able to get this lovely photo for Nora's album (below).



Talking of interesting places to visit, Keith Lister has come up trumps again. Despite recovering from a hip replacement, in May he sent me the following:

'We were out at Eden Camp Living History Museum near Malton in North Yorkshire yesterday. It's based in a Second World War prisoner of



war camp. While going round, I spotted a couple of Triumph references and thought you might like them for future use. The first was HMS Triumph, an aircraft carrier built during the war but commissioned in 1946 that saw action in the Korean war. It is pictured here in 1950 with Supermarine Seafires on her foredeck – the marine version of the Spitfires. The second were aluminium pots and pans destined to become Spitfires.



No.4 – 1964 International Welsh Rally.



No.130 – International RAC Rally 1964.



No.57 – 100km de Paris 1964.

And just before I close, I realise I had omitted any of Ralf's detailed models last month, so here are a few for those of you recreating Spitfires used in some 1964 sporting events.

Suzie



JOHN WILLIAM'S TR4 HEATER FAN

An email arrived from my mate and TSSC stalwart John Williams to ask if I would be interested in changing the heater fan on his TR4. Let me think: work on his pristine TR4, one of the best there is? It took me all of 0.000001 seconds to register my very keen interest with him. John is a very

regular contributor to these pages and I am honoured that he entrusts me to carry out the odd job on his beloved, immaculate TR4 which is always the centre of attention when attending shows. John takes great care of his TR, every nut and bolt is devoid of corrosion, and as the images that I sent

John of the various stages show, even under the dashboard the car is pristine. Even the wiper wheel boxes were immaculate (until I packed them with grease). John very kindly supplied the following words from the brief notes I sent him to accompany the images. Over to you, John.

Bernard

A BREATH OF AIR!

Ever since I bought my TR4 in March 2013, there has been one creature comfort missing. No, it was supplied with seats, but the heater fan just didn't do anything. Pulling the fan switch led to a tinny rattle and about as much air out of the windscreen vents as you get steam pressure rising from a hot rice pudding! I had backflushed the heater core in January 2018 and found a healthy flow, so that didn't seem to be the problem. The flap opened so air can be distributed as required – another possibility eliminated. There was no getting away from it, it was the fan motor. As many of you will know, this was obviously designed to never require removal, so it is bolted to the underside of the bulkhead panel. To access the three hexagonal headed screws involves a great deal of fiddling in a shadowy zone faced with a criss-cross of

everything hidden behind the dash: wires, pipes, cables and hoses – they're all there. To add to the challenge, you must lie on your back contorted like a yoga guru and have 20/20 vision to be able to focus on what you are doing looking upwards and peering into the gloom. Oh, and on the driver's side is the lever which operates the fresh air vent, potentially blocking easy access on that side. There are also the large demister hoses to the windscreen and the two hot water feed and return hoses which require the skills and dexterity of an escapologist to access and release from the bulkhead adaptor on the driver's side. And finally, the air distribution cable must be detached from the passenger side of the heater box.

I am on the small side in stature [*Physically, maybe John, but definitely not in stature* –

Bern], so should be able to access these tight spots, but I have a worn left hip which severely restricts my yoga moves, I've sprained my back, and I am fairly long sighted so keenly focussing on these itsy bitsy things is difficult to say the least. I do most jobs on the TR4 myself, but this is one job I had been putting off despite wife Pauline's protestations of freezing conditions in the cabin on early season trips.

Enter our super hero – none other than Bernard Littlewood, our highly knowledgeable and enthusiastic TSSC TR2-6 Secretary. He volunteered to undertake this work at his facility in St Brides. I delivered the car to him with a set of four new water hoses and also a secondhand fan motor complete with fan, which I bought at Spares Day at Stoneleigh in 2018 for a fiver. It makes an unfamiliar



1. Passenger side wiper wheelbox exposed.



2. Heater removed.



3. NS packed with LT grease.

swooshing sound and will dishevel your hair if you don't use Extra Hold!

All in all, to undertake removal of the fan Bern had to undo those three screws from the bulkhead, plus a single nut on a flange on the passenger side of the heater box and then remove all the hoses associated with the heater listed above. To add to the challenge, he had to remove the speedo head to access one of the top three screws. Now Bern faced trying to remove the whole heater assembly from the passenger footwell without having to remove the transmission cover first. Happily, he succeeded.

It was discovered that the return hose in the engine bay had been rubbing against the steering column upper rubber buffer and nearly worn through. The original heater and fan assembly looked almost as-new, the cause of the lack of 'blow' being identified as a notchy bearing which would turn the fan if



4. Good access with glove box removed.



5. Even under the dashboard is pristine.

it was assisted with a push. The heater core was backflushed by Bern, and some sediment removed. The end result was that everything worked to Bern's satisfaction. I now need to get used to operating the heater controls as there was no point in trying previously.

A really excellent job carried out by Bern. Bern also kindly agreed to check and reset the



6. OS Packed with LT grease.

tappets for me and to grease the wiper wheel boxes. It would be an understatement to say that I am mightily pleased.

I asked Bern which one of his patented TR phrases I could use in the article. 'FAN-tastic' came the obvious reply. That sums up Bern! I think a FAN-fare for him is the order of the day.



7. Flushing the matrix.



8. Old pipe damaged by steering column joint.

YOU CAN BE TOO HOT OR COLD IF YOUR FAN IS OLD!



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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 you who attended the Le Mans Classic and camped with the Club at Tertre Rouge, we hope you had an amazing time. Certainly, from speaking to many of you, it was the best Le Mans Classic yet!

These events are an ideal opportunity for the team to sit down with Club members and discuss your requirements, answer your questions and also hear from you on what more you would like your Club's insurance to offer. There is already, of course, a huge selection of features on offer, as you can see within these pages. However, as the Club scheme is designed by members, for members, we always seek your feedback to help us continue to evolve the offering to ensure we deliver what you need. So, please don't hesitate to contact us, call us, or share your feedback through the Club. Alternatively, look out for one of the questionnaires that will be distributed through the Club at specific times to let us know your thoughts.



**TRIUMPH
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KEEP YOUR BITS PROTECTED!

No, we're not still talking about sunscreen! I'm sure you don't need me to remind you just how many valuable tools, parts and accessories you can accumulate during the ownership of your vehicle. In fact, FBHVC research tells us that you can spend an average of £1495 per year on bits and pieces for your Triumph. It starts with those essential tools, then grows to include rare-to-find specialist tools, and before you know it, you have a garage, shed, or workshop full of valuable stuff.

Now, you might assume that most of these items are of no interest to most, but imagine having to try and buy them all again if they were lost due to fire, theft or other damage. When we created the Club scheme, we wanted to recognise the value of not just the classic vehicle, but also the parts and spares that go with it. Many people assume that this would be covered on your house contents insurance, but that is often not the case.

When you insure with the Club scheme, you benefit from £3000 cover as standard on all parts, accessories and tools stored

with your vehicle. If that standard cover figure is not enough, then contact us and we can cover you for higher values by arrangement. The whole process is designed to be easy for you and acknowledges the fact that what you once paid for something may no longer apply to that item and so replacement is the most important outcome.

WHAT HAPPENS WHEN YOU RENEW?

If you are new to the scheme, you may wonder how quickly and easily it is to renew each year. The short answer is 'very' to both. It couldn't be any simpler. When your policy is due to expire, we simply copy your details and requirements over to a new policy, send them for your approval and if nothing has changed and all you require is identical to the year before, you can renew 24 hours a day, in just a couple of minutes using our online renewal service. Give it a try!

Of course, if you would rather call for a chat, then we are more than happy to hear from you – it's all entirely up to your preferences.

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

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- Cover for tools, spare parts, and accessories.
- Self-repair – the option to receive an equivalent cash settlement.
- Free salvage retention.
- UK & European breakdown cover is included.
- The agreed value from the TSSC is fully recognised.
- Multi-vehicle cover – insure all your cars on one policy.

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



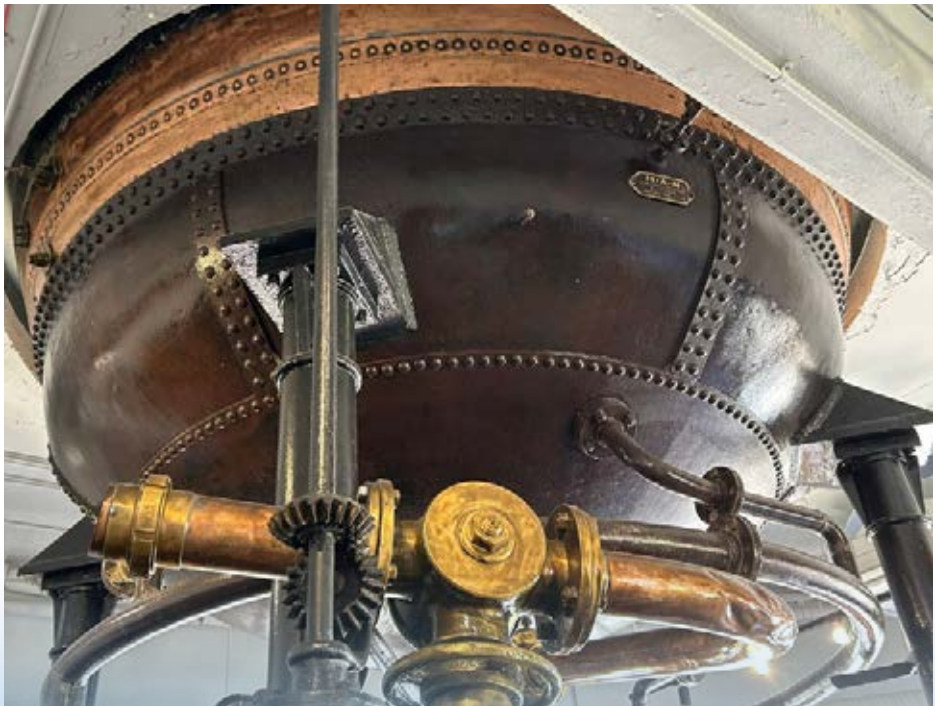
This month I can only update the International News section with our local events in Malta where, with the knowledge of pressing summer heat to come (it is 38°C here as I write), I organised two Triumph events in the space of a few days. The first was a static show at the local brewery, Simonds Farsons Cisk plc. Although Farsons (as it is commonly known for short) has been brewing on these islands for nearly 100 years, we participated in the 75th anniversary events of brewing from the Mriehel site. This was a special occasion for me as I spent 40 years of my life working as a brewer on this site. In the pictures you can see our cars lined up against the old brewery colonnade, which is now Trident Park. The brewhouse vessel is from the Malta Export Brewery and is a MAN vessel built in Germany in 1929. All other vessels are Adlams built in Bristol in late 1940. I was happy with the turnout of Triumphs – you can also see drone footage of the event on the TSSC international contact for Malta Facebook page.



A few days later we drove to a quaint village of Bahrija. This is one of the few places in Malta which boasts a square with free guaranteed parking possibilities, bars and restaurants during weekdays only – on weekends it would present a parking hassle for our group. We had a great time over dinner in a local restaurant. We are all so pleased to see that the number of Triumphs (and people) who participate in our events has grown, with many of the newcomers being in the lower age bracket. We have also adopted a mascot in the form of a very intelligent goat by the name of Tempest.

Whilst I am planning yet another run next week, after that I think we will give events a summer break due to the forthcoming and inevitable intense heat. As we seek refuge in our garages until early autumn, I appeal to all of you for any contributions of your overseas experiences, and/or sharing of events you may have attended outside Britain.

John



INTERMITTENT WIPERS

Firstly an apology for not having an article in the July magazine – I hope you weren't too disappointed. A combination of a revised deadline for articles, me being in France on a family holiday the week leading up to that deadline and desperately trying to get Miles' Spitfire ready for a show in early June meant I just ran out of time. In my defence, this is only the fourth month I've missed in over six years.

A second apology now as I'm going to cover something I have written about before, but the last time was around five years ago, so it will hopefully be useful to anyone who has joined since then. (If you want to have some new content, then please do send in some words and pictures about your own 13/60. It doesn't matter if it's a short or long piece, I will always make it fit.)

Further to my May article where I covered various upgrades I have made to my own 13/60 over the years, I thought I would revisit one of them in some more detail, that being windscreen washers and wipers. There are several ways to go about getting intermittent wipers. You can buy kits such as Smartscreen. These work by looping the wiring for the slow position of your wipers through the control unit. You then set the intermittent timer by turning your wipers on then straight off, wait for the desired



A Timer Delay Relay.

to overcome this.

I bought everything I needed from www.12voltplanet.co.uk. Your shopping list needs to contain:

- Wiper Timer Relay – 5 second delay (P00966)
- 4 pin relay (P02159)
- Relay base x 2 (P00708)
- Blade terminals with tabs (P00093-10)
- 11amp thin wall cable for:
 - Earth (Black)
 - Live from ignition (White)
 - Switch to wiper motor (Black/Green)

You should also make yourself aware of how these Lucas wiper motors are wired up. They have an ignition-fed unswitched positive to the motor, a switched earth through your dash switch and another earth for the self parking. The fact these are switched/

parked on the negative side and not on the positive side is relevant as the Timer Relay can only switch a positive circuit, and this is why a standard 4 Pin Relay is also needed as these can switch either way.

The Timer Relay has five connections numbered 1-5, but you only need to use 2-5 (number 1 is unused). You need to wire as follows:

2. To the wiper motor switch on the dash
3. To terminal 86 on your 4 pin relay
4. 12v ignition feed (10amp fused)
5. Earth

The 4 Pin Relay should be wired as follows:

- 30. Earth
- 85. Earth
- 86. From terminal 3 on the timer relay
- 87. To the existing Black/Green wire from the wiper switch to wiper motor

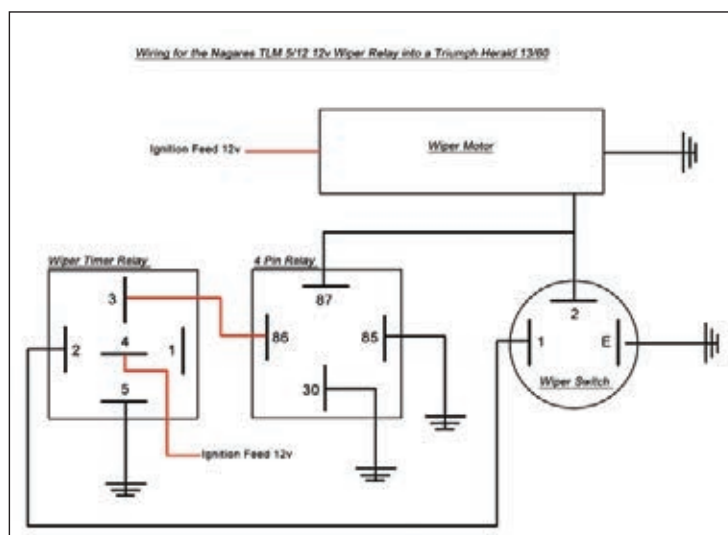
The only niggle I have with this set-up is that the pulse on the Timer Relay is a bit too short, and on my wiper motor the first sweep stalls almost immediately, but then works absolutely fine thereafter. Alternatively, if you switch it to the ON position and then back to intermittent, it works great from the off. Despite this niggle, it is a neat and tidy solution.



The smartscreen.

pause and then turn them on again. I have one of these on my Spitfire and I find it a little fiddly to set, so I tend not to bother.

My preferred option is to use a Timer Delay Relay. Before I go into detail on how to wire in one of these, I should mention that 13/60s have single speed wipers and a switch to match. I have the correct wiper motor, but my switch is for a two-speed motor as single speed ones are no longer available and mine died many years ago. Therefore I had a spare position on the switch to use. If you have the single speed switch, you'll need to find a way



They say a picture paints a thousand words, so here it is as a diagram.

ELECTRIC WASHER PUMP

This short technical article explains how to use your original manual type washer pump/wiper switch to control an electric washer pump. I can take no credit for this idea, as that falls solely with fellow North Devon member Malcolm Huxtable.

I didn't take any specific photos when I did this, so I've had to adapt what I had and I hope it makes sense. In terms of washer pumps, you have a few options:



The standard remote type fitted to many a British classic.

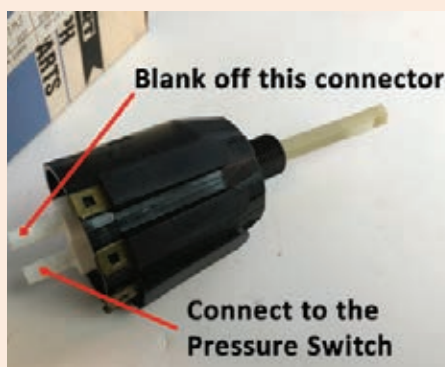


Cut a hole in your washer bottle and use one that fits through the bottle.



Or if you don't mind a non-standard type, there are lots of kits with a larger bottle and integral pump.

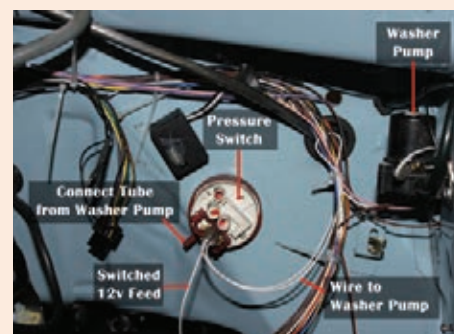
The pressure sensor used was from a Hotpoint washing machine; you can find alternatives, but you may have to experiment with which connections to use.



1. On the back of your manual washer pump are two barbs; one sucks the water from your bottle and the other pushes it to the jets. Blank off the one that sucks and run a tube from the other to the pressure sensor.



2. There are four male spade terminals on the pressure switch, but on this model you're only interested in the two centre ones. Take your ignition-switched 12v feed and connect to either of the centre two terminals. Run a second cable from the other centre terminal to the positive side of the electric washer pump. The other connector on the electric washer pump should go to ground.



3. Don't be confused by the two wires on one terminal on the pressure switch, I was just looping the 12v feed onto another accessory.

Now there is no need to pump like before, just press and hold and this will pressurise the switch and bridge the two centre terminals, powering the electric washer pump.

WORKSHOP UPDATE

The pressure was on to try and get Miles's Spitfire ready for the Lyn Valley Classic on the 9th June, but as we got closer it was clear this was just too soon. Progress was still good though, and the refit of the interior, exterior trim and chrome was moving along (pictures 1, 2 and 3).

In most of my workshop updates I have been referring to the car as Miles's Spitfire, but it actually belongs to his mum, Angela. The Spitfire was bought for her as a 21st birthday present, but has been in hibernation



1

since 1992 when the family started to grow. The delivery back home was to be a surprise for Angela, and we had pencilled in Saturday



2

21st June, using the pretence of a family BBQ to get Angela and the immediate family together.



Miles was due over on the Wednesday before to help get the engine running and tuned, leaving me Thursday for a final clean and polish. These plans were completely scuppered when, try as we might, the car was running terribly, but for no obvious reason. The carbs had been fully rebuilt (by me) as had the engine (by Miles). Add in that the bearing in the semi-viscous coupling destroyed itself and it's fair to say that the day didn't go to plan.

I spent most of Thursday battling alone with it again, discussing with a couple of Devon members what might be the issue (thank you Malcolm and Dan), but still it just wasn't having it. It turned out that the usual method of winding out the carburettor jets 12 flats from fully closed as a starting point was only around half what was needed. I lost count in the end how many flats I went, but it was easily double. Even Burlen couldn't understand why (they had supplied all the parts), but once I got the mixture in the ballpark, it started to run very smoothly.

Miles had ordered a replacement water pump and fixed fan rather than replacing the semi-viscous coupling, so Friday was largely about draining down the coolant, then removing the radiator so the new pump and fan could be fitted. Once the cooling system was all sorted along with a few other bits in the engine bay, we were kind of where we had wanted to be on Wednesday, so two days behind schedule!

Miles came over Friday afternoon to take the car on a test drive and to see if any fine tuning was needed, but thankfully the car drove perfectly. After about 30 minutes of driving, it was back to the workshop for a quick check-over. Annoyingly there was a leaky core plug, one that had previously leaked and been replaced once before. Thankfully I had spares in stock, so we planned to reconvene on Saturday morning for one final push.

Whilst Miles was sorting the leaky core plug, I set about giving the car its final wash, polish and interior clean. With the surprise return being looked after back at home by Ned (Miles' brother), we finally got



Angela with husband Brian.



Myself with Angela.



Angela, still in shock, along with Miles' sister and other brother.

the car finished around 4pm. After a quick clean-up of ourselves, we set off on our covert operation to deliver the car back to Angela, its first real journey for 33 years.

The surprise return was emotional for Angela and there were a few tears (of joy of course). I was very honoured to be part of the day.

Darren



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A BIT OF THIS... AND PLENTY OF THAT



We are now well into the show season and looking forward to a few events – the TSSC National Rally at Lubenham, and of course the Bond Equipe Weekend at Garforth near Leeds which is planned for Thursday 28th to Saturday 30th August. Unfortunately we will only be able to attend the National Weekend on the Sunday, and it looks like we will be in a vintage Standard rather than an Equipe.

This year, with the better than average weather, I have had the opportunity to use and enjoy my 2 Litre convertible more than in recent years, which has been great. Last week (as I write this) we went to a local evening meet at Poulshot near Devizes, and wow, what a turnout of cars. It was the first time we had been so did not know what to expect, but I am told it was one of the best

ever attendances. We were actually on our way back from Bristol where I'd had to drop of the magnetos for our 1927 Standard Kenilworth, as neither the one fitted to the car nor the spare would produce a spark. It looks like damp had got in over the winter, so I must make sure that they are safely put away in the airing cupboard over the winter this year.

This month, most of the news on Equipes seems to be on 4S models.

First John Marshman, who has been refreshing his 1966 car with the aid of a paintbrush and roller. I can recall doing this in (I think) 1978 with my 1965 4S. In my case it was a significant improvement, and looking at John's photos the car is looking a lot better too.



Next, I was asked if I had heard of a German registered 4S. Looking at the photos it is RHD, and therefore I assume has come from the UK, but without the Commission Number or a UK registration number, I cannot confirm if it is on my records.



Finally Charles Frick in the USA has been working on his 1966 4S, which was featured in my June article and which he has bought back after 24 years. He says the car is now presentable and almost ready for registration and returning to the road; as you can see, he has been hard at work.

Guy

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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

THINKING OF ATTENDING YOUR LOCAL MEET? AUGUST IS THE PERFECT TIME!

If it's been a while since you joined your local area meet, there's no better month than August to get back into the swing of things. With long, light evenings, warm weather and a good chance of Triumphs lining the car park, it's the ideal setting to catch up with fellow enthusiasts.

So, if it's been on your mind – go for it! And when you do, be sure to introduce yourself to the Area Organiser. Ask them to help you meet other members and settle in.

We'd love to hear how it goes – were you made to feel welcome? Did you enjoy it? Got any ideas for how we can make the experience even better or more inviting? Drop us a line with your thoughts, whether good or bad – we're all ears, and any feedback will be kept completely confidential.



AREA ORGANISERS NEEDED – COULD ONE OF THEM BE YOU?

Several areas are currently without an Area Organiser. Do you think you could take on the role? Or perhaps there isn't an active area near

you and you could you help start one? If so, we're here to support you every step of the way, with guidance, advice and a friendly team behind you so please do get in touch.

Paul & Christina

ANDOVER

Sadly I don't seem to have publicised very well the evening meeting at the Chalkhill Blue in late May as the only person to join us was Jeremy. Hopefully we'll do better in future.

However, we had a good turnout in June for our run out. Six cars met up at the Costa Coffee in Andover and we set off, firstly along the A303 for a nice blast, but then off along the lanes. Luckily we kept most of the cars together for the run down through Wherwell (shame to see the White Lion is still closed and being renovated, but hopefully they will re-open before too long) to the A30, then another lovely long run along that.

We arrived at the Coach and Horses in Sutton Scotney to find builders vans in the car park taking

up some space, but we were able to squeeze everyone in. We met up with those who had made their way there independently, giving us another four cars for our total of 10 – although Kevin had neatly tucked his Spitfire in at the front of the pub. We had a few more people than I had originally estimated, but the landlord had tables nicely laid out for us and we were able to fit the additional people in OK. A nice selection of light lunches and snacks was available, some coming out of the kitchen a little more slowly than others, but in the end everyone was satisfactorily fed.

After lunch we headed off to the Royal Logistics Museum in Worthy Down. The navigator took a wrong turn as she had clicked the wrong link on google maps, but we continued on and arrived at the museum in bright sunshine even though the day had started out rather gloomy and damp at home. We then parked eight of the

nine cars who had gone on to the museum on the grass in front of the building (pictured below).

We would recommend this museum to anyone as it was very well laid out. The only thing we got wrong was going round it in the reverse direction to that intended, which had us going back in time rather than forwards. This was partly because of a large group of new army recruits being given a guided tour by a soldier with a good grasp of the history of the Logistics Corps and their role in various combat zones and elsewhere. We would probably have done better to tag onto the tour, which from what we could hear was very interesting.

Next month we just have the usual 2nd Wednesday meeting at the Clatford Arms planned, but there are also some events to consider in August. Over the first weekend of the month Guy and I will have a stand at the Gloucestershire Vintage &

Country Extravaganza, so if you fancy a day out on the edge of the Cotswolds, please do come to find us there.

The following week the TSSC are trying something new for the National Rally by basing it at HQ in Lubenham. Further details will be elsewhere in The Courier, but Sunday 10th August will be a classic car show on the village green. We will be in Daventry that weekend for the Standard Register Rally with one of our 1924 Standards if either are behaving properly by then, so will leave them on the Sunday morning to head over to Lubenham.

Oddly enough we were there recently too, as the Standard Club's 2025 International Rally was also based in Daventry and on the Friday the run out was to Foxton Locks (which we've visited before on our narrowboat so didn't go again) followed by a visit to TSSC HQ, which we were happy to visit. We went to Lubenham straight from home in Nora, Guy's 1951 Triumph Renown, as both of the pre-war Standards were misbehaving. Thanks to Chris Gunby for opening up HQ that day and giving several interesting tours around the museum to SMC members, many of whom were also TSSC members.



NEXT MEETINGS

1st-3rd August: Gloucestershire Vintage & Country Extravaganza, Cirencester.

8th-10th August: TSSC National Rally based at TSSC HQ, Lubenham.

13th August at 12 noon: Regular lunch meeting at the Clatford Arms, Goodworth Clatford, SP11 7RN.

Guy & Suzie

AVON

The show season is well under way and members are at the small and large shows like Powderham, some for the day and some for the weekend.

We met at the refurbished Huntsman in Downend for our July meeting, a small number as some were on holiday and some at Classic Le Mans. We await with interest news of mechanical perfection or disasters, meaning did they get there and return with no issues! On a personal note, my Austin 7 is now almost finished and being driven, so the GT6 will be on the ramp soon as the next project. Recon rad, sort the brake servo and then service and tune. The body will be last and take some time I fear, as it needs a bare metal respray and everyone knows that this will result in some unpleasant finds!

It has been good to welcome some new faces recently. If you are local, why not pop along and see us? A group drive out is in the planning stage, more details from me or the WhatsApp group soon.

Stay safe,

Dave

CHESHIRE

Lymm Historic was scheduled for the 22nd June this year. Once the long-range forecasts included the 22nd, the day was set for some rain. As the days ticked past, the forecast changed to a rather warm 28°C, and then settled back to a more sensible 20°C but with a threat of thunder around lunchtime and rain in the late afternoon. One hoped there would not be a repeat of 2023, when the trip home involved monsoon level puddles.

On the Sunday, there was very light drizzle for the run to Lymm, but no problem with the hood down and intermittent wipers. There was only one car in front along Rectory Lane and Pepper Street – usually the queue starts halfway along Rectory. On to

the Parade, which started just after 10.30am with a steamroller, followed by around 20 more steam-powered traction engines, a snow plough (diesel-powered) and a large number of cars old and new(ish). Then the town centre was rammed with people heading for the May Queen Field. As on previous years, there was a very varied selection of vehicles. For small chassis Triumphs, I saw another Vitesse (Tristan ragtop), and two Spitfires (one with a six-pot at the front). Rain held off until late in the afternoon, followed by an uneventful drive home.



The Monday before meeting night was rather warm (28°C) so the management (my better half) and I selected a nice air-conditioned car to check the route from Cock and Peasant to Red Lion. Shortly after leaving the C&P, the instructions said to turn left into Lodge Brow. However, there were signs indicating Lodge Brow was shut, so we continued along Wellington Road to the roundabout at the end of Bollington and selected the Pott Shrigley Road, which took us to where we picked up the previous route. All went to plan, until the Chelford roundabout where the road to Holmes Chapel was shut. So we selected an alternative exit and got to the vicinity of Lower Withington, where the road to the Red Lion was well and truly shut because someone was removing a large tree!

Later in the week, the management checked the road closures and found all now to be open, so it was expected to have a straightforward journey. The weather was dry, and the first Triumph I met was Roger's Spitfire, the first known outing for said Spitfire for some time (like

August 2022?). There was Monty and his Bond, Richard in the Herald Estate, John in his Spitfire and Paul in his Bond. Unbeknown to me, Alan joined our little convoy in his modern car as we left the C&P. At some point along Hough Road, the road appeared to be closed. However, there was a car-width gap in the signage, and a similar gap at the other end of the obstruction. All six Triumphs made it through without problem, Alan having to take more care with gaps.

So we all got to the Red Lion where we had a good natter or two of things Triumph. Alan was asking questions about the dreaded banjo bolt, and he then produced an inlet manifold with the banjo free to rotate on the banjo bolt. He wanted to put sealant in the gaps, but an eagle eye (Paul I think) noticed this was a saloon manifold, so little use on a GT6. I have promised to dig out my photos of banjo bolt remains retrieval, involving the electric jigsaw and a shortened metal cutting blade. (Other less violent methods are available.) Whatever is done with the banjo, the bolt should be replaced with a stainless variant, which does not disintegrate when removal is attempted.

I have had words with Adrian at Cast Iron World, and I believe the GT6 needs a little work to stop the driver being sprayed with coolant as the engine warms up. Alan showed us some more pictures of his GT6 project, which is slowly proceeding towards having a floor.

Events for August include the TSSC National Weekend on the 8th-10th, Astle Park (traction engines and cast iron by the kiloton) on the 9th and 10th, Tatton on the 16th and 17th, Silverstone on the 22nd to 24th, Capesthorpe on the 24th and 25th, and Arley Hall on the 31st.

Our next meeting is on Thursday 7th August at the Cock and Pheasant. This will be the third and final run out of the year, so 7.30 for 8, maybe to the Black Lion but maybe somewhere else.

Henry

CORNWALL

So sorry I missed last month's club night, (I was at the opening night of the Eden Sessions,) but I knew you were all in safe hands. Thank you Malcolm for stepping in and holding the meeting for me, much appreciated.

Our big news this month of



course is the Cornwall Triumphs Weekend, and what a fantastic event it turned out to be. This year I had the rare pleasure of stepping back from organising duties. Sally Ann and Anthony took the reins and I'm truly grateful to them both for all their hard work. They did a brilliant job, supported by Bev and Geoff who kindly organised the Saturday car run. Huge thanks to everyone who came along and helped make this such a special weekend, it really is our event and it's all of you who make it what it is – a warm, welcoming and memorable gathering of friends, cars and shared adventures. Here's to many more. Here is a report of the weekend from Sally-Ann.



If you didn't make Cornwall Triumphs Weekend this year, you missed a truly wonderful weekend. We arrived at Higher Harlyn Park, St Merryn on Thursday, only to find several familiar faces had already set up camp. Mark and Jackie along with Mark, Vanessa and their children Adam and Louisa had made the journey from Horndean and Farnham. Carol and Keith were also busy pitching their tent as we arrived.

By Friday more friends had joined us – Tony and Lisa from Bowling Green, Alan and Bev from



South Petherwin as well as Robin and Ann and Mike and Wendy who had driven down from Farnham that day. Wendy chose to camp, while the others stayed in a nearby house. Gill and Pat also arrived on Friday and were staying locally, as were Geoff and Bev who joined us on Saturday. We were especially delighted to welcome Geoff from Wiltshire, a face we hadn't seen for many years; it was really a treat to catch up with him.

That afternoon a group of us walked down to the beautiful sandy beach at Harley Bay. It wasn't crowded, and we enjoyed a very relaxing walk along the sand before returning via the scenic coastal path. On the Friday evening we all headed to the Farmers Arms in St Merryn for a delicious meal. It was a lovely opportunity to catch up with everyone, and we were joined by Nigel and Zoe for the evening too.

Saturday saw us gathering at the campsite for a car run to Lostwithiel, which was organised by Bev and Geoff. The scenic 75-minute drive took us along the new Roche bypass and through some stunning countryside. Once there, some of us explored the Lostwithiel's gin festival and the local garden trail, which featured a number of inspirational private gardens open in aid of the National Garden Scheme. Others, opted for a cream tea at Bowling Green, organised by Bev and Geoff which raised an impressive £700 for the Children Hospice Southwest, a fantastic effort. That evening we



came together with barbecues, tables, chairs and even tablecloths and enjoyed a relaxing and sociable night of good food, drinks and plenty of laughter.

On Sunday we returned to the Farmers Arms for a carvery lunch. We were joined by Steve and Jo and Brian and Wendy, making it a lovely big gathering. After our meal, we spent the afternoon chatting and enjoying each other's company and listening to the live music. Monday came far too quickly, and we all packed up and headed home, ending a truly memorable Cornwall Triumph Weekend. We are already looking forward to doing it all again next year.

That's all the news from me this month. Please get in touch if you would like your adventures added to our area news.

UPCOMING EVENTS

August

1st-3rd – Sticker Rally
3rd – Grade Ruan
3rd – Mount Edgcumbe
9th – Carnhell Green
9th – Falmouth Car Parade at the carnival
14th – Club Night
15th-17th – West of England Vintage & Steam Rally
21st – Fowey Classic Car Parade
23rd-25th – Great Trethew Rally
24th – Lizard classic car show

30th-31st – Helston Railway classic car show
31st – Wheels at Wheal Martyn St Austell

September

11th – Club Night
13th-14th – Lanlivery Vintage Rally
20th-21st – St Mawgan Steam and Vintage Rally
28th – Wheels at Wheal Martyn St Austell

Safe and Happy Motoring.

Carol

CUMBRIA

June is a busy month for car clubs, and for TSSC in Cumbria this was no exception. Members have been to a variety of events over the weeks.

Thirlestane Castle show at Lauder was a busy event, and I was able to join some of our Scottish members for a warm day. There were not only interesting vehicles to admire, but also a variety of sideshows and autojumble to make this a very worthwhile journey.



Dent village was the chocolate box setting for the start of the memorial Dales Run to honour our late friend and TSSC North East organiser Alan Heaton, who passed away in 2024. Again blessed with fair weather, a meeting of over 40 Triumphs gathered to tour the Yorkshire Dales and celebrate the life of Alan afterwards at a characteristically chaotic evening of activities in Dent village hall.



High Laning camping site, Dent.

Bridge House at Wray was the destination for Ray Crellin and myself to join members of the TR Register for a drive into Lancashire



Bridge House Tea Rooms, Wray.

for a relaxing afternoon in the sunshine at the tea rooms and a chance to view some vehicles from another TSSC area.

Moffat Show was the final June event. Dick and Eileen Grandison drove the 260 mile round trip to Carlisle, doing the coastal route both times, and their newly restored Herald went well. Eileen reports that it was a lovely sunny day in Moffat and the show was well-attended, adding: 'We were next to TSSC Scotland and there were a great number of Triumphs on the field, including a smart Spitfire alongside several TRs and Stags. Moffat is a big Rootes show and it was nice to see a few Imps, Hillman Avengers, Sunbeams and Talbots.'



Moffat Showground, Moffat, Dumfries and Galloway.



Next events continuing forward into a busy month include Maryport Rotary Car Show on 9th August and Grange Cars by the Sea on 10th August. The following weekend sees Gosforth Agricultural Show on 16th August for an eclectic mix of classic cars, bikes, tractors and farm animals together with jam, bread, cheese and other produce to enjoy. This is quickly followed the next day by a big local event, the Wigton Motor Club meeting at Dalemain House on 17th August. Then before we even have time to draw breath we will be off on our annual September trip, this year a Sea to Sea Tour organised by Rod Moore for our entertainment.

Happy motoring.

Nigel

AREA NEWS

DERWENT VALLEY

June saw our annual Peak Run at Ashbourne. There was a good turnout of more than 30 cars for run on the Sunday. We had a scenic drive around the Derbyshire countryside, finishing at the campsite with a raffle and a display of the cars.

Our August the 5th meeting will a meet up at Matlock Bath from 7.30pm, with a visit for fish and chips and then continuing at The Fish Pond pub.

Bryan



DEVON

Midsummer Club Night at the Star featured not only 15 Triumphs, but we were well entertained by two troupes of Morris Dancers. It was a fantastic summer evening, on which I was kept busy doing three valuations for insurance.

Devon's first ever Run to the Suns, brilliantly organised by Rob Lingard on 6th July, saw a huge turnout of Triumphs. Starting at Sunrise at Haytor and going via Dartmoor to breakfast at



Ullacombe Farm, then onwards to Tiverton Castle for a private tour, followed by a break in the afternoon before finally re-gathering at Teignmouth for sunset! A fabulous day and a brilliant idea by Rob. A fuller report appears elsewhere.



There is lots on in August, including Saturday 9th Newton Abbot Country Show. On Sunday 17th we've been invited to the Rover P4 Guild Show at Buckfastleigh (a lovely show), and Aveton Gifford on 24th August. To end August, on 31st club member Miles and his parents have invited us to a 'Bring Your Own' picnic at their home at Sourton, near Okehampton. Let Darren know if you can come: darren.groves@googlemail.com

Don't forget to spread the word and register for our 5th Tour of Devon on Sunday 21st September (see tourofdevon@tssc-devon.org.uk). There are different start points this time: in the west at Strawberry Fields at Lifton PL16 0DH and in the east at Exeter's Tesco Extra EX2 7EZ. A strictly non-competitive social event for all Triumph clubs, there will be two routes from each location, covering around 100 miles each, all finishing mid-afternoon in

central Devon. Always a lovely day, and Jon as always has come up with some superb routes.

Our regular club nights continue at the Star, Liverton TQ12 6EZ with ample parking and great food. Do come along on Wednesday 20th August, especially if you have not been before.

Christmas is coming, with our Devon Area evening meal at the Dartmoor Lodge Hotel at Ashburton again. The cost for three courses is £35 and two courses for £30, complete with coffee and truffles. Book via Sue with a £10 per head

deposit required to the Devon Area account. The menu has already been sent by email, but let me know if you are interested and I will send a menu direct. Accommodation is available at their corporate rate by quoting 'Triumph meal.'

Devon area clothing is now available to order via us, complete with our Devon logo. Nice quality Polo Shirts are only £20. Let me know if you want one.

Is your car's valuation up to date? Remember they are valid for two years only, after which your car will revert to market value only. Don't be caught out.

Looking forward to seeing you and your car as the summer progresses,

Sue & John

NORTH DEVON

The July meeting at the Crealock Arms took place on a perfect July evening. Sadly, Jules and I couldn't take the TR as we had to drop our daughter off at work on the way. However, others took advantage of the top-down conditions, and when we arrived, a row of Spitfires were lined up in front of our group which included Darren, Lee, Geoff

and Dawn, Malcolm and Mandy, Simon and Max.

The North Devon 'TR boys' also joined us and elsewhere in the car park were a TR5, TR6 and Stag. Later, Andrew Willmott also arrived in his freshly restored TR3, looking lovely in its shiny new coat of red paint which was so fresh that he hadn't even completed the final flattening and polishing!



In August we look forward to the North Devon Festival of Transport in Bideford on the 10th. A few of us will be exhibiting our cars. If you are not doing so, why not come along anyway and say hello?

Then on 31st August local member Miles and his family will kindly be hosting a barbeque in Bridestowe for local members. Please contact Darren if you'd like to come.

Looking forward to September, we plan a trip to the World of Country Life in Exmouth – I'm still working out the details as I write, so look out for emails about this. And on 21st we look forward to the fifth Tour of Devon.

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

In Essex Area we had quite an eventful month with a few shows and our mid-year weekend away.

Starting with the Aldham Olde Tyme Show, we arranged to meet everyone at the Esso petrol station on the A12 and drove into the showground in an impressive convoy. This turned out to be great timing as we were joined by other members near the gate – the line-up of Triumphs was looking good. Aldham Show runs for two days over the weekend and this meant there was plenty to do with steam engines, country stalls, local beer and food stalls. All the various



push, pedal, steam and petrol vehicles were invited to go in the arena in the afternoon. There were a variety of different makes and models of cars. James Cornell was there with his Triumph Spitfire and his steam engine group, and to our surprise he was teaching younger members to drive it.

This Little Waltham show report is by Tony and Caroline, who wrote: *'This show was attended by Steve and Janet in their newly restored Old English White TR3, Ian in his green Spitfire and also Tony and Caroline in their blue Stag. It was a very sunny and hot day and there were 15 public gardens that were open this year. As always, the gardens were a pleasure to walk around. Proceeds as usual went to Farley's Hospice, a very good local cause. The cars were all lined up in the field opposite the White Hart Pub which served good lunches. There was also a cake stall and fish and chip van and a wide range of cars, more than last year. It was a great day out.'*

A group of us set off for the Essex mid-year weekend away, which ended up at the Standard Triumph picnic in Leamington Spa. Myself, Sue, Tony, Fiona, Mick and Linda set off in our three red Triumphs from our house in Loughton. One Stag and two TR6s driving on a scenic road trip to the Chiltern Downs, with a stop for lunch at Dunstable Downs which had amazing views, then a walk around before getting back to continue the road trip to Leamington Spa.



We were about five minutes into our journey when our TR6 ground to a halt! It had no spark and the rotor arm looked like the cause, but as a good Triumph owner I had a spare in the boot. Unfortunately the only rotor arm I had was the black type newly bought from eBay and it did not want to work.

To make sure it was that, we tested it in Tony's TR6 and sure enough it did not work. Note to self: Buy red DD one in future. So, bidding farewell to

our companions, we sent them on to their places of rest for the weekend. We had to wait for a tow truck for a few hours and then we were transported home, had a bite to eat then returned in another car to continue the weekend.

On Saturday morning we all met up at The Moorings at Myton for a coffee. That day some of us went to Kenilworth Castle, others went to Stratford Upon Avon. In the evening Simon and Debs joined us at the Piston Club at the Stag pub. The venue is very car and motorbike orientated. After a great evening we all went back to our hotels.



Sunday morning was the Standard Triumph Picnic at Woodland Grange Hotel. There was a good turnout of all different Triumphs, and of course plenty of pre-war models. If you want something different out of shows, this is one not to miss. The day came to an end and we said our goodbyes to Simon and Debs, then set off to have dinner at The Queen and Castle pub in Kenilworth. The next morning Mick and Linda drove home, and the rest of us drove to Gaydon to the motor museum. What a fantastic

mid-year weekend. Our next one is in November, to Warners Corton in Norfolk.

The Annual Rayleigh Trinity Fair each June is an event for the community. The High Street is closed off and filled with stalls, crafts, live music, dancing and entertainment. In and around the High Street there are other events and entertainment including a Classic Car show for around 50 cars, which is located at the windmill. I was fortunate to get a prime position in front of the windmill.



For our trip to Le Mans Classic, we had a good run down to Newhaven and booked into our room in time for tea. Then off to the pub for a lemonade and a salad as well behaved men do when left without their wives. As sober as judges, we won the pub quiz with flying colours!

On Day two we set off to catch our ferry to Dieppe, then on to Le Mans. The crossing was good, we met up with Paul in his TR5 and had a good drive down, but had trouble finding the entrance. Paul had starting problems so he had to hot wire it every time we had to stop, and then near the track had a noise from his back wheel. On Friday we jacked up the TR and found that one of the brake pins was lost. Simon came to the rescue – he had a spare pin and Paul then ran a length of wire directly to the starter from the ignition switch for a temporary repair. There was lots to do, car shops and also the racing and much more. A good time was had by all.



DIARY FOR AUGUST

Sunday 3rd - Helmingham Hall, Stowmarket, Suffolk

Sunday 10th - Monthly Meet will be held at Hedingham Castle CO9 3DJ. Tickets only event

Saturday 16th - Mersea Island Car Show - Book at <http://www.mersea-islandlionsclub.com>

mersea-islandlionsclub.com Sunday 17th - Dedham Vale Wine Tour

Monday 25th - Countess of Warwick Show - now fully booked Sunday 31st - Brands Britannia at Brands Hatch

For more details of these events contact Mike

DIARY FOR SEPTEMBER

Saturday 6th - Buntingford Classic Car Show

Sunday 7th - All Triumph Day at Shuttleworth

Sunday 14th - Monthly Club Meet at Maldon Classic Car Show

Mike

GATWICK

Hope you're enjoying this amazing weather! This the perfect chance to truly enjoy your Triumphs, either a local show or just down to the pub for that refreshing drink.

Dudley gave us the heads up about the Burgess Hill Classic Show, so a perfect chance to stretch the legs on my Mk3 (still having problems with the O/D!). I got a bit lost in Burgess Hill, couldn't find the entrance to the show and missed the cut off for entry, but I was allowed to park at the entrance with a number of other late arrivals. I met up with Dudley and his family, and also discovered the East Sussex group were there. They proved to be a mine of knowledge on possible causes as to why I was having O/D problems. Thanks guys, it is now working again.

June's club meet proved to be a nice surprise as we had several new members come along. Welcome Mike, whose GT6 is currently off the road but hopefully for not much longer, and Jack with his Herald 13/60 and his family. Jack unfortunately can't drive his Herald until he's old enough, so well done dad for bringing it along, a true classic car family. There was also a very nice Mk3 Cortina, owned I believe by one of Jack's family. We'd also like to welcome back Alan, who is also going to Le Mans, with his two Triumphs – Herald and Spitfire 1500, which like my Mk3 is only just on the road. We must both be mad, going on such an adventure as Le Mans in cars that have only just been finished.



Dudley and Justine have been attending to Alan's 1500's needs as problems have materialised. Well done the two of you.

On my second adventure to a show in the Mk3, this time to Leonardslee Gardens classic car show, I was most chuffed to win third in the Pride of Ownership. I hadn't even washed the car!

This is a great little show, very relaxed with lots of friendly classic car owners. In attendance in their Spitfires were Brian (Mk4), Dudley (Mk3), Harvey (Mk1), me (Mk3 Ashley) and Colin (Mk4), plus of course the East Sussex Gang were also there.



Edward's Spitfire Mk1 is moving forward again. The body tub has had its final coat of paint – metallic British Racing Green (Edward style). I must admit I was a little nervous of how this was going to look, but it is absolutely amazing, very good choice and it suits the car. Sadly the photo does not do it justice.



There are a number of shows coming up, and Dudley our new show finder is still finding more, so keep an eye on our WhatsApp. 8-10th August – TSSC National at HQ. 10th August – Cranleigh. 16th August – Capel. 23-25th August – Festival of Transport, Broad Farm, Hellingly, E

Sussex. On the same bank holiday weekend is the Oxted Edenbridge Show

If you're lucky enough to have your Triumph on the road, there is no excuse not to use it with this fabulous weather.

Tony

HANTS AND BERKS

Not as many cars as I thought, considering the amazing warm weather. However, we did get a visit from Glynn – great to see you outside of the IOW camping weekend. Here are a few of the cars that did make it.



Hopefully see you in August.

Alan

HERTS AND BEDS

Hi Folks. We had seven cars start for the Pitstone Museum trip in June, but due to too many roadworks we lost Maurice en route. It was hot, but we all staggered around the displays and sank a few coffees.



Martin has finalised the numbers for our Fawley Hill trip on the 28th July – the steam engine is back, so they are in for a healthy chuff up the Fawley incline.

The July pub meet will be over by the time you read this and our publican's choice of the Best Area Car will be in next month's



summary – who's going to win the shield?

Some news from me is that at the November Area AGM I will be standing down as Area Organiser – after more than 20 years I shall call time. I have done my bit and now at 80 I've lost the buzz to continue. I may even sell HYA and retire from much of this. Wait and see.

Keep safe, use the sun cream and have a noggin or two.

Pete

LEICESTER & RUTLAND

It's been a good month for car shows, with excellent weather and so many options that we've had too many to choose from. We opted for Ragley Hall on Father's Day. It was buzzing, not as big as I've seen it, but the lovely weather, beautiful cars and great company certainly made the day. We met up with a couple of members from outside the area, now becoming familiar faces at Midlands events, along with the L&R guys and gals.



Some of the L&R guys did the Peak Run, and it looks like they had the weather on their side, as ever dedicated to the action shot.



Some local events were attended, such as North Kilworth show and Greatham Gathering. Not forgetting the Triumph Picnic – what a day that was, lovely strawberries and ice-cream and a

chance to meet some old faces, and new ones too!



Some of the L&R guys and gals did the epic journey to Millport, with the cars behaving impeccably. It looks to definitely be one for the future to attend again.



Between all this we have still been counting down to Le Mans, prepping, fettling and getting ready for the adventure. As I write this, one sleep to go – photo bombs for next month.

Our area event, The Sunshine Rally, is imminent as the Courier is delivered. If you haven't booked yet, be quick, or come just for the day. It's all happening on 1st-3rd August at Greatham Community Centre, and there's more info on the club website.

Jason

NEWBURY

On Sunday 8th June we went out for a mystery (to everyone except Ian) pub lunch. Four Triumphs and an Aston Martin met in the car park at Tesco Extra in Newbury. There was the normal natter and photos as we all waited for the departure time to arrive.



With the weather forecasting a rain-free day, Ian had the hood down on his TR6. At 11.00-ish the group left, being led by Ian in his TR6 followed by Andy and Thomas in Bond, Roy and Helena in TR3, Chris in Aston Martin (Chris had last moment problems with his Stag) with Dave and Mary in Herald bringing up the rear. We headed south on the B4640 towards the A34, but having got to the Tot Hill junction, we diverted

off towards Highclere. At this point Ian did one of his 'trying to confuse' detours by doing a five mile loop northwest down some single track roads, with the last bloom of rhododendrons on both sides. We then re-joined the road to Highclere Castle at the point we had left it.

From there it was a run through the small villages of Old Burghclere and Sydmonton. Once we got to the outskirts of Kingsclere, we headed away and through Ecchinswell, Brocks Green and Bishops Green and then arrived back at the main Basingstoke to Newbury road. From there it was a quick blast back towards Newbury, and we arrived at the Two Watermills 55 minutes and 22 miles after we started. It should be noted that the Two Watermills is only about 400 yards from where we started, and is the location of our normal 'winter' first meeting of the month.

Upon arrival, there was the normal discussion about the route, including the sneaky little extra loop and the final destination, 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. Another excellent country run organised by our Events Secretary Ian. Nobody guessed it was to our autumn/winter meeting place where we are always made welcome. Thanks Ian.

As we are well and truly into summer now, the first evening meeting of the month is a roaming one and this month, Wednesday 11th June saw us at the Renegade Brewery. With weather being kind to us this year we had a good turnout of cars with Chris in Stag, Ian in TR6, Nigel in TR7, Paul in 12/50 Herald, Phil in GT6, Robert in a BMW MINI, Dave and Mary in 13/60 Herald. It was a nice sunny evening, and remained light until late which added to the drive home.



The two Heralds in the evening sunshine.

The location of our second meeting of the month is fixed and held at the Cavern Arms. So on Wednesday 25th June the cars were Chris in now fixed Stag, Les in TR7 and Robert in Vitesse 6. This meeting was less well

attended due to several members being away on holiday and some working during the day in the hot weather, but it is still good to see those Triumphs.

Don't forget the Newbury Classic Car Show this month on Sunday 3rd August in aid of Blood Cancer. We have supported this event for over 25 years and as normal will have a club stand. It has grown over the years into large event with most types of classic cars attending, so it's good for us to fly the Triumph flag. If you haven't already got a pass from me, then get in contact as I may have one left.

August Meetings

Wednesday 13th – We are roaming. Check your emails and the Newbury Facebook for details. Wednesday 27th – at The Craven Arms, Skinner's Green Ln, Enborne, Newbury RG20 0HG.

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

Dave

NORFOLK

The Fish and Chip run to Cromer came with a tinge of disappointment for us. With the big Triumph out with suspected flex plate issues and the Herald out with an unidentified noise, we had to turn up at Dereham in the 'modern,' made worse of course by the perfect weather for a drive. We had eight cars meeting up at Dereham for the drive to Cromer. Big thanks to David for taking the lead – letting us trail quietly at the back!

We rolled into Cromer just before 8pm, joining those who headed straight to the seafront. While some enjoyed their dinner inside the restaurant, the rest of us perched on the wall (note to self: we may need a longer one next year!). In total, 20 Triumphs made it to the cliff-top car park – a fantastic turnout for a perfect summer evening.



Please note: There will be no monthly meeting in August. Instead, join us for our Tea and Cake Afternoon in Saham Toney on Sunday 17th August.

Another date to save is for our biggest event of the year – the TSSC Norfolk Camping Weekend & Mile of Triumphs running from 12th-14th September. Look out for our limited edition MoT mugs and teddies, all in support of EACH charity. Details of all our events will be on our website (norfolk.tssc.org.uk), on Facebook ([tssc.norfolk](https://www.facebook.com/tssc.norfolk)), and sent out on email (let me know if you want to be added to the list). Enjoy the summer!

FORTHCOMING EVENTS

Sunday 17th August – Tea and Cake afternoon.

Thursday 4th September – Club Meet at the World's End.

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

Paul & Christina

NORTH EAST

I am writing this early as there would have been no meeting in July – a large contingency of members are traveling to France for the Classic Le Mans, so there will be nobody to take the meeting. I was asked to step in and drive Kevan's Stag to France as he had to attend a family funeral. His plan is then to fly to Paris and catch a train to Le Mans where, if all goes to plan, we expect to meet up with him on the Friday evening. More on our exploits next month.

June saw a few of us attend Morpeth Fair. The weather was kind on that day with only a minor shower, the only issue on the day was Richard Blade's GT6, which lost all its clutch fluid. After topping up and a quick inspection, the source of the leak was the master cylinder. It lasted the day though and got him home. Richard decided to replace that and the slave cylinder as well – it takes longer to strip out the interior to access the slave than it does to replace the part.

Martin has had issues with brake juddering. After replacing the rear drums and front discs it was no better. A front bearing fault

was the other possible solution, so he decided to replace these and when he removed the grease seal from the rear of the hub, the complete bearing fell out – not just the race, because the hub had enlarged so he needed a replacement. It's all done and back on the road now. Oh the joys of old cars.

We must put a run together for September. Anyone fancy a trip to Masham or Hawes? We haven't been into North Yorkshire for a while.

See you all in August.

Geoff

NORTHERN IRELAND

I trust you all enjoyed last month's report in relation to our weekend trip to County Donegal. A big thank you to Simon (H) for the photographs and the video. As has become the norm, near the summertime we take a trip to the Rinkha ice cream shop at Islandmagee. I trust that the observant of you will have noticed that there was a white GT6 in the line-up. Yes, she is back on the road at last after a few years sitting in our drive.



This year we moved it to the start of June to miss the band parade in Carrickfergus, but imagine our surprise when we arrived in what we believed was plenty of time only to find them shutting their doors. Thankfully we combine the run with a visit to the home of Brian (S) and family to see the progress on his Spitfire and, of course, to sample the much sought after chocolate brownies. Thanks once again to you all for having us visit, and of course for the treats.





The middle of June saw our customary run in the County Down Peninsula in the capable hands of Alan and Pam (F). Of course, what makes this a very popular run is the fact that we have a BBQ at their home afterwards. Meeting at Donaghadee Harbour saw a good turnout of cars, although the weather was terrible and, to make matters worse, the wipers on the TR6 gave up a short while after leaving home.

On leaving the harbour area we took the Donaghadee Road for a period before moving inland taking the Craigboy Road and then School Road that has a very nice flower market, before passing the home of Giles Tours further along. Next up on our route was the Carrowdore area as we made our way towards Magellan Aerospace to our stop at Portavogie. Before that of course we passed close to the Ashtonelle Alpacas base with Ballywalter Park further along the same road, but unfortunately in the opposite direction we were taking. With our route taking us down the middle of the peninsula to our first stop, we came across quite a few churches of various denominations.

Just as the rain was leaving us for a while, we came to our stop at what was The Superior Chinese Restaurant but is now called Harbour House. This is now a Veterans Centre which was the vision of the Beyond the Battlefield charity to provide veterans and service people, no matter what their background, a safe place to relax, recuperate and recover.



One of the reasons for stopping here was, of course, to avail ourselves of the food provided by the cafe as well as make a donation from each crew, that was matched by TSSC Northern Ireland, to the charity. Food over and on our way again as we took the main A2 along the coast through Ringboy, before

reaching Cloughey and then on to Portaferry. The next part of the route took us along the Lough Shore Road and, no matter how often we use it, the spectacle of it and Ballyhenry Island shows the beauty of the area, never mind Lough Cowey further along the route.

The A20 brought us through Kircubbin to Greyabbey, where some of the group had a look at the local antique shops whilst others continued to the BBQ. Fortunately for some of us, it was near closing time and so little was bought this time. Back to driving, with Carrowdore the next in line before using the Upper Gransha Road past Drumawhey Junction Railway to Six Road Ends to take the Cotton Road (A48) to the home of Alan and Pam (F) and our long-awaited BBQ.



Once again it was to a very high standard. I'm not sure if that was because the men cooked in the rain whilst the ladies sat in the house or what! Thanks to all who made it a great day despite the terrible rain that only lifted the odd time. A big and special thank you Rob (M) for his donation of a car and parts to the club, but more on that on a later date when all is known. Please try to attend one of the events to support the organiser.

EVENTS DIARY

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

Wednesday 6th August – Area Meeting has been cancelled.

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

Wednesday 3rd September – Area Meeting (Nortel, 7.30pm).

Saturday 13th September – Area Run, County Down/Armagh Area (Colin L).

Saturday 27th September – Area Run, County Antrim (Douglas H)

Douglas

PETERBOROUGH

We had seven cars in the car park for our June meeting. We have been enjoying some lovely weather, and many members had been out and about in their cars or making good progress with project work.

Malcolm reported that his overdrive seems to be fully functional now. Colin has headed up the area contingent to Classic Le Mans. He, Malcolm and Steve all arrived safely and are sending pics back to our Whatsapp group chat as I type this report – thanks gents.



By the time you read this we will have attended the Kimbolton Classic, a popular show as there is also a Country Fayre held at the same time so lots to do for all the family. We will also be attending the Maxey Car Show on Saturday August 16th

Our August meeting will be at the Gordon Arms on August 11th. Don't forget to bring your raffle prize.

Steve

SCOTLAND WEST

The last week of June and we were off to the Moffat Car Show. I chose to go down the old road which runs parallel to the M74 motorway, only to get halfway down and find the road closed. The diversion was up over Greenhills, a road I have never been on before but which was

quite interesting in my 13/60 Herald. John also met the same issue with his Triumph Herald 1200 and teardrop combination, which I am sure was much more challenging. The Car of the Show was a beautiful 1953 Bristol 401 – it had Wilton carpet, full leather upholstery, rear window blind and a unique spare wheel holder. Michael McCallum has produced a fantastic YouTube video – speak to Michael and he will send you a link.



As I write this, the final plans are being put into place for the Glamis Castle event which is one of my favourite events on the year. Then in August a number of us are off to Tatton Park in Manchester – please check the events tab on our Facebook page.

Dave

SOMERSET

Hi everyone, hope you are all well. I had a week in the Loire with the TR2 and some members of the TR Somerset Area. It was a great week, albeit very hot. All the cars got there and back, over 800 miles all told, including a drive along part of the Le Mans circuit.



A couple of people are going to the John Haynes Classic in September, with the suggestion of meeting up and entering in convoy so we park together etc. Let me know if you are going along.

I'm hoping to go to the Castle Coombe Classic in September on 20th-21st. This was a great day last year, with excellent racing across a number of car classes, plus you can wander around the 'pit' area and there was a classic car auction. Put the date in your diary, and look out for an email. I'm planning to go on the Saturday.

Next club night is Thursday August 14th; we'll be back to our normal haunt of the Lime Kiln, Knowle, so hope to see you there.

DATES FOR YOUR DIARY

2nd-3rd August – West Somerset Railway

7th September – John Haynes Classic Car Show

20th-21st September – Castle Coombe Autumn Classic

27th- 28th September – Somerset Festival of Transport, West Woodlands

Steve

SOUTHERN

It seems that I have not put quill to parchment for some time now, so here goes.

We are now well into the silly season, ie. with shows every week. It started on 13th April at the Guildford Lions Show held in the High Street, attended by me in the Stag, David H in his Toledo and Mike and Karen in his Healey 3000. Weather-wise it was a pleasant spring day until the rain descended about 2pm. Saturday 26th saw the same trio turn up for the show in Farnborough precinct. I seem to remember not much, sun but a cold sharp breeze.

On Saturday 3rd May I was booked into the Collector's Fair at Lechlade and all ready to go, but alas it was cancelled at short

notice due to the organisers' ill health. The next weekend made up for it with two shows, the first being the well-attended fete at Awbridge on a lovely sunny day. Club attendance came with David H in his Toledo, Paul and his TR5, yours truly in the Stag and Mark and Jackie in the Vitesse. The second show was the Basingstoke Festival of Transport on the Sunday. This was the first time for me as it always clashes with the SEM, so please forgive me for not attending that – the first time since I joined the TSSC 19 years ago.

So to Basingstoke went Vanessa and myself, Vanessa driving me as a passenger which was a new experience. It was a very large show and after a couple of hours we were 'car'd out' so out came the chairs for a nice peaceful day in the sun watching the world go by.

Saturday 17th May again saw Vanessa and myself off, this time to Castle Combe at the crack of dawn, with me driving down and Vanessa on the return journey. Another large show with plenty of steam, cars, motorcycles and lots more. Sunday saw Wendy's village fete – I will leave this one to Mark.

Saturday 24th saw me set out for the Cuckoo Fayre at Laughton, top down in spite of the threat of rain. Once again a large show with something for everybody. Well folks, by the time you get to this point, me thinks you will have had enough. On that note, I would like to thank Mark S for the excellent job he does of keeping the space in the Courier going. It would be nice if some of you could occasionally contribute the odd article – food for thought?

Mike

May 11th was the SEM at Leatherhead, a scorching day and very well attended by all variants of the Triumph marque. I was surprised as I thought many would have absconded to the beach. As Mike was interloping elsewhere, Wendy and I made the pilgrimage to the Running Horse for lunchtime refreshments.



Dave B won the runners up prize for best GT6.

With the SEM out of the way, it was on to the Tichbourne Arms for our roaming meet where we met up with a few of the MG wallahs (most of them in a more modern MG). We held our own for the evening with Mike, Dave, Paul and Carol and myself, plus Mark D and Brian in the Triumph Skoda.

May 18th was the Fernhurst Revels, another lovely day and the Triumphs taking pride of place in their now prestigious place at the top of the rally field.

There were ten Triumphs in the line-up, although two were not from our group. The fete seems to get busier every year and the stall holders are from local groups and businesses in the area. There was a demonstration of maypole dancing and the crowning of the Village May Queen, but the top points went to the fight between George and the dragon. If any of you have not been to this event, try to go next year it is so chilled.



May 24th I drove to Wendy's so we could meet up with Dave H in Tesco's car park and arrive at the Haslemere show together. Mike and Vanessa, Mike H and Karen and Derek and Jackie had arrived later as they had been on the run. Also Dave B turned up. Easily 200 cars were on display on a lovely sunny day. Good stalls with food and beer for sale, rude not too...

June 3rd was our regular meet. We had a reasonable turnout of people, but lacking in cars. I think only Dave R turned up in his Vitesse 6. Big thanks to MG Wendy, she really has got the job of raffle master off pat.

June 7th was Stoke Row Steam Fayre. Shall I or shan't I? That was me Saturday morning before leaving. One minute it was grey and cloudy, next the sun was trying to break through, although I did have to put the roof up at Selborne as it had started to rain. Eventually, I did arrive at the show and the rain had given over and was met by Mike and Vanessa, MG Wendy and Dave H. A long old drive for me through the land of roundabouts (Basingstoke) but well worth it. There had to be something for everyone there.

14th June was the Bishops Waltham Show. Only Paul in his TR5 and Jak and myself in the



convertible Vitesse this year. The same format as last year – good band, some nice stalls and Bowman ales. I didn't quite get 2nd prize this year, but I did get 3rd, which was good as there were twice as many cars on show this year.

On 19th June we had a very pleasant evening at the Mibury's, Beauworth – Paul and Carol, Mike G, myself, and the gent in the white Mk2 GT6. Mark and Vanessa G joined us later, along with Mark D and Brian.

21st was the Dene Rally near Ropley. A lot of steam, mainly miniatures but two full size traction engines. Dave H, Mike G and myself enjoyed a very nice day there. A lot of stalls and a Flower Pots bar, which Mike and myself had to partake of (rude not to).

22nd was Harts Classics show at Tweseldown racecourse. A very hot day in a very open field with lots of very nice cars. Jak and I were joined by MG Wendy in the Mk3 Spitfire, Mike G in his Stag and Dave H in his Toledo. Nothing in the way of stalls to look at, but some very pricey food wagons.

27th to 29th June was the Cornwall Triumphs camping weekend. Jak and I eventually met up with Mark, Vanessa and their kids at Okehampton service for breakfast and took a leisurely drive with the caravans to Higher Harlyn campsite and pitched up. Friday we were joined by Mike and Wendy in the Stag and Robin and Ann in theirs. Friday evening was a meal at the local pub and a meet up with others from the Cornwall area.

Saturday Geoff from the Cornwall area had designed a run to Lostwithiel to see the open gardens and a gin distillery, then to Bowling Green (that's a village) for cream teas. We had done this before so opted for a run to Trago Mills near Liskeard. Back to the campsite for the evening BBQ and a few drinks.

Sunday we had lunch at the local again. Monday it was pack up day and after a fond farewell to our Cornish friends, that was it for another year. Over far too quickly. A big thank you to Carol Coventry and to Antony and Sally-Ann Quick for arranging the weekend – we had a great time.

On July 6th, having just got back



on the Saturday from the Cornwall weekend and the rest of the week spent with Mark and Vanessa G and Adam, I met Wendy, Dave H and Mike G to do the Godalming food festival and classic car show. Mr Hammond and Karen arrived in the Triumph Healey 3000, and later Derek and Jackie turned up in his Stag. Again, a lot of nice cars. All was going well until around 3pm when the heavens decided to open – it was biblical.

FUTURE EVENTS

August

3rd – Churt (Phyllis Tuckwell)
5th – Regular meeting, The Seven stars, GU32 3PG
9th-11th – Retro Festival, Newbury
9th – Camberly Car Show
10th – Cranleigh
11th – Braemore House Classic and retro car show
16th – Capel Classic car show
21st – Roaming meet, The Flower Pots GU29 0QQ
23rd-24th – Hellingly
24th – CarFest, Laverstock Park, Overton
24th-25th – Swallowfield
25th – Wisborough Green
30th-31st – Balls Cross
30th – Alton

September

2nd – Regular meeting, The Seven stars, GU32 3PG
6th-7th – Loughton Autumn Show
7th – The Hinton Arms Classic Car Show
7th – All Triumph Day, at the Shuttleworth Collection
21st – Sunday Lunch Meet The Jolly Drover, Liss, GU33 7QL
21st – Tilford
27th-28th – Somerset Festival of Transport BA11 5ES

That's all for now folks, except please try to get to the August meet at the Seven Stars in your club cars as we have invited the MG group up for the evening.

Mark

SUFFOLK

At last, the 1st July brought us an evening warm enough to be in the pub garden. I hesitate to say it may have been a little too warm... There were 10 of us and five Triumphs – two TR6s, a Spitfire

1500, a Vitesse and a Dolomite. It was the first time we'd seen Ian's smart BRG Spitfire since last year and he was enjoying having a chance to bring it out. What wasn't so good was losing the front spoiler earlier that day, a strange break which left a quarter of it hanging down. Our only thought was that it must have been repaired at some point in the car's past and that had now failed. Thankfully Mathew is having a clearout of parts and believes he has one in stock – numbers were swapped and hopefully Ian will be paying a visit to Norfolk in the near future.

Mathew was planning to bring his TR6 on its first trip to club night, but was scuppered by the high pressure Lucas fuel pump, which had decided to get very hot and seize. Only around four miles from home, it took a call to his neighbour to come to the rescue with a tow-rope, by which time the pump had cooled enough to start again, only to fail once more a little while later. Even the tried and tested bag of frozen vegetables didn't help very much, which means a Bosch style pump is on order to fix the issue for good.

Although Pete has been working on the Daimler V8 replacing main bearings, there is a Triumph connection. The diminutive size of the bearings were used to keep the 2.5 V8 a compact size, and those are apparently the same as those in a Triumph Mayflower, an engine less than half the capacity. Pete is working on the car in the single garage attached to his flat, a task that is testing his skill and patience in such a confined space.

Colin and I have been acquiring cars and parts. A chap called Douglas who used to live in Suffolk was trying to clear his Mk3 Spitfire and other associated parts from his mum's house. Never one to miss a bargain, Colin purchased the Spitfire, which has been off the road for 13 years, is very solid, but needs a little bit of alignment work on the sills as the passenger door fitment is not quite right. I got myself a free GT6 Mk2 engine, which isn't seized, and comes complete with most ancillaries, which has also sat for 13 years. As my dad used to say: 'It will come in useful even if you never use it.'

As I write this, four of us are off to Le Mans tomorrow. Colin's friend Graham came down from Scotland to the meeting, as they are off in the morning in Dave Jones' 2.5 Estate (purchased

earlier this year from Anglia Car Auctions). Chris and Lindsay are going in Lindsay's Stag, which had some last minute issues, hence the pair of them weren't at the meeting. And I'm off in the 2000 Estate, which I seem to have packed with half the house. That's the problem with estates, you have the space and end up filling it all!

Wish us luck, and see you on the 5th August.

Russell

EAST SUSSEX

Summer is officially here, so it was that time again for the annual garden party; pity the weather was not fully on our side and we could not get out into the garden. As per last year, all those who could make it gathered at Wendy and Geoff's house on Saturday 7th June in celebration of Pete's upcoming birthday. Club members had chipped in for a present – a freestanding parts washer that we all needed and we could all make use of with Pete's help. We were a bit worried whether Pete would have room in his garage, but I can report that he has moved some things around and found room. Pete managed to blow out all the candles on his cake in one puff,



and thanks to Lyn (who made the cake) there was plenty to go round, with enough cake left over to keep Pete going for the following week.

On Sunday 8th June three cars

(Andy, David and Ian) went over to Burgess Hill to the Wheels Thro' the Years show, and much to his surprise (well that's what he says) Ian won Best in Show for his GT6. It is a really nice car!

Congratulations are in order to Andy and Lyn who got married on 12th June and invited everyone for drinks and nibbles afterwards at the Blue Anchor in Crowborough. It was a sight to behold when almost everyone got dressed up for the occasion, and some people really scrubbed up well! They don't turn out like that for the club meeting nights (only joking, folks).

A Southern Classics Society car show at Leonardslee Gardens on Sunday 15th was a nice day



out and Kim and David, John and Janice, Ian and Chris and Wendy and Geoff went along for a breezy/sunny/cloudy day. Because Andy and Lyn were on their honeymoon cruise, Kim and David had brought a backup gazebo to counter the elements; it was very welcome, but not as easy to put up as Andy's one.



Wendy and Geoff went off to the Triumph 2000 Register Nationals week (23rd June to 30th June) in the Forest of Dean whilst the Blokes went for tea and cakes on the Tuesday afternoon at the Ditchling Garden Centre.

That's all the news I can squeeze in for June as a group of us are off to the Le Mans Classic on Monday 30th June and I have to submit this report before we get back. See next month's Courier for the gossip on Le Mans.

EVENTS IN AUGUST

Saturday 2nd – Run out to Brede organised by David and Kim.
Sunday 3rd – Hooe Car Show.
Sunday 3rd – SCS breakfast meet at Nyton House, Westergate.
Wednesday 6th – August Monthly Meeting.
Sunday 10th – Waldron Show.
Sunday 17th – Penshurst Classic Car Show.
Sunday 17th – SCS car show at Worthing.

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

Geoff

SOUTH WALES

A busy month for S. Wales with four shows and a run (and the Cardiff City Stadium Show still to come at the end of June). The shows were Hanley Farm, Gwatkins Cider Farm, Hoggs Head, and Barry Festival of Transport which is held at Barry Island, where it was great to see some of the Gavin & Stacey cast supporting the show. A total of

56 members and 42 club cars attended these events. In addition to these, the run was organised by Kalib and 120 miles of FANTASTIC roads were covered with a stop for brunch in a Café in Bronllys.



Hanley Farm.



Hoggs Head.



Barry Festival of Transport.

In the lovely sunny pre-arranged weather, most journeys were made with soft and Surrey tops down. Magpie was up to his tricks and made a good monthly haul of all things shiny. It was also great to see Alan 'The Animal' Price back on the road in his newly restored classic. If anyone is interested in the full reports for these events, visit our South Wales Facebook page where all will be revealed, but here is an extract from Kalib's Run.

At the pre-arranged time our group of cars with all soft tops down took the A470 past Merthyr and on through the Brecon Beacons, stopping briefly at the second meeting point just past the Storey Arms where Mike The Cake was waiting in his modern.

Kalib led us all through the mountains and valleys until we came to the Honey Café where we sat outside in the beautiful sunshine. After a great breakfast, Kalib said: 'Right lads, time to go, it's going to pour down in three minutes and I haven't as yet fitted the soft top to my car.' This is where things went wrong – when Magpie passed through the café gate, all hell broke loose with alarm bells ringing and sirens blasting as the security system was triggered and large muscled men pounced on him. It took over

five minutes for them to retrieve the various shiny items that Magpie had 'accrued' about his person! By this time the rain had started, so after the apologies had been made and accepted, we dived into our cars and with our right feet firmly on the floor we managed to outpace the rain!



Kalib's Run.



A happy Magpie.

When we arrived at Usk Castle, Kalib had received a text from James. The 'Magpie incident' had upset him (I think it was because of where Magpie had secreted the spoons) and he had decided to take a short cut home. A few images were taken of our cars, and then the rain started again with a vengeance. Kalib jumped into his car and sped off as those with soft tops quickly erected them. The Animal, Magpie, The one known only as Pearce and myself took the road through Usk, then the A roads towards the M4. Magpie and I continued on to the M4 while the others took the turning to their homes. The rain stopped as we turned on to the M4 and after waving goodbye to Magpie I took the private road near my house for a second Ton of the Run.

As I pulled up on to my drive I thought to myself: 'What a great bunch of people I had spent the day with, covering 119 fun filled miles in the car of my dreams, and what we had lacked in numbers, had been far more than made up for by the quality of those who had taken part. Thanks Kalib!

Bern

SOUTH WARWICKSHIRE

Have you had enough sunshine yet? TBH, I'm looking forward to a bit of rain – the garden really needs it. Just not quite yet though, not until after this weekend (as I write) when I'm due to be camping and doing a gig in a tent (Club Triumph camping weekend at Gaydon, combined with the BMC

day on the Sunday).

It was a great, great turnout this month – 19 of us despite quite a few people being on holiday, and 10 cars (including Dave B's 'B') and also including new member John Abra in his very nice 2500. Brian Round brought his early 1500TC too (which as I said last month



is up for sale), and I caught Mike P sniffing round it, so you never know, a deal may be done.

The Standard Triumph Picnic was a nice day out. The prototype Fury was there again, as was the straight-eight Dolomite, and we saw Gary Jones' GT6 raffle prize for the first time, a very nice dark green (we think Emerald green) example fresh from being sorted out by Jon Fallowell after an altercation with a very dodgy front wheel bearing. It now drives very well, as it should, and the next upgrade will be to replace the bucket seats with some original ones, so if anyone knows of a pair of GT6 Mk3 seats, the cloth ones with headrests I think are Gary's preference, then let us know.



The next weekend after that was the Princethorpe College Motoring Festival. This has only been running for a couple of years, but was a really well attended show with lots of interesting and rare cars, notably a huge American thing like the one that JFK got shot in but with a tin top, parked up next to my Vitesse and about twice as long. I've never seen two Singer Gazelles together before either, and there was a forgotten Michelotti creation there – a DAF with the rubber band transmission and a rear end that looked



distinctly Dolomite-like. There was an organised road run with printed course notes to follow, which Dave H and Ashley went on, while me and Rob F stayed behind with our respective other halves and perused the artisan stalls etc. A good day out.

As for future events, by the time

you read this the Club Triumph camping event at Gaydon will have happened, and we'll be gearing up for the TSSC HQ camping weekend on 8th-10th August. The Wellesbourne show is on 6th September and we will all be attending that, and Shuttleworth is on 7th September (I will be going to that too – it was excellent last year!).

Shortly after that, we'll be doing our very own Peak District Tour from 11th-13th September (Neil L has most excellently organised this). Then on the 28th September there's the Distinguished Gentlemen's Drive again, in aid of prostate cancer charities – ask on the Whatsapp group for the registration link if you haven't seen it yet.

Then on the 3rd-5th October I'll be doing the Club Triumph Round Britain Reliability Run, which this year is in aid of Parkinson's. 48 hours non-stop in a Triumph is arduous, to say the least. I'll be co-driving with my long time Triumph friends Andy Cook and Glynn Davis in the Vitesse, and hoping we get round the 2000 mile course from London to John O'Groats to Land's End and back to London.

As well as all of those events, the regular monthly meets are still running: Kineton on the second Monday of each month, Gaydon Gathering on the second Tuesday of each month, Banbury Cricket club on the second Wednesday, and Southam Cricket Club on the second Thursday. There's also the Hooky Classics meeting, just down the road now from Hook Norton Brewery (the event having outgrown the brewery site) at Saltway Farm on the Broughton Road, near Banbury OX16 9UL – this seems to be on the second

Sunday of each month.

That's enough for now. Next meeting is Tuesday 5th August 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

For the second month we were able to have our meeting outside, enjoying a good turnout with plenty of discussions on – surprise, surprise, – motoring topics. For some it was finalising the details for the up and coming excursion to the Le Mans Classic. Hopefully someone will put pen to paper (so to speak) and give us an account for me to include next time. Also, the Bransgore New Forest Show might be something interesting to report.

Looking ahead, Lymington Car Show on 3rd August is organised by the CCOTP team. Entry will follow the same format of turn-up, pre-2001, drip-tray and cash for entry. If the weather is kind there should be a good turnout. I have been informed that it will be similar to previous years, with various non-car activities, though further details were a bit sketchy.

BPPC Swanage Rally is the same weekend as Beaulieu Autojumble, so we agreed we would probably do Swanage Rally on the Sunday. Application forms for this can be obtained via the BPPC website. In previous years it has been possible to enter on the day, but do check first. There is an entry fee of £15 per car, which includes free tickets to ride the trains for two people. It has been pointed out – no exhibit, no entry! Obviously some have tried a fast one, entering with no intention of exhibiting!

EVENTS

3rd August – Lymington Car Show.
9th-10th August – Compton Abbas Golden Age of Aviation.
9th-11th August – Purbeck Rally.
31st August – Verwood Rustic Fayre. (Classic car display now organised by local TR Register.)
5th-7th September – BPPC Swanage Railway Rally, now at Norden.
6th-7th September – Beaulieu Autojumble.
7th September – Haynes Classic Show.

28th Sept – Christchurch Quay.

A full list has been sent via our Wessex email; also any final information/instructions.

Martin

NORTH WILTS

At our June meeting we welcomed two new members, another Nick (Nick C) with his Vitesse Mk2 Convertible and another Mark (Mark R-L) who has a Spitfire. Also putting in one of his rare but welcome visits was Jim G in his beautiful TR6. The overall turnout was very good with ten Triumphs present and about 16 or so souls. In no particular order there were Geoff (Herald Convertible), Mark and Teresa (Mk2 2000), Nick B (Spitfire 1500), Rob (Spitfire 1500), Calum (Herald Coupé), Nick C (Vitesse 2L Mk2 Convertible), Dave (Vitesse 2L Mk2 Convertible), Graham (Spitfire



Nick C's Vitesse.



1500), Jim G (TR6) and Jim and Rose (GT6 Mk3).

We indulged in some 'horse-trading' with bits and pieces being swapped and or bought, and our usual poring over the vehicles offering advice and ideas to anyone seeking them. Pete liked Calum's headlights and has since gotten some for his own car. Tony traded a boot rack from his TR6 and Paul showed me the Spitfire boot lid that he is prepping and donating to my Sixfire, as a replacement for its fibreglass lid.

We had some discussions about recent and upcoming shows and the idea of a drive out to HQ for the July Open Day was mooted. Everyone who took part thoroughly enjoyed the 'Drive It Day' event that Andy and Wilson had organised, so big thanks to them. Craig has updated the WhatsApp group calendar to show all of the upcoming events.

Getting on to the cars themselves, this is a relatively quiet time for major repairs and renovations, but Tony reported that he has now completed 100 miles of running-in since returning his TR6 to the road. Chris, with help from Nick B, is sorting out the gearbox and overdrive on his Vitesse 1600 and also carrying out some restorative work to the floorpan. Calum isn't changing his engine this month! He is assisting Craig with the repairs to his Shorrock supercharger though. Dave's Stag is having a gearbox bearing replacement done, while Nick C has ordered a new soft top (mohair type!) for his Vitesse. Iain is in the process of ethanol proofing his fuel lines and tank, installing a three core radiator and silicone hoses to his GT6 Mk3.

Jim C reported a vastly improved ride and balance to his GT6 since fitting the new front springs and the half inch spacer to the rear spring. Mark R-L is doing battle with his Spitfire's horn push, which has broken but appears to be non-standard.

Jim

WIRRAL

Here on the Wirral Peninsular, Steve, Richard and myself were really pleased with the first meeting of our revived TSSC Area. Three more TSSC members joined us, happy to see the club getting active again, and a new couple (Mark and Kim) joined us in their superb Stag after hearing about the meeting online. From left to right the cars in the picture are Steve's, mine, Richard's, Mark and Kim's, Peter's and Tim Kendall's. Peter's friend Paul came with him, Paul's car being off the road at present.

Tim Kendall built up a really successful business from his home, selling all manner of fasteners for the classic car world. Although in recent years he had to pass it on, it is still functioning in Chester and can be contacted on sales@groveco.co.uk or by calling Martin and Gail on 01244 677011. Tim also runs another classic car club and has a history of organising big shows. I was delighted he joined us for our first meeting and look forward to seeing him again as well.

And while naming names I was also delighted to be joined by Peter Hall whose TR6 is currently not in use. Peter and I go back 35 years to when we first dreamed up Triumph Appreciation,

together along with Bob Barton who had a Dolomite Sprint and a GT6 in those days but has subsequently returned to his love of motorcycles.

All this amounts to a very pleasing start and overlooks a number more non-members who I am expecting to join us from time to time. The staff in the Cottager Loaf were very enthusiastic and enjoyed seeing the cars there. The manager had organised online advertising for us and word has started to get round. We even had other classic car enthusiasts joining us in the car park who respected our desire to have a Triumph only area. It all created quite a buzz of excitement among many more onlookers. Then there were the plates of chips, which were a very nice and welcome gesture from the staff. I am more than pleased with our new home for TSSC Wirral.



From left to right, Steve's, Dave's, Peter's, Mark and Kim's, Richards and Tim's Triumphs.



Front to back on left Paul, Peter and Tim, and on the right Dave, Richard and Steve.

We doubled our number of members from three to six cars in one month. Will it be 12 in August? I think it might be if the weather is kind and more of our TSSC members come along too! They may have got out of the habit, but hopefully we can provoke them to take a fresh look at their cars and bring them along too. Meanwhile we are planning a drive out in August, so please dear members, do give that a thought or two as well. More details will follow soon.

There is also West Kirby/Hoylake Lifeboat Open Day on Saturday 26th July. Come along between 10am and 4pm (flexible) – let's help the cause and delight the public! Till next month, enjoy your cars, I look forward to seeing more of you and them soon. A warm welcome awaits you.

Dave

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Area Directory

For area meetings please check with your AO

SCOTTISH AREAS

SCOTLAND CENTRAL WEST

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

SCOTLAND CENTRAL EAST

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

SCOTLAND NORTH EAST

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

NORTHERN AREAS

CHESHIRE - 1st Thurs, 8.30pm

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

CUMBRIA - Last Sun, 12 noon

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

LANCASHIRE - Last Tues, 8pm

Kevin Makin: T: 07946 045869
E: 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/tsscenearea

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: tsscnoblesoft.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 Embery: T: 07701 049881
E: david.embery@me.com
Simon Morgan: T: 07786 806189
E: simon.morgan@linxdesign.co.uk
FB: TSSC Shropshire
Contact AOs for meeting venue

NORTH STAFFS

New AOs Wanted – Contact Paul Girling
E: 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.norfolktriumph@gmail.com
W: www.norfolk.tssc.org.uk
FB: TSSC Norfolk
Venue to be advised by email and
Facebook - contact AO for details

SUFFOLK - 1st Tues, 8pm

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

SOUTH EASTERN AREAS

EAST BERKS - 2nd Tues, 6pm

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

BODIAM - Last Wed, 7.30pm

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

SOUTH BUCKS - 3rd Wed, 8pm

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

CANTERBURY

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

GATWICK - 2nd Tues, 8pm

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

HANTS & BERKS - 1st Tues, 8pm

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

HERTS & BEDS - 4th Mon, 8pm

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

ISLE OF WIGHT

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

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 – See our Facebook page and
your emails for details
4th Weds 7.30pm - The Craven Arms,
Skinner's Green Ln,
Enborne RG20 0HG

SOUTHERN - 1st Tues, 7.30pm

Mike 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@googlegmail.com
W: www.tssc-devon.org.uk
FB: North Devon TSSC
Crealock Arms, Bideford EX39 5HN

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

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

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

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

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

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

WELSH AREAS

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

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

NORTHERN IRELAND

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



International Contacts

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

WHO'S WHO

Council of Management 2025



Chris Gunby
Chairman/
Gen Sec



Tracey Hawes
Financial Lead



Paul Girling
Area Liaison



Nigel Hill
Events & Shows



Jane Rowley
Director



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 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.

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

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

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

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

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

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

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

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

TSSC Officers

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

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

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

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

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

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

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£12,000 Oliver.postlethwaite, 10024 (Henfield) Tel: 07590 830791

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Spitfire 1500 x 2

Two Spitfire 1500s, spares or repair. Engines run, good chassis. Photos and videos available. Willing to separate, buyer needs to collect. Usual bodywork required. Steel bonnets on both. **Sensible offers Stuart Anderson (Cheshire)** Tel: 07742 589457



Spitfire Project

For sale due to minor stroke. Car and parts as seen in photo. Chassis good, floor needs minor work. More photos available. **£3475 Oliver Gracie (Essex/ Suffolk border)** Tel: 07780 561879



Spitfire 1500

Well maintained Spitfire 1500 with overdrive. Has competed on RBRR and 10CR. Many improvements including recently rebuilt gearbox, engine, new soft top, poly bushes all round etc.
£8250 Dom Weaver (Ferndown, Dorset) Tel: 07932 697620



1962 Spitfire 4

Sybil was built December 1962 and registered January 1963, the 813th car made. She isn't a show queen, but a sound car, restored 17 years ago.
£17,500 Suzie Singleton (Marlborough, Wiltshire) Tel: 01672 514241



Spitfire 1500

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

TR



1968 TR5

Restored approximately 12 years ago. Superb condition. Excellent runner. Car can be viewed near Beccles. More photos available on request. Will MoT. **£42,000 (negotiable) Graeme Thoburn (near Beccles)** Tel: 07789 764950



1981 TR7

54k, general good condition, some minor bodywork required to make perfect. Present owner 17 years. Always garaged. **£4000 Paul De Garis (Norwich)** Tel: 07434 131797

SPECIAL



Midge

Based on 1965 Herald. Replaced chassis, almost all electrics, hydraulics etc. Needs work on rear suspension and engine cooling. **£750 Dan, Danoldfield, 4037 (Reading)** Tel: 07769 326064

VITESSE



1967 Vitesse Mk1 2L Convertible

Rebuilt engine, 3.27 differential, overdrive, brake servo, spin-off filter, electronic ignition. Call for more information. **£7500 ono Will Rhodes (Norfolk)** Tel: 07919 656895

PARTS WANTED

Herald Estate Jack

It has four legs that fit inside the indentations in the spare wheel.
Rob (London) Tel: 020 8789 2461

Lucas 22D

Lucas 22D distributor with vacuum unit and the little thingy for manual adjustment. Must be serviceable

and in good condition. **Paul Amey (Derbyshire)** Tel: 07866 288945

PARTS FOR SALE

Minilite wheels

Four Minilite wheels, as new with new Uniroyal Rain Master 165/80 R13 tyres. Triumph central decal. **£400 no offers Martin.white_7326 (Swannington, Leics)** Tel: 07831 541298

Spitfire Mk3 parts, inc 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 from Leeds area. **£300 Martin Barlow (Leeds)** Tel: 07449 775675

Stag Carburettors

Pair of Stag Stromberg carburettors complete with all accessories. Collect from Milton Keynes. **£350 Mike Boast (Milton Keynes)** Tel: 07836 245896

Wire Wheels

Four wire wheels complete with spinners plus two hubs in need of refurbishment. **£100 Robert McMahon (Windsor, Surrey)** Tel: 07825 833107

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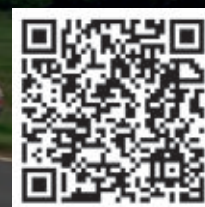
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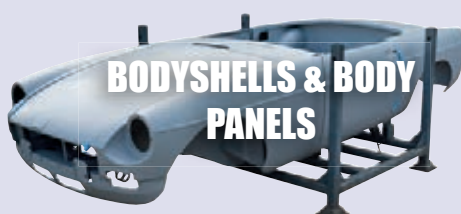


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