

THE COURIER

THE MONTHLY MAGAZINE FROM THE TRIUMPH SPORTS SIX CLUB

ISSUE 533 DECEMBER 2024

PICTURE PERFECT

Photo of the Month gets off to a flying start



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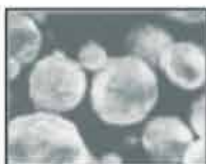
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FROM THE EDITOR

Thank you to everyone who took the time to answer my call for photographs of their Triumphs and sent them in for our new Photo of the Month competition. As detailed below, I've pushed the boat out with two winners for December (call it a Christmas bonus!), plus a number of runners up that you will find on p14. That is something of a gamble though, because it means that the cupboard for January is bare. So please do continue sending in your best shots, along with a little background information to the car and the image.

This issue we have the second part of James McColl's story about how he built his dream Stag. This ended up being extensively modified from the car that Triumph created, but with most of the modifications being pretty discreet. Of course, opinions on whether cars should be modified or kept as

original as possible are always divided, but James' story does illustrate very well that once you start making changes, you can quickly find yourself sliding down a slippery slope of exasperation and expense. His story also shows that with determination and flexibility you can emerge from the experience poorer, wiser and with the car of your dreams. The ironic thing is that exactly the same challenges and results can apply to those who aspire to put a Triumph back to original factory-fresh condition!

Simon Goldsworthy
Editor



PHOTO OF THE MONTH



We actually have two winners this month, Gary Watkins' lovely B&W image that has pride of place on the cover, and this atmospheric shot from Pete Robinson.

Starting with Gary, he says of his Vitesse: 'The photo was taken at Horwood House this summer. It looked much better and reminiscent of the period when I changed it to black and white. The car attracts a lot of positive attention whenever I take her out, including from a lot of kids, which is nice because not many have heard of Triumph or Vitesse.

There are always loads of people who say "I used to have one of those." I stopped to pick my son up from his job at the local cafe to go for a drive recently and whilst I was waiting, a chap stopped his car just to get out and tell me he drove one down to Portugal. They are brilliant and beautiful cars, but seemingly underrated.'

As for Pete, he says of the shot on this page: 'It was taken in October at Braunton Marshes in my home area of North Devon. It is a modified Herald used as a daily driver, including as a "surf wagon".'



THE
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TRIUMPH SPORTS SIX CLUB SHOP & MUSEUM

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

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

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PRINTING

This magazine is printed by Lavenham Press.

The Courier is printed on well-managed FSC® certified paper using vegetable-based inks. Printing plates are aluminium and are recycled, as are any surplus/old inks, while printing blankets are shredded and used for rubberised play areas and footpaths. The wrapping it comes in is degradable and will break down in the soil.

THE GET OUT

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CHAIRMAN'S COMMENT

BERNARD ROBINSON HONOURED WITH AWARD FROM STANDARD-TRIUMPH FORUM

It's 10pm and I have just returned from the Classic Car Show at the NEC. It was a great weekend for the TSSC, the stand being packed with members all weekend. I spoke to a great many members over the course of the show, and the thing that stands out the most is the length of time that people have been members of the TSSC and the passion we all have for our great club.

I must give a huge 'thank you' to Nigel and Di Hill, who are our event organisers. The NEC show meant six days of hard work for both of them, and I don't know what we would do without them. And on the subject of thanks, every year the Standard Triumph Forum –

which is made up of all of the Standard and Triumph car clubs – vote for somebody to win the Harry Webster Award. This is given to an individual who has gone above and beyond for the Standard Triumph movement, and I am delighted to tell you all that this year it has been awarded to our own Bernard Robinson. As you all know, Bernard stood down as our Editor earlier in the year after spending a whole lifetime helping not only the TSSC, but also the other ST clubs.

I am looking forward to seeing you all at our Christmas Open Day on Sunday 1st December. If you have never been to TSSC HQ, then hopefully this year will be the one

when you finally make it. I can assure you it will be worth the journey.

All it leaves me to do now is wish you all a Merry Christmas and thank you for another fantastic year at the TSSC. Let's see what 2025 brings for our great club.

Chris Gunby
TSSC Chairman



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CLASSIC MOTOR SHOW AT THE NEC

Lancaster Insurance Classic Motor Show celebrates its 40th anniversary at Birmingham's NEC

The NEC show celebrated its 40th anniversary in style this month, with 71,520 visitors attending over the three days (up fractionally from the 71,290 in 2023) and a record 338 clubs exhibiting. The TSSC were there of course, with a varied selection of cars that kept the stand buzzing.

First up, there was the 1959 Herald saloon that has been on loan by the TSSC to the Classic Car Loan Project since 2020. The CCLP seeks to encourage the next generation

of enthusiasts into classic cars, and so far the Herald has been enjoyed by four young drivers. The most recent to have been given the keys for a year, Joshua Perry, was on hand to talk to visitors and was full of praise for the car. He is also proof positive that the scheme works because he is now looking for a Herald 13/60 of his own.

Nearby, the Shropshire Spitfire was on show and the hard-working team behind the project were busy selling raffle tickets to raise money for its completion. As detailed in last month's *News* pages, this is being restored and will then be sold, with all money raised going to the Severn Hospice in Shropshire. Check it out at www.tssc-shropshire.co.uk/tssc-shropshire/shropshire_spitfire.asp to find out more, or to purchase merchandise and raffle tickets or make a donation to support the project.

There was another Spitfire on the stand,

but this was the finished article – Tony Mendham's 1972 MkIV. Tony has owned this car for 42 years, buying it originally simply because he wanted an open top sports car. He used the Spitfire all year round for 20 years before subjecting it to an extensive tidy up and engine rebuild which was only completed some five years ago.

Finally, there was the delightful 1972 2.5PI belonging to Mick Armstrong. This car has quite a story behind it, having been bought by Mick's dad in 1975 and used as the family car for many years. Mick and his dad restored the big Triumph in the 1990s, and when Mick inherited the car after his father passed away in 2016, it was subjected to a further refresh. Mick also put it back on fuel injection (like many in period, it had been converted by his father to carburettors,) and says that now it is running perfectly.

There were of course plenty of other Triumphs to interest and delight visitors, spread throughout the other Triumph club stands also located in Hall 5 and also elsewhere through the seven halls of the event. One in particular that caught our eye was the 1967 TR4A on the Meguiar's Club Showcase stand in Hall 1. This was one of 14 immaculate cars to go under the expert judges' scrutiny, but they gave the trophy to a 1958 Fiat Nuova 500N, proving that even the experts sometimes get it wrong...!





Iconic 9th November: Dolomite – £20,250.



Iconic 9th November TR6 – £19,125



Brightwells 23rd October: 2000 – £9250.

TRIUMPHS AT AUCTION

Here's a small selection to cross the auction block this month

There were only two Triumphs in the Iconic auction at the NEC on 9th November, but they were a couple of crackers. First was Lot 191, a 1975 Dolomite Sprint with just 11,846 miles on the clock. The story was that the first owner had enjoyed it for a while, then parked it up in their garage and left it untouched for decades. It has now been given a full mechanical recommissioning by Ken Clarke Motorsport with the emphasis on maintaining originality. Said by the vendor to now run beautifully whilst retaining all its original features, paintwork and chromework, it cost the new owner a cool £20,250.

Not far behind the Sprint in terms of market value, Lot 233 was a 1974 TR6 PI

with a bit of a history. An original home-market car, it was assigned to the factory Press and Publicity Department to be used as a road test car, offered on short-term loan to prominent motoring journalists and regularly appearing in magazine features and newspaper articles. Looking fantastic in its Mimosa paint, this sold for £19,125.

Meanwhile, the car that really caught our eye in Brightwells sale of 23rd October was the 1965 Triumph 2000. To quote the auctioneers: 'Beautiful example from pampered 21-year ownership; believed only 27k miles from new; driven to the sale; the interior is in time warp condition and the bodywork has aged wonderfully well; find a

better one!' Such a lovely car looked good value to us at £9250.

Up in Newcastle, WB and Sons had a 1972 GT6 Mk3 in their sale on 26th October. Recently refreshed including a respray, it was estimated at £7000-£9000 but failed to sell. It is being offered again in their next sale on 7th December with the estimate lowered slightly to £7000-£8000, so may be worth a look.

Anglia Car Auctions were also busy again over in King's Lynn with a massive sale across the weekend of 1st-2nd November. Among the many interesting lots was the 1980 TR7 in vibrant Pageant Blue with red tartan interior and an automatic transmission. That autobox will be something of a Marmite feature, but it is certainly unusual and we have heard good reports from those who have driven something similar. Said to be running well but that the body and paint could do with improving, it was being offered with no reserve and sold for just £1460 including premium.

There were also two ostensibly similar MkIV Spitfires on offer, but at different ends of the market. The 1973 car came with the desirable overdrive gearbox, but required recommissioning before it could be used. That one's estimate was £2000-£3000, which proved spot on as it sold for a premium-inclusive £2808.

The other MkIV was a 1972 car. Robin Hunter (www.huntercartransport.com) kindly inspected both Spitfires for us and said that this one was by far the better car despite lacking the very desirable overdrive. That condition was reflected in both its pre-sale estimate of £5000-£7000, and the sale price of £7128, again inclusive of premium.



WB & Sons 26th October: GT6 – no sale.



ACA 1st Nov: Spitfire MkIV – £2808.



ACA 1st November: TR7 auto – £1460.



ACA 2nd Nov: Spitfire MkIV – £7128.



GOING BACK TO THE FUTURE

The world's longest-running motoring event has been looking to the future with sustainable fuels. With all the entrants dating back to the dawn of motoring, the RM Sotheby's London to Brighton Veteran Car Run is the world's greatest celebration of automotive history. This year's event, however, not only hailed the life-changing advent of motorised transport after centuries of horse-drawn carriages, but also showcased the future with all four venerable pre-1905 vehicles owned and run by the Royal Automobile Club running on innovative sustainable fuels. Developed by fuel specialist Coryton, the leading supplier of bespoke fuels, SUSTAIN replaced traditional fuel in the tanks of all four entries with no technical modifications needed to their respective engines or fuel systems. The initiative was significant and successful too, with all four cars – which comprised the Jaguar Daimler Heritage Trust's 1900 and 1903 Daimlers and the RAC's 1901 Mors and 1905 Cadillac – all successfully completing the 60-mile route from capital to coast.

ANTI-DAZZLE

The impact of bright lights on road users is being independently investigated for the first time, according to a report from the BBC. Transport Research Laboratory (TRL) in Berkshire will equip a car with specialist instruments to measure light levels in the same way drivers experience them. The modified vehicle will also monitor weather conditions and ambient light to help build a complete picture of the circumstances most likely to lead to headlight glare. TRL will report its findings and give recommendations to the Department of Transport next spring. The new research comes after an increasing number of drivers have reported being dazzled by oncoming headlights.

CELEBRATING 75 YEARS OF FORMULA 1

Tickets are on sale now for next summer's Silverstone Festival on 22nd-24th August, an event that will celebrate 75 years of the FIA Formula 1 World Championship. Three quarters of a century ago in 1950, Silverstone was given the honour of hosting the very first official points-scoring F1 Grand Prix. As part of the 75th anniversary programme, both HGPCA for Pre '66 Grand Prix Cars and Masters Racing Legends for historic F1 icons from the much-loved DFV era will revive Silverstone's glorious F1 history from 1950 up to 1985.

While Formula 1 may take centre stage next August, equally evocative sports, GT and saloon cars will also be renewing old rivalries on the full Silverstone Grand Prix circuit. Fan favourites such as the Royal Automobile Club Historic Tourist Trophy, Masters Endurance Legends, the Adrian Flux Trophy for MRL Historic Touring Car Challenge and the Transatlantic Trophy for Pre '66 Touring Cars will all be making popular returns, many



featuring grids of 50+ cars.

Super Early Bird prices are available until the end of the year, with day tickets from £50 and the increasingly popular three-day weekend ticket priced at £145. And don't forget that TSSC members can enjoy a 2-for-1 ticket offer when taking advantage of a display package – see the ad on page 15 for the TSSC's exclusive code to take advantage of that offer.

EVENTS

DECEMBER 2024

SUNDAY 1ST – TSSC HQ Open Day
Sunderland Court, Main Street,
Lubenham, Leicestershire LE16 9TF.

FEBRUARY 2025

SUNDAY 9TH – The International MG and Triumph Spares Day at Stoneleigh Park. A wide range of traders and exhibitors offering parts, tools and advice. £12 per adult in advance, £15 on the day.
www.mgandtriumphsparesday.co.uk

MARCH 2025

21ST-23RD – Practical Classics Classic Car & Restoration Show, NEC, Birmingham. Reduced entry available using club discount code CCC5M145.
www.necrestorationshow.com

MAY 2025

17TH-18TH – Beaulieu Spring Autojumble,

National Motor Museum, Beaulieu, Hampshire SO42 7ZN. Tickets include entry to the event as well as all the Beaulieu attractions. www.beaulieu.co.uk

JUNE 2025

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

19TH-22ND – The 35th Peak Run (see page 66 for more on that).

AUGUST 2025

22ND-24TH – Silverstone Festival. Don't miss out on your two-for-one ticket offer using the club code 25CCD024. See details above, and on p15.

SEPTEMBER 2025

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

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

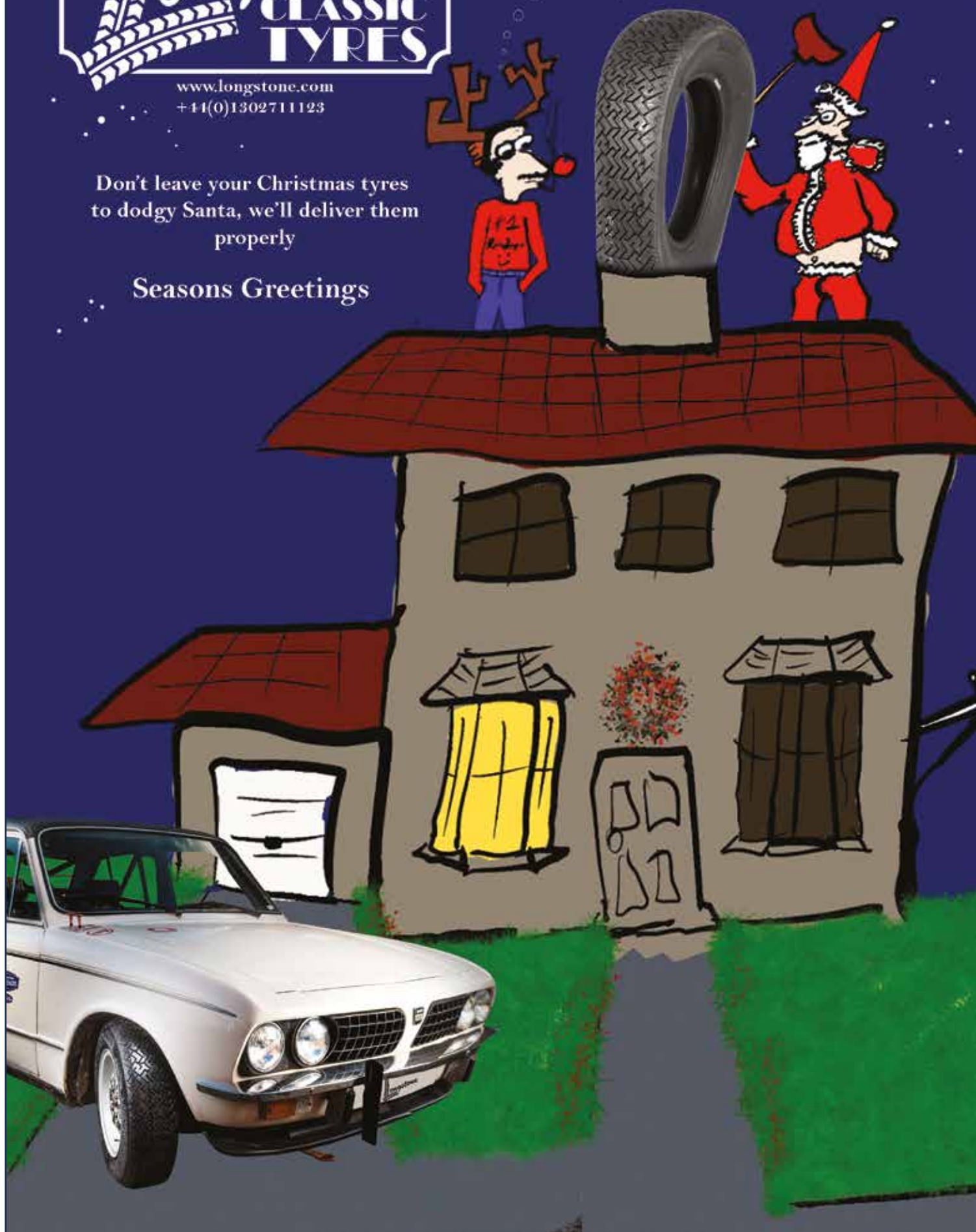


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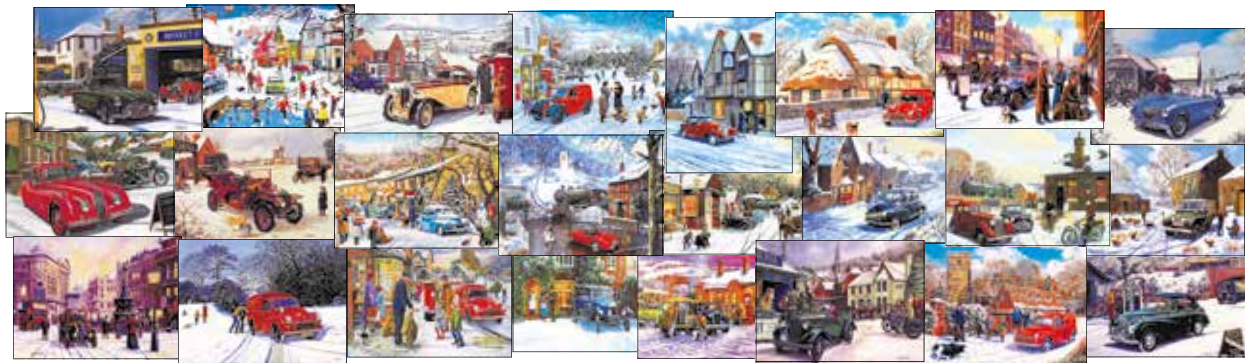
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## MY BROOKLANDS GREEN SPITFIRE 1500

Like everyone else, I have a story about my Triumph, and like a lot of classic car owners, I bought my Spitfire 1500 partly because my dad and uncle had them when they were younger – but also I must admit because it fits in my garage!

It was originally registered in 1978, and later had a nut and bolt restoration in the 1990s when it lived in Cumbria. In the 1990s this car won awards, including for coming first and 'best in show' at events like the Doune Car Show, Beamish Classic Car Show and other events in the northwest and Scotland. It was then sold to someone in Guernsey in the early 2000s where it led a sheltered life, driven occasionally and at a maximum of 30mph (most of the roads in Guernsey have a speed limit of 30mph).

After viewing a number of Spitfires online, I kept on coming back to the advert from Guernsey, and after a video call via WhatsApp where I got to see the car, I decided to visit the island to view it in real life. So in November 2022, with a couple of friends (for support and for their knowledge of classic cars) I viewed the Spitfire and bought it. However, we then got stuck on Guernsey for nearly a week as the ferries had been cancelled due to weather and technical issues. The Spitfire was then given a wake up call, driven up the M3 at 60mph with a friend



keeping an eye on the temperature gauge.

Then, despite reading the HMRC website, it seems Brexit had changed the way cars were registered entering the UK and there was a requirement to use an agent to register the import of the car. There was also 5% VAT to pay despite it being a UK built car re-entering the UK (a new requirement since Brexit), but it was finally registered again with its original number plate in February 2023.

Since I've owned the car, it has had new carburettors, a new fuel pump, a headlamp upgrade and new door handles. It has been to Brooklands on show, and it will hopefully

appear at other events next year.

You might have noticed on the photos of the car that it is badged up as a MkIV. This was done on the earlier restoration and despite it having an identity crisis, I will not be changing it back to look like a 1500. There is not much to do to the car, but of course like any classic car there will be small jobs to do, like a new headliner for the hard top and to sort out the rust marks on the interior of the soft top. I feel privileged to be part of this group of people who are committed to keeping Triumphs on the road.

**Neil Wibberley**

## MY VITESSE ONLY HAS ONE PREVIOUS OWNER

I realise I have missed the deadline for the next edition of The Courier so apologies for that but, having just read Dave Tunbridge's piece on multiple owner cars etc, I thought I would send a photo of my Mk2 Vitesse which is a two-owner vehicle. Registered on 1st August 1969, the car was bought by a gentleman as a present for his wife and was mostly used for weekly trips to visit her sister and shopping trips to a neighbouring village. Fast forward 13 years and in the summer of 1982 she decided that it was time for a change and asked her local village garage to sell the car for her.

Having known the Vitesse for some time as the lady was one of my father's customers and the car only lived in the next village to us, I jumped at the chance to buy



it. Although the £1000 asking price was more than I could really afford at the time, with fewer than 35,000 miles on the clock it was too good an opportunity to pass up

and on 9th October 1982 it became mine.

Unfortunately life has got in the way quite a lot and the Vitesse has spent far too much time in storage instead of out on the road, but having recently closed the family business and being on the point of retiring, I'm now looking forward to finishing off a few niggling jobs on it and enjoying being out and about with it once again.

**David May**

*Thanks David. You are the first person to get in touch following that report, but perhaps your letter will encourage enough others to write in so we can put an article together. I must say, I particularly like all the TSSC membership stickers along the top of the screen, all 14 of them! – DT*



## WHAT THEY DON'T TELL YOU IN THE WORKSHOP MANUAL

I cannot be the first to have the circlip come off my Vitesse (Herald/Spitfire GT6 etc) handbrake lever retaining cotter and have the lever come off in my hand, but the Haynes manual does not tell you how to fix it. My handbrake had been working, but feeling 'strange' for some time. I now know the circlip had dropped off the end and the cotter pin was working its way out, leaving the handbrake handle get more and more sideways play until the ratchet could no longer work properly. Well, here is the fix!

First, remove the rubber gaiter, (it does come off, but puts up a struggle,) then retrieve the ½in cotter pin before it drops down the gearbox tunnel and gets lost. Take out the split pin that retains the smaller cotter pin holding the handbrake to the handbrake cable and lift out the handbrake handle, taking care not to drop the push button, hook rod, spring and two internal parts of the ratchet.

Next, make yourself a 'holding plug.' This is basically a ½in diameter rod that is also

½in long that holds the ratchet mechanism hole aligned during reassembly. You may be lucky enough to find you have a ½in wooden or plastic dowel or rod kicking around your workshop. I sawed off ½in from a fibreglass golf green flag stick.

Once you have your holding plug, carefully reassemble the components using the Haynes manual diagram to see how they fit together. Start by holding the push button compressed with insulating tape stuck over end, and hold the ratchet parts in place by taping round the lower gap in the lever. Align the ½in ratchet hole with the lever hole and keep it there by inserting the 'holding plug' that you have just made.

Reattach the rear of the lever to the handbrake cable using the small cotter pin and a new split pin. Pull the handle forward hard so that the front 'hook' on the ratchet spall fits over the anchor hook on the gearbox tunnel. And now the clever bit that the Haynes manual doesn't tell you – slide

the handle between the two upright lugs on the bodywork and then push the ½in cotter pin through. In doing this you will also push out your 'holding plug' that is keeping all the holes aligned. I cannot imagine how you would hold it all aligned during this stage without the 'holding plug' you have just made.

Next up, put a new washer and ½in external circlip on the end of the cotter pin. I am sure the circlip had come off because there was no washer fitted by the previous mechanic and this left the circlip vulnerable to uneven sideways pressure every time I heaved on the handbrake. Finally slide the rubber gaiter cover back into place (this is very easy compared to the struggle getting it off) and poke the skirt part back under the carpet. Then the best bit of all – sit back in the driver's seat feeling pleased with yourself and notice how lovely the handbrake feels as you click it up and down.

Well done, you now deserve a cuppa!

**Neil Sjöberg, TSSC Essex Area**

## BRIGHTWORK FOR A VITESSE?

I share a workshop barn with a friend, Alan Denne, who is now 80 and has been in the bodyshop trade since he was 15 years old. Alan is an unstoppable force of nature who always has several projects on the go, and together we have restored a number of classics that have featured in other magazines, the latest being a Morris Marina. However, now the Marina is coming to a finish, we plan to pick up tools on Alan's long-stalled Vitesse 2-Litre Mk2 project. The only problem is that it came without any exterior brightwork or aluminium bumper covers. Does anybody have a full set they would be willing to sell?

**Simon Goldsworthy**  
editor@tssc.co.uk



## CLASSIC CARAVANS

I have a Dutch 'pop-top' caravan which I tow behind my Vitesse. I have also bought a Viking Fibreline caravan that is going to be a slower restoration than hoped. My reason for writing is that following an exchange on Facebook within another group for retro caravans, it seems that there are several classic caravans being towed by TSSC members with their Triumphs. Whilst I do not think a new section is viable or even relevant, a decent article or two might come out of it. I wonder if it is worth asking for

numbers/types of van/tow cars? I suspect there will be enough to get some good pictures of the combos with a few words to fill a couple of pages in the magazine.

**Gary Vickers**

*A fine idea Gary, and of course our Area Liaison Officers Paul and Christina Girling are all in favour! Perhaps any members who tow a classic caravan with their Triumph could get in touch with a picture and a few details to me at editor@tssc.co.uk? – Ed*



## PHOTO OF THE MONTH – DECEMBER'S RUNNERS UP

We had a great response to my request last month for your best images to go on our new Photo of the Month slot on p3. As you will have already seen, we had two joint winners this month, but it seemed a shame not to also share with you some of the wonderful runners-up. So here they are, together with a plea for more as we will be doing it all again next month! As ever, send them together with a few details about you, your car and the photograph to [editor@tssc.co.uk](mailto:editor@tssc.co.uk)



One family owner – I was present when my father bought it on 10th May 1968. He died five weeks later and I still have it now. Geoff Bushell



Here's one of my Mk2 Vitesse Estate 'Park Royal', taken in the Durham Dales. Joe Grundy



My GT6 has been to the Silverstone Classic, the Scottish Highlands, Le Mans, Laon, Geneva and San Sebastián during my 32 years of ownership. We're off back to Laon Historique next year. Neil Aston



In your quest for members' Triumph photos, please find attached my TR4 on the TSSC Tour of Devon 2024, stopped at Slapton Sands for a lunch break. Jon Chartres



Here's my Vitesse, taken on a runaway whilst my daughter was driving at an Under 17 Car Club event; she was 15 at the time. It didn't get above 1 degree all day and we were there five hours. Never had the roof up, it wasn't raining. Michael Wrigley



Here's my Stag, taken about a month ago along the lane where I live (very near to Lubenham). Neil Beesley





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# HOW THINGS MIGHT HAVE BEEN *(Part 2)*

**Last month James McColl described how he came to buy a Triumph Stag and his plans to modify it. Having had the bodywork professionally sorted, he concludes the story with matters mechanical.**

Installing a Rover engine in a Stag might be frowned upon these days because originality is valued highly, but resale value was never a consideration for me. However, we shouldn't overlook the benefits if the job is done well. After all, it was Triumph's engine of choice for the TR8, and there was one factory-built 2500 saloon fitted with a Rover V8 engine. The potential (ugly in my opinion) Stag successor prototype, the Lynx, was also fitted with the Rover engine, so the signs of recognition were there at Triumph.

I discovered Monarch Stags and their research into developing robust and innovative upgrade components, of which I bought many. Ian Coe, who owned Monarch at the time, is also a big fan of the Rover engine, along with Clarkson and me. Now for the technical bit: my Stag is powered by a 3.9-litre 'stage-2' engine built by V8 Developments, fitted with an Offenhauser inlet manifold and 4-barrel carburettor, tubular exhaust manifolds and 123-ignition. Transmission is now via a ZF four-speed automatic gearbox, BMW diff and Datsun driveshafts. Quite a concoction and it all matches very well, but it was by no means straightforward, as you will see below.

The ride is controlled by shorter, progressive-rate front springs to

compensate for the lighter engine, damped by Koni shock absorbers, and polyurethane bushes were fitted throughout. The only slight change visible is the fitting of 6in x 15in Minilite wheels shod with Goodyear all-season tyres. A bonnet-bulge was both unnecessary and unwanted.

Inside the Stag, it's all tasteful luxury: original colour (beige) but red-piped leather

heated front seats, matching rear seats, leather covered door cards and rear panels without cubby holes but with flush mounted speakers, plus a new mohair hood and frame, all courtesy of SE Trimmings. Sound deadening has been improved with the extensive use of Dynamat products. The car's woodwork has been replaced with darker walnut and a matching wood-rimmed





## FEATURE - MODIFIED STAG



It took a while to get there, but James was finally able to enjoy his personalised Stag at shows and events.

Nardi steering wheel fitted, all of which I think looks wonderful. It's certainly a very nice place in which to sit.

Electrical upgrades and replacements include a Blaupunkt Stockholm DAB, Bluetooth, radio/CD player with an automatic aerial and balancing twin tweeters fitted where the front speaker once sat, a new electronic speedometer that indicates up to 160mph (made by Speedy Cables), immobiliser, satnav and remote central locking. All the wiring looms were replaced and a modern blade fusebox fitted. New LED-powered Cibie headlamp units were fitted, and all other external bulbs were upgraded with LED bulbs supplied by Gil Keene, proprietor of Better Car Lighting – the illumination now equals modern car standards.

The reverse lights now incorporate separately switched rear fog lights using combined-function LED bulbs (another Better Car Lighting product). On visiting the Pilkington stand at the 2016 NEC Classic Car Show, I ordered a green laminated, heated front screen with a dark green shade band, wired to come on with the rear window demist switch which is a very useful upgrade. I considered the installation of

air-conditioning, but discounted the idea quickly because it is a convertible and would miss the point completely. I contacted the DVLA because I would have loved to get back the plate SMH 45 from dad's old Triumph Roadster and apply it to the Stag, but although the Roadster is cruising along the A303 in the sky, they would not reissue it to me. Instead I acquired RBR 1P, which is age appropriate and looks pretty smart.

Throughout the restoration, my lovely wife Georgina did raise the occasional (OK, frequent) eyebrow at the number of courier deliveries with parts sourced from all over the country. Guilty as charged! It all took a long time, but the bulk of the work was finished in 2019. I learnt that delays and problems are part of a classic car restorer's life, especially if, like me, you are creating a car that never was. Friends kept asking: 'Is that Stag of yours finished yet?' And yes, it did take too long. Unfortunately, when I eventually took the car out for the first time on a short

journey down to The Kennels at Goodwood, I was hit by what many of us go through on a first drive – disappointment. Although it looked great, I noted a list of snagging problems as long as your arm which spoiled the experience. This was not surprisingly considering the extent of my ambition for the car, but for a while I asked myself why I had ever bothered. Here is what was wrong.

The famous Stag problem of overheating

raised its ugly head (a certain irony there bearing in mind the non-Triumph engine!) because the temperature gauge needle went to the red – when driving and not at tick-over. I was beginning to doubt the very basis of my project in the Rover engine. Another item on my snagging list was that when driving with the hood down and despite the rush of air, all sorts of fumes were making the experience very unpleasant. It turned out that every exhaust joint was leaking, plus there was a tiny issue with the rocker cover breathers and pipes – in that there were none! That was soon rectified.

There was a disturbing clonking noise from the front end, the cause of which was the steering rack, which although new in 2011 and with a grand total of 150 miles on the clock, was substandard and replaced. Standing back and looking at the car though, something did not look quite right. The rear wheels were demonstrating a bit too much boy-racer camber because of the non-Triumph diff and driveshafts, not quite the image I wanted to portray. I spoke to Ian Coe and he referred me back to the Monarch Stags website, which revealed the perfect solution – rear wheel camber adjusters. A new batch had just been produced and a pair was soon on its way. Another problem was resolved, after which proper four-wheel alignment was carried out.

The brakes, however, were dreadful, even with every element of the braking system having been replaced with new. Oh, and for a car with a 4-litre engine it felt sluggish. I was feeling somewhat despondent by then, but bigger problems were to follow. Covid hit and I faced a logistical problem. I kept the car in a high-security, climate-controlled





facility in Surrey. It would have been fine for me to collect the car, but I could not return it during lockdown restrictions. I decided, therefore, to just leave it, not least because travelling during that period was hardly being encouraged.

During that time though, I re-planned my Stag's future in a positive way and considered the many factors that contributed to its disappointing performance, some of which might have resulted from my combining products from various manufacturers and my ambition to add so much design innovation. Many problems, though, were caused by the fact that the mechanical installation was not undertaken to a high enough standard. With all this in mind, I started searching for who should take it to the final stage of refinement.

2023 proved to be the Stag's big year because my search for specialist expertise resulted in a big success. I was delighted to learn that Stagbay had set up shop in Guildford, a mere two miles from my house! Roy Reid, who runs the company, and his small team are my saviours. They are very knowledgeable, talented and dedicated people who reassured me that none of the problems were insurmountable. They proceeded to attend to every part of the car that was malfunctioning or sub-optimal.

The first thing was to examine the poor engine performance, which was down to incorrect ignition timing and a faulty Holley carburettor. An Edelbrock unit was sourced and fitted to good effect.

Roy identified the cause of the dreadful braking performance quickly as being down to poor bleeding. Nevertheless, because of the significant increase in engine power over a standard Stag, I had decided to upgrade to Wilwood 4-pot lightweight calipers with

drilled and slotted discs, which Stagbay fitted. Driving is now much safer. The suspension was in good order, but Roy fitted the anti-roll bar because other mechanics could not see how it should fit. Again, this is not a criticism but highlights the need for specialist knowledge when working on classic cars, especially Stags it seems.

Fixing the engine's overheating problem was perplexing and required much head scratching and research. The usual things were checked: head gaskets, sender unit, hose leaks and more, but it was resolved by concentrating on several other contributory factors, including fitting a Stagweber header tank and ensuring the electric fan was cutting in at the right times. V8 developments had supplied the superb rebuilt engine without ancillaries, and the water pump fitted by another engineer earlier in the restoration proved to be faulty and was replaced. There was a final tweak to come though, as the temperature gauge was still creeping toward the red when the engine temperature was actually in the correct range, checked by measuring engine block heat and examining the (non-boiling) water in the header tank. The fuel gauge was also over-optimistic and explained why Ray ran out of petrol on one occasion. Some of you readers are ahead of me and know that Stag circuitry includes a 10-volt stabiliser for those two gauges. Once this was diagnosed and fitted, normal service was resumed.

Roy was very concerned about a number of rumbles and vibrations that were emanating from under the bonnet. Various fixes were made to eliminate sound and heat transmission between components and chassis members where clearances were too tight or non-existent. The most significant of them included the need to replace the starter motor with one where the solenoid is mounted below the motor as the first one was very close to other metalwork. The gearbox crossmember and engine mounts lacked bushes, some bolts were too thin, and one nut was only finger tight, all fixed by Roy of course. That could have turned out very badly for me in the absence of his intervention.

The new hood frame was badly adjusted and stiff, but now operates more easily. Various Furflex seals and weatherproofing strips were added which reduced noise and water ingress. Some electrical and other smaller mechanical problems were resolved and everything tightened up generally. Roy recommended having the engine set up properly on rolling road, which was well worth the additional investment.





Finally, and bearing in mind the paint was applied over 10 years before, a few minor paint blemishes and fine scratches were visible in the lacquer and stainless steel bumpers. This was attended to by an associate of Roy who, using 'mop' (mechanically operated polishing) techniques, brought the car back up to a very high standard of finish. Following some final minor tweaks, the car drove beautifully – the suspension is just right, the steering direct and quick to respond without being overly light with its wider wheels and smaller steering wheel. What a transformation and what a fantastic feeling of pride when the dream became reality. The Stag took me on a long emotional (and financial) roller coaster ride, took much longer than I had hoped, but I did it – I achieved my ambition.

I am proud of my achievement, but my only regret is that I was unable to show dad and take him out in it. I know he would approve because the Stag is the true successor to the stylish and graceful Triumph Roadster that he loved, and he would be the first to acknowledge that it drives a whole lot better too! He did tell me in later years that he quite fancied a Rolls-Royce Corniche, but that desire remained unfulfilled. And besides, what can a Corniche do that a Stag cannot? I'll let you consider that one, reader.



'Current owner Steve Spinks is delighted to be the beneficiary of all James' hard work – and expense!

There is a postscript to this tale. When I looked back over the experience of creating the car and bearing in mind that events have a habit of overtaking life, I realised that what enthralled me was the Stag's restoration and not necessarily its long-term ownership. We have a house that required a substantial amount of financial investment during 2024. Just as importantly, I was not getting enough time to enjoy the Stag and so took the reluctant decision to part with it to help fund the work. I am delighted to say 'my' Stag now

has a new owner, Steve Spinks, who really appreciates what I have done. Steve will take the car to its next level of refinement and spend time using it; it deserves that. I saved and radically improved a Stag and now it enters its next adventure. I wish the car and Steve a great new future together. In a couple of years, I might consider getting another fun car, a much newer Jaguar XK perhaps. My story could well continue, but it will not involve any major restorations. I've done that, now it is time to relax...



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# TYRE AGE NOW PART OF MOT TEST

I recently had my GT6 MoT'd. Although it's tax and MoT exempt being registered as historic, I do still like to have a professional set of eyes look over it for safety reasons. I don't always MoT exactly every 12 months though, and it had been 18 months since the last test. It did pass, with some advisories which is fine by me as it gives me an indication of things to fix over the winter. It also flags things that are part of the test but don't really matter, like the usual slight oil leak. In my experience, most Triumphs only stop leaking oil when they have run out, and even the MoT tester said oil leaks are standard on British classic cars and are just Triumph's anti-rust protection feature!

One new part of the test this year was that it now flags tyres as an advisory if they are more than 10 years old. My two front tyres were picked up as they are now 13 years old. As well as making me decide to replace the front tyres, this has also prompted me to write an article on tyre date codes, other markings, GT6 tyre sizes and availability issues of tyres for our cars.

## TYRE DATES

A code on the tyre's sidewall details its manufacturing date. A tyre is considered new for the purposes of retail if it is under five years old as it is obviously going to sit on the shelf of the tyre supplier for a while. Ideally a tyre fitted to a vehicle is recommended not to be over 10 years old from the date of manufacture. This means that even a tyre fitted new could possibly be considered past its use by date as soon as five years after purchase if it had been sitting on the shelf for a while. This is something that should be considered with our cars as the tyre sizes are now infrequently sold, and tyres may well be old stock and already a few years old when fitted by your local tyre garage.

The tyre date code is shown usually with

DOT followed by a string of letters and numbers. (DOT stands for Department of Transport, but some manufacturers just have the string of letters and numbers without the DOT prefix – my front tyres are Michelin and didn't have the prefix.) The last four digits – usually in their own oval frame – relate to the manufacture date, with the first two digits being the week number and the last two being the year, ie 2523 would be manufactured in the 25th week of 2023.

Prior to the year 2000, the age code was only three digits, with the first two being the week and the last being the year, so 346 means the 34th week of either 1986 or 1996. To indicate that the tyre was manufactured in the 90s it also had a triangle. This was fairly confusing information, and that was why it was improved from 2000 to the current 4 digit code. Really old tyres from the early 1980s and further back didn't have a date code on them – back then nobody considered old tyres to be an issue, but today they are truly ancient!



My two front tyres had the code 4711, which means they were manufactured in the 47th week of 2011

## OTHER CODE MARKINGS

The other tyre code markings that are critical are the size and speed rating. The code on the side of the tyre gives the width, profile, tyre construction, diameter, max weight and speed rating. The tyre size code on my front tyres was 175/70 R 13 82 T.

175 is a width of 175mm. This is wider than the standard GT6 tyre width of 155, as I have wider alloy wheels fitted.



70 is the aspect ratio and means that the tyre depth is 70% of the width. Standard GT6 tyres are 155 with an aspect ratio of 80, but often the aspect ratio is omitted or replaced with SR as 80 aspect ratio is pretty standard.

R means that it's a radial tyre, which is the normal tyre type nowadays. Other far more uncommon types are B = Bias or D = Diagonal.

13 is the rim diameter in inches, and this is the standard diameter for a GT6 wheel.

82 is the tyre weight rating, which is for 475kg on a correctly inflated tyre. Here is a list of load ratings.

| Tyre Load Index | Load in kg | Tyre Load Index | Load in kg |
|-----------------|------------|-----------------|------------|
| 75              | 387        | 88              | 560        |
| 76              | 400        | 89              | 580        |
| 77              | 412        | 90              | 600        |
| 78              | 425        | 91              | 615        |
| 79              | 437        | 92              | 630        |
| 80              | 450        | 93              | 650        |
| 81              | 462        | 94              | 670        |
| 82              | 475        | 95              | 690        |
| 83              | 487        | 96              | 710        |
| 84              | 500        | 97              | 730        |
| 85              | 515        | 98              | 750        |
| 86              | 530        | 99              | 775        |
| 87              | 545        | 100             | 800        |



A standard GT6 weighs in at approximately 864kg, so the 82 code rated at 475 is plenty, as this would give a rating of 1900kg across the four tyres!

T is the speed rating, which means up to 118mph. Here is a list of codes for speed ratings; T is fine for a standard GT6, however, for a modified highly tuned car kicking out 150+bhp it would be best to fit V rated tyres.

| Code | mph      |
|------|----------|
| Q    | 100      |
| R    | 106      |
| S    | 112      |
| T    | 118      |
| U    | 124      |
| H    | 130      |
| V    | 149      |
| Z    | Over 149 |
| W    | 168      |
| (W)  | Over 168 |
| Y    | 186      |
| (Y)  | Over 186 |

### STANDARD SIZE GT6 WHEELS AND TYRES

As standard, all GT6s left the factory with 4½J wheels, 4½ being the width in inches, the J being the rim profile where the tyre bead sits. The basic standard was steel wheels, but there was also a factory option of wire wheels. Some Mk3s also ended up with 5½J steel wheels in a similar looking Dunlop oval-holed style to the factory wheel, but this was never a factory option or approved Triumph upgrade and doesn't have a Triumph part number. However, there appear to be some cars that had such an upgrade carried out as an unofficial option by dealerships when the car was new.

The wire wheel option for Mk1s and Mk2s was a traditional splined wire wheel with a large-eared centre fixing. However, for Mk3s this was changed to bolt-on wire wheels with a four nut fixing. This resolved issues with worn splines that were often experienced with wire wheels at higher mileages.



A popular tyre fitted to GT6s from new as standard was the Goodyear G800.

The standard quoted size of tyre for the GT6 from the factory was 155 SR 13 (this is a 155/80 13 tyre). If wire wheels were fitted, then an inner tube was also required.

### TYRE AVAILABILITY ISSUES

13in wheels are considered unusually small nowadays, and many of the main manufacturers have stopped making tyres in the 155/13 size altogether. I've done a trawl through some of the top manufacturers' websites and found that brands such as Michelin, Dunlop, Bridgestone, Goodyear, Toyo and Avon no longer make tyres in 155-13 size, but Falken and Yokohama do.



A lot of GT6 owners have fitted larger wheels and tyres, me included as my car has 175/70 13s on 5½J Cosmic Alloy rims.

There are however quite a few tyre suppliers still selling some of the tyres from the manufacturers who no longer make them, so I guess they will have been sitting in their stock for a while. There are also some budget manufacturers making 155-13 tyres, such as Powertrac, Goodride and Royal Mile.

It is possible to fit slightly wider tyres to standard 4½J rims, so if you can't find 155-13s it is worth searching for 165-13s or 175-13s as they will fit standard rims. I've also seen some cars fitted with 14in or even 15in diameter rims, but care must be taken when going that large to ensure clearance with wheelarches and suspension.

### TYRE SIZES FOR RIM WIDTHS

Rims of each width can be fitted with a range of tyre widths. Here is a table of some of the popular rim widths and tyre widths that are recommended by tyre manufacturers.

| Rim width  | Minimum tyre width | Ideal tyre width | Maximum tyre width |
|------------|--------------------|------------------|--------------------|
| 4.5 inches | 145mm              | 155 or 165mm     | 175mm              |
| 5.0 inches | 155mm              | 165 or 175mm     | 185mm              |
| 5.5 inches | 165mm              | 175 or 185mm     | 195mm              |
| 6.0 inches | 175mm              | 185 or 195mm     | 205mm              |

You may have noticed that a current fashion with custom modified cars is to fit wide wheels with narrow tyres, a particularly daft thing to do. The reason this fashion started was particularly around the German modified street car scene as in Germany it's illegal to fit wider tyres than the original manufacturer's standard to modern cars, so a way around this was to keep standard tyre widths but increase the wheel size. Really bad for handling, it is not a good idea for safety and although not currently illegal, it is definitely against all the tyre manufacturers' recommendations!

*Andy*



Unsafe fitment of narrow tyres on a wide rim, a case of fashion over sensibility!

## FROM THE ARCHIVES

From Leon Guyot's collection of old Triumph photos, this shows Kevin Ginger's racing GT6 at Goodwood in 1984, sporting a set of wide Revolution wheels and big tyres.





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| Front lower valance 1200 O.E.                | £276.00     |
| Front lower valance 13/60 O.E.               | £276.00     |
| Front lower valance Vitesse O.E.             | £276.00     |
| Herald 13/60 front lamp panel 812140         | £150.00     |
| Herald 1200 front wings                      | £240.00     |
| Herald 13/60 front wings                     | £180.00     |
| Vitesse front wings                          | £210.00     |
| Front wing 'D' plates 703627/8               | £15.00      |
| Windscreen drip channel                      | £24.00 pair |
| 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      |
| Rear floor mounting bracket 607655           | £15.00      |
| B post mounting bracket 703625/6             | £30.00      |
| Stainless steel tread plate finisher         | £48.00 pair |
| Herald 948/Vitesse rear centre valance       | £120.00     |
| Herald 1200/13.60 rear centre valance        | £132.00     |
| Inner front wheel arch 903075/6              | £96.00      |
| Rear outer wheel arch 802845/6               | £96.00      |
| Front/Rear wing arch repair panel            | £42.00      |
| Rear wing front repair panel                 | £24.00      |
| All chassis outriggers/side rails/boot extn. | £30.00 each |
| Herald/Vitesse Body Mounting Kit             | £60.00      |
| Rear overriders 703708/9                     | £75.00      |
| Bonnet corner mouldings 706161/2             | £36.00 pair |
| Wheel arch/bulkhead seal 704033              | £4.00       |
| Chrome bonnet catch 607663                   | £72.00      |
| Boot hinges                                  | £36.00 pair |
| Door to glass outer weather strip            | £12.00      |
| Front suspension shim 122022                 | £1.80       |
| Caliper repair kit inc pistons type 12       | £30.00      |
| Caliper repair kit inc pistons type 14       | £30.00      |
| Caliper repair kit inc pistons type 16P/16PB | £36.00      |
| Recon exchange caliper type 12               | £60.00      |
| 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  |
| Her/Vit Recon steering racks RHD (exchange)  | £96.00      |
| Track rod ends                               | £9.60 each  |
| Rear shock absorber GSA385                   | £18.00      |
| Front shock absorber                         | £24.00      |
| Herald 3 Syncro (exchange gearbox)           | £480.00     |
| Vitesse (exchange gearbox)                   | £480.00     |
| Fibreglass Gearbox Tunnel Cover              | £72.00      |
| Recon Exchange Diff                          | £540.00     |
| Recon Exchange Diff (NCW&P)                  | £720.00     |
| Herald recon exchange drive shaft assembly   | £240.00     |
| Herald/Vitesse non rototflex drive shaft     | £102.00     |
| Universal joint grease nipple type           | £9.60       |
| Herald voltage regulator Unipart GEU 6603    | £48.00      |

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| Herald new alternative distributor (exchange) | £60.00 |
| Vitesse distributor cap GDC109                | £18.00 |
| Vitesse HT lead set                           | £18.00 |
| 13/60 HT lead set                             | £12.00 |
| Herald oil filter GFE 119/150                 | £6.00  |
| Spark plugs 1200/12.50 (set of 4)             | £12.00 |
| Vitesse 2 Litre clutch kit                    | £96.00 |
| Clutch slave cylinder 13/60                   | £36.00 |
| Boot catch 611225                             | £24.50 |

### TR7

|                                            |             |
|--------------------------------------------|-------------|
| Early type bonnet (single bulge) WKC170    | £150.00     |
| Doors FHC WKC5286 LH                       | £420.00     |
| Door skins YKC74 LH                        | £150.00     |
| LH rear wing Coupe, original               | £420.00     |
| Late type boot lid XKC3854                 | £180.00     |
| Rear deck assembly convertible WKC4255     | £120.00     |
| Window regulators XKC325 L/H only          | £42.00      |
| Door/glass outer weather strip R/H YKC101  | £6.00       |
| Radiator grille R/H convertible WKC3674    | £60.00      |
| Petrol tank retaining strap TKC131         | £12.00      |
| Petrol tank                                | £420.00     |
| Petrol tank sender TKC3408                 | £42.00      |
| Rear lamp assembly R/H TKC232              | £150.00     |
| Recon TR7 (exchange) distributor           | £150.00     |
| TR7 distributor cap                        | £12.00      |
| Gearbox 4 speed (exchange)                 | £600.00     |
| Recon steering rack (exchange)             | £96.00      |
| Front strut assembly recon                 | £120.00     |
| Front lower ball joint GSJ154              | £12.00      |
| Front suspension strut gaiter UKC4981      | £12.00      |
| Rear shock absorbers                       | £20.00      |
| Upper steering joint UKC2449               | £60.00      |
| Lower steering shaft TKC1084               | £60.00      |
| Track rod ends GSJ185                      | £12.00 each |
| Steering wheel (early) RKC509              | £30.00      |
| Brake pads GBP233                          | £18.00 set  |
| TR7 brake master cylinder recon (exchange) | £85.00      |
| Recon exchange brake caliper               | £60.00      |
| Brake shoes 4 speed GSP794 OE Unipart      | £17.50 set  |
| Brake shoes 5 speed GBS813                 | £18.00 set  |
| Wheel cylinders 4-5 speed                  | £15.00      |
| 4 speed differential TKC2619 (exchange)    | £420.00     |
| Jackshaft 215207                           | £240.00     |
| Recon starter motor (exchange)             | £120.00     |
| Fan idler pulley bearing                   | £12.00      |
| Clutch kit TR8 Q/H                         | £150.00     |

### STAG

|                                        |             |
|----------------------------------------|-------------|
| Front suspension leg insert            | £36.00      |
| Track rod end GSJ157                   | £12.00      |
| Gearbox (exchange)Reconditioned        | £600.00     |
| Recon exchange J Type overdrive        | £600.00     |
| Rear shock absorbers                   | £21.00      |
| Service exchange drive shaft 311914    | £360.00     |
| Recon rear hub assy (exchange)         | £240.00     |
| Recon Brake Calipers (exchange)        | £72.00      |
| Caliper seal kit inc pistons           | £36.00      |
| Set brake pads                         | £15.00 set  |
| Recon brake master-cylinder (exchange) | £120.00     |
| Recon Servo (exchange)                 | £180.00     |
| Rear wheel cylinder GWC1211            | £15.50      |
| Viscous fan coupling TKC101            | £90.00      |
| Stag Mk II Rostyle wheel trim          | £120.00 set |

### TR6

|                                        |         |
|----------------------------------------|---------|
| Recon steering rack (exchange)         | £96.00  |
| Front trunnion 142377/8                | £60.00  |
| Top ball joint GSJ131                  | £12.00  |
| New Brake servo                        | £108.00 |
| Brake disc 209327                      | £18.50  |
| Recon (exchange) caliper type 16P/16PB | £72.00  |
| Brake pads early/late type             | £15.00  |
| Gearbox (exchange)                     | £600.00 |
| Recon drive shaft assy (exchange)      | £360.00 |
| Recon rear hub assy (exchange)         | £240.00 |
| HT lead set                            | £18.00  |

### SPIRITFIRE MK I & II & III

|                                        |              |
|----------------------------------------|--------------|
| Nearside/offside front wings           | £120.00 each |
| Front wing 'D' plate 706311/2          | £24.00 each  |
| Front outer wheel arch 903137/8        | £96.00       |
| Front inner wheel arch 706548/9        | £96.00       |
| Bonnet hinge tubes 811679/811680       | £96.00 each  |
| Hinge tube pivot bracket               | £18.00       |
| Side light mounting panel 907157/8     | £96.00       |
| Door skins                             | £96.00       |
| Battery box 806707                     | £36.00       |
| Rear valance lamp panel 569900         | £150.00      |
| Boot lid 575787                        | £420.00      |
| Dash top cover 714482                  | £72.00       |
| Chrome bonnet catch 607663             | £60.00       |
| Rear lamp assembly 208532/217025       | £49.50       |
| Track rod ends                         | £9.60        |
| Gearbox 3 Syncro (exchange)            | £480.00      |
| Fibreglass Gearbox Tunnel Cover        | £72.00       |
| Recon Exchange Diff                    | £540.00      |
| Recon exchange brake caliper type 12   | £60.00       |
| Recon exchange brake caliper type 14   | £48.00       |
| Distributor cap                        | £6.00        |
| Front valance support bracket 712567/8 | £8.40        |

## SPITFIRE MK IV & 1500

|                                              |             |
|----------------------------------------------|-------------|
| Front wings 909663/4 PAT                     | £96.00      |
| Front wheel arch outer 909351/2              | £90.00      |
| Front wheel arch inner 909797/8              | £90.00      |
| Headlamp support panel assembly 818871/2     | £96.00      |
| Front quarter valance 815391/2               | £135.00     |
| Door skins                                   | £96.00      |
| Sills non original. 903097/8                 | £84.00      |
| Sill reinforcement panel 806634/5            | £12.00      |
| Inner sill 806638/9                          | £36.00      |
| Front sill end plate 706422/3                | £12.00      |
| Half floor (deep pressing) 908900            | £225.00     |
| 'A' post lower filler panel 706288/9         | £30.00      |
| Bonnet hinge pivot box RKC362/3              | £96.00      |
| Chassis front gusset 218526/7                | £30.00      |
| Bonnet hinge tube L/H-R/H 911107/8           | £96.00      |
| Rear wing non O.E.                           | £240.00     |
| Rear wing front repair panel                 | £42.00      |
| Rear wing rear repair panel                  | £36.00      |
| Rear lamp panel 716182                       | £300.00     |
| Rear valance 908970                          | £150.00     |
| Boot floor                                   | £230.00     |
| Boot lid 911327                              | £675.00     |
| Rear inner wheel arch 725563/4               | £240.00     |
| Rear outer wheel arch 909661/2               | £150.00     |
| Windscreen aperture drip channels            | £24.00 pair |
| Hard top rear screen seal 911040             | £78.00      |
| H/ top seal roof/ door glass 716183/4        | £12.00      |
| Exterior door handle (black) YKC2837 LH only | £120.00     |
| Front outriggers 209398/9                    | £120.00     |
| S/steel tread plate finishers                | £36.00 pair |
| Radiator support cradle TKC 1761             | £30.00      |
| Oil filter GFE119/150                        | £6.00       |
| Heater valve 724021                          | £24.00      |
| Front wheel bearing kit GHK1021              | £15.00      |
| Front shock absorber GSA364                  | £24.00      |
| Front suspension vertical link               | £165.00     |
| Front suspension top ball joint GSJ155       | £9.60       |
| Stub axle UKC697                             | £30.00      |
| Recon steering rack exchange                 | £96.00      |
| Track rod end GSJ158                         | £9.60       |
| Steering joint 142140/FAM1718                | £42.00      |
| Fibreglass Gearbox Tunnel Cover              | £72.00      |
| Gearbox exchange                             | £480.00     |
| Recon exchange D Type O/D Mk IV              | £600.00     |
| Recon exchange J Type O/D Mk IV              | £720.00     |
| Recon exchange J Type O/D 1500               | £600.00     |
| Recon Exchange Diff                          | £540.00     |
| Recon Exchange Diff (NCW&P)                  | £720.00     |
| Rear wheel bearing kit GHK1029               | £15.00      |
| Early/late rear drive shaft                  | £102.00     |
| Recon exchange drive shaft assembly          | £240.00     |
| Rear shock absorber GSA385                   | £18.00      |
| Rear leaf spring 159640                      | £120.00     |
| Recon exchange brake caliper type 14         | £48.00      |
| Brake disc 208715                            | £15.00      |
| Brake disc 208715 Drilled/Grooved            | £60.00 pair |

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

## GT6

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

## TRIUMPH 2000/2.5 PI/2500

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

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

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| Toledo Static Seat Belts O.E                | £48.00 pair |
| Front underrider XKC 83/84                  | £48.00 pair |
| Rear lamp assembly 1300 F.W.D. 211874       | £36.00      |
| Dolomite Rear lamp assembly R/H TKC938      | £72.00      |
| Rear screen rubber 913937                   | £60.00      |
| Dolomite 1300/1500 new exchange distributor | £72.00      |
| Dolomite 1300/1500 recon exch distributor   | £60.00      |
| Set of HT leads 1300/1500                   | £12.00      |
| Set of Sprint H.T. leads                    | £60.00      |
| Oil filter 1300/1500 GFE119/150             | £6.00       |
| Sprint gearbox (exchange)                   | £600.00     |
| Sprint clutch kit                           | £96.00      |
| Gearbox exchange 1300/1500/18/50            | £480.00     |
| Gearbox exchange 18/50 3 rail               | £480.00     |
| C/V joint 1500 F.W.D. 518093/UKC 1160       | £96.00      |
| Front subframe mounting cup washer 138626   | £12.00      |
| Recon steering rack (exchange)              | £96.00      |
| Track rod end                               | £9.60       |
| Front/Rear shock absorber (Dolo)            | £36.00      |
| Toledo front shock/spring assembly          | £96.00      |
| Anti-roll bar mount bracket 154868          | £8.40       |
| Anti-roll bar mount bracket 153669          | £15.00      |
| Dolo recon exchange caliper                 | £72.00      |
| Brake pads Dolo/Toledo                      | £24.00      |
| Dolo 1500/18-50 brake shoes GBS746          | £20.00      |
| Dolo 1500/18-50 wheel cylinder GWC1502      | £18.00      |
| Sprint wheel cylinder GWC1121               | £18.00      |
| Tank sender 1500HL/1850HL/Sprint 215652     | £42.00      |

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# YOU WOULDN'T GET AWAY WITH THAT THESE DAYS!

As mentioned last month, I had initially raised too long an article to fit in, so we separated the feedback I had received and held over my main piece of a few amusing car stories from my past. So apologies for the delay, but here it is!

My career, if you can call it that, still has me far too busy to get on top of tasks for my own cars, but perusing various websites, social media sites and the articles in the Courier, many people are taking on barn finds, minor and full restorations, plus quite a lot of modification activity. With all of this it seems that Heralds are being looked after and kept on the road. However, for a lot of our cars, body panels remain a problem to source, and unfortunately there was far less activity to arrange for their remanufacture than there was for other models in the British Leyland range. Still, it is good to see all this activity. Yet, if I may repeat, please do send in any material you can for 948cc, 1200 and 12/50 cars – restoration stories would be particularly appreciated.

Whilst I try to plan to progress my two key projects, and having recently looked back to cover the story of my parents' cars, I was reminded of some of the rather strange – or even slightly crazy – escapades I got up to through the 1980s, hence the title of what I will cover this month. It comes with the traditional TV warning of 'Don't try this at home!' I will do it car by car; many are not Heralds, but the incident or activity for each

could easily have happened in an early Herald, and perhaps it will provide some amusement for all model owners.

## MY FIRST CAR

My first car was a Vitesse 2 Litre Mk2 Convertible. Some of you may know that this car was purchased locally in Devon. We knew most of its history, although there were some very hidden problems in the rear bodysheet when I decided to rebuild her after owning for under a year, which resulted in a different escapade covered later on. The first incident though was relatively major and could happen to anyone with a classic car, but as a very recent experience has shown me needs revisiting in the modern era as you might get very stuck these days.

In simple terms, even though the radiator was reasonably sound, the cooling system was a little blocked. Thus on my first commute from Exeter to Plymouth, the car started overheating through the sequence of hills on the A38. The simple solution was to go and knock on someone's door at 7.15am and ask for some water. People were so helpful back then, but fast forward to two months ago when I was limping my son's Honda Civic back from Dorchester with a punctured radiator, and at two fuel stations when I walked in to ask for canisters to be filled with water, the initial answer was: 'You can buy bottled water.'

You can imagine my response, which

rather than to swear was to use *The Force* and repeat in an Alex Guinness accent: 'These are the receptacles that you will fill with tap water.' Needless to say, back in 1982 and shortly after the overheating situation, the Vitesse received a complete rebuild on a brand new chassis.



My first car was a Vitesse 2 Litre Mk2 Convertible; this is during its restoration.

## MY SECOND CAR

My second car was a Vitesse 6 Saloon. This car started as a really nice saloon that I purchased to run around in whilst rebuilding the Convertible, but after the first MoT in my ownership – a pass – the car started exhibiting rear end steering on acceleration and deceleration. It turned out that the nearside rear outrigger had been very poorly attached to the side rail and had broken out, thus on acceleration



This is after the restoration...



...and this is it at a concours event.



Vitesse 6 Saloon.

the outrigger was swaying aft, on deceleration coming forward. I achieved a roadside repair by using my tow-rope looped from rear to middle outriggers and then tightened with a jack handle winding in as a Spanish windlass and tied off to the rope. I actually drove the car with that 'fix' for four months before having time to do a welding repair!

A few months later, taking avoiding action for a car that pulled out onto the Sidmouth Road 40 yards out in front of me, I overcooked it having braked hard, thus with a very raised rear end with significant negative camber managed to roll the car. The car was recovered and back on the road as 'more than a Convertible' with all the glass removed and with Lexan aero screens in the dashboard vents.

It was with this car that I made a trip with my fellow car fanatic, Dougal Black, from Plymouth to Epping Forest to collect a 13/60 Convertible bodyshell for the rebuild of my Mk2 Convertible. The previous week

I had built a wooden frame bolted into the rear deck and body sides with lugs to lock in an inverted bodyshell. We set out at about 5.30am fully laden with tools, drove the A303 and through London, out to the Forest, arriving at the farm where the front-damaged 13/60 was at about 11.30am. After six hours work disassembling the 13/60 and a tea break, we commenced a much slower journey back in what now looked like a WW1 truck!

To repair the Vitesse I obtained a donor Herald, purchased without an engine and



Preparing the Vitesse 6 windscreen frame.

gearbox for £20 from a small works yard near Starcross by the Exe Estuary. I needed an assistant, (Dougal again!), as I needed to tow the car six miles to Exeter to strip the parts I needed. When we got to the location, the owner and two other people were trying to remove the engine and gearbox for another project. I swear you will not believe what then happened: the works owner – who was not unlike the 1970s wrestler Giant Haystacks – calmly walked across, ushered everyone else out of the way and lifted the engine and gearbox out on his own, moving it 10 yards before having to put it down for a rest!

Rapidly running out of daylight, Dougal then had to suffer steering it under tow for six miles with the propshaft unattached at the front end; it must have been deafening. After the repair, I regularly used to autotest the saloon, demonstrating that you can drive a swing axle car hard, although in any constant right hand turns I no longer had access to the handbrake as I was sitting on it! Also, on local road rallies I established that even a Vitesse 6 needs bigger brakes after suffering serious brake fade on some steep hills in Cornwall. We also did some rallying in Dougal's 1959 Morris Minor, fitted with a Midget 1275 engine and gearbox. This went well, but with a dodgy dynamo the driver had to keep the revs up and slip the clutch a lot at night to ensure we had enough light to see the road.

### ACCELERATOR PEDAL FAILURE

Once I had completed my Convertible Vitesse and then commenced modifications, I tended to be quite busy at sea. Generally being loathe to leave the Vitesse in Portsmouth Dockyard whilst away, quite often I would come back and have to take the train back to Exeter. Happily, on one such occasion one of the clearance divers on-board HMS BRONINGTON happened to offer me the sale of his blue 13/60 Herald saloon for £50. Following several weekend trips to the West Country giving colleagues lifts for petrol money, I was using the car in Exeter when the accelerator pedal became detached from the floor due to corrosion. Highly illegally, for a week or so I adapted my driving to holding the pedal in my right hand with the steering wheel in thumb and forefinger, so that when gear changing I could guide the wheel and still tweak the throttle setting. Two weeks later, with a small welding repair to the floor, the pedal was refitted and I sold the car for £70.



Vitesse 6 (roofless) carrying a 13/60 bodyshell, seen here at a breakfast stop at Exeter Services having been up, driving and working for about 24 hours.





The Vitesse 2 Litre in one of its formats.

## MY THIRD CAR

My third car, a Vitesse 2 Litre, is still a favourite, and the one that I eventually turned into an estate. The fun night-time escapade in this car was a journey to Cornwall to collect a replacement gearbox

as the layshaft was dropping. For some reason, I thought it was good to take my favourite route back across Dartmoor. That ended OK, but only after having to stop in the middle of the moor to change the gearbox after it had finally packed up.

So there I was, upside down in the driver's seat doing up the final few nuts and bolts around the bellhousing when torchlight appeared and there was a knock on the window. As I wound the window down from my contorted, inverted position, a police officer said: 'So what is going on here then, sir?' He seemed a little confused when I replied: 'I'm just finishing changing my gearbox, officer,' but responded: 'Right you are then, I'll let you carry on!' and promptly left, obviously keen not to get involved in assisting.

## MORE TO COME?

To conclude for this month, obviously it would be good to have funny Triumph stories sent in as well as restoration ones, so I hope my strange escapades trigger a few ideas for snippets that you can send to me to include in these monthly write ups.

As we head towards winter maintenance, I hope your projects get the care and attention they need, and hopefully I will find time to move my 948 forwards.

*Adam*



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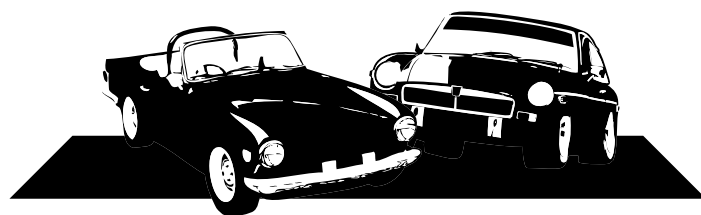
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# ADRIAN'S HERALD RESTORATION

I know you have all been patiently waiting for the final instalment of the restoration of Adrian's 13/60, but don't worry – it is finally here! It will have to be a quite concise round up I'm afraid, as time has got the better of me this month. Trying to get Adrian's car finished, starting on the next car in the workshop (more of that later) and a rather tricky bit of work in our house (where I am plumber and electrician to the builders we have in) has meant I've had next to no time to sit down in front of the laptop. Later this week I will be travelling up the NEC for the Classic Motor Show, so that means I have a self-imposed earlier than usual cut-off to get this article to Simon our editor. I even had to pull out of a local Devon Area event last minute this weekend, which was a real shame, but urgent plumbing duties meant I had no choice.



**1** So, back in September I left you with the body and valances of the car painted. Since then the boot, doors, quarterlights, bonnet, fuel tank and rocker cover all went into primer, were prepped and the top coats applied. I chose to start doing the partial refit (Adrian will complete it once it's home) before doing the flat and polish of the paint, mainly as any minor scratches that may occur during the refit can be addressed as part of that process.



**2** Once the refit was largely complete, it was time to test all the electrics, bleed the hydraulics and get some fuel in the tank to see if it would start. After a little difficulty getting the fuel pump to prime, (which was quickly overcome with a hand vacuum pump at the carbs,) we were off and running. It ran up to temperature and happily idled away. A little drive around proved the clutch and brakes all felt good, so I was happy with that. The whole car was flatted and polished before a few more bits went on the car such as side mouldings, chrome trim and the windscreen.



**4** The original hood was to be re-used, and it wasn't the best fit originally so I was expecting a challenge. To make matters worse, the trader who had supplied and fitted the hood some years ago had cut back the excess material way too much where it secures under the alloy channels on the frame's side rails and at the header rail.

**3** The final thing to sort was the hood frame and hood. Adrian's original frame had a rotten header rail and one section was bent. A better header rail was sourced and another frame, so it was a matter of making one good one from the selection of parts. Once this was done it was painted, the header rail was covered in vinyl and then put back together, fitted and adjusted then new webbing installed.



**5** After struggling with it for a while, the hood finally went on. The fit was as good as before, but certainly no better despite my best efforts. However, under the circumstances I was happy to see it back on. A new hood is high on Adrian's shopping list when it gets back home.

Adrian isn't collecting the car until I return from the Classic Motor Show, so I'll be saving the last wash and polish until then, which is unfortunately after this month's

Courier cut off so I can't show you it finished. Don't worry though, because I'll include the final picture in my January article.



## WORKSHOP UPDATE

Not a pretty sight behind the cover sill.



The strengthener panel was remade.



I have a Spitfire 1500 in from Rob, a local Devon Area member, to sort out a rusty sill. This area was in quite a sorry state – it had been repaired some years ago with a cover sill, so the original one had been happily rotting away underneath and it didn't look great when all exposed.

Rob wanted to keep the repairs down to just the essentials, so it had a new inner strengthener panel, outer sill, rear wing lower repair section and front filler. Everything else that needed attention has had something fabricated. At the time of writing, all the repairs are complete and it is in primer.

*Darren*



Repairs completed and in primer.



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Spitfire 4 | Mk2 | Mk3

# A LOVELY MK3 SPITFIRE FOR SALE

Gary Flinn recently alerted me to a car he had noticed that was due to go under the hammer at Mathewson's in October. It was a 1969 Mk3 in Valencia, but rather a special one, being one family owned since new and having only 17,000 miles on the clock. It had been garage stored for 22 years before being professionally recommissioned in 2014. Highlights included:

- The car was undersealed from new with 3M product, and also later every cavity was treated with Finnigans Waxoyl. As a result, the body is completely rust-free. It has not been used in wet weather since 1972.
- The original Phillips 712 period radio/cassette player/recorder in the Spitfire was also factory fitted at the time in the Rolls-Royce Silver Shadow.
- The original hood was in excellent condition. There was also a spare unused, boxed, original complete hood assembly available if required by a separate negotiated arrangement.
- The vehicle was in good running order.
- Period invoices were included, together with an original manufacturer guarantee and supplying dealership brochure, MoTs and other documents verifying the low mileage indicated.
- A set of original specification unused

Dunlop white pencil stripe crossply tyres were available, if required, by separate negotiated arrangement.

- All the original tools were present.

It seemed that if someone wanted a good, sound, original car, this was the one to go for. You would be hard pressed to find a similar condition car these days. The estimate was £12,000-£14,000, and going by the asking prices on *Car and Classic* lately, I thought this seemed a realistic level. So on 18th October I sat by my computer dipping in and out of the lots until it came time for this car to be sold – or not as it turned out! I was very surprised that it didn't sell, only reaching around £7500 as far as I remember. I grant you that when buying in an auction you would be well advised to view the car in person if at all possible, but I would have thought even for someone who may be a long way from Yorkshire – it would be well over five hours for us – if you were specifically looking for a solid Mk3 this would have been well worth taking a chance on.

It doesn't specifically say so on the website, but I would imagine the car is likely



to be put into another auction, so if you're looking for an early Spitfire I would say it could be worth contacting Mathewson's about this one. I very much hope to hear more about this car in future – possibly by a club member future owner? And I hope it will be used and enjoyed by its new owners, and that it won't go another 52 years never being used in wet weather!

## MK2 OWNER IDENTIFIED

I can now correct an omission from my October article which include photos of the two roundtail Spitfires we spotted at Shuttleworth in July. Shortly after it was published, Melvin Dawson wrote to claim ownership of the Mk2 which was parked near our line-up of Bonds. Looking back now, I realise I had some email correspondence with Melvin back in 2017 when he was working on his car. At the

time he told me: 'I purchased my Mk2

Spitfire in 1975 and drove it for a number of years before taking it to my current address when I moved in 1982. It stayed in my garage until about four years ago when I started the rebuild, gaining its MoT in December 2016.'



I like the photo he sent of a recent outing – it is nice to see our cars out doing the shopping as well as on a field at a show. If I'm lucky, Melvin may let me have some more information about his restoration for a future issue.





Triumph the koala...

Some of you may remember that I support Friends of the Koala ([friendsofthekoala.org](http://friendsofthekoala.org)) in Australia and occasionally mentioned a Koala I was sponsoring a few years ago called Triumph, who had been fitted with a prosthetic foot as he had been born missing one. Sadly Triumph died about four years after he had been rescued, but I have continued to support the charity and I recently spotted another

## TRIUMPH AND GASKET

aptly named koala in their care – Gasket. Gasket had been hit by a car and sustained injuries to his

head. He has some neurological abnormalities as a result, and his head is tilted to the side. Gasket has progressed well from ICU to the outdoor wards, and by October his head injury and neurological issues seemed to have been resolved so they were hopeful he would continue to improve enough to be released.



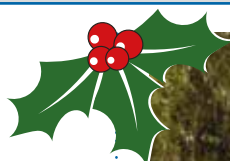
...and Gasket.

## NON-TRIUMPH TRIUMPHS



Almost the last word this month is from our roving correspondent Keith Lister, who does a sterling job seeking out non-Triumph Triumphs for my collection. This month I have two from him. One is a two-wheeler – a


BSA Spitfire motorbike he spotted at the Papperwick steam pumping station near Nottingham. The other is a four-wheeler, of which he says: 'I have just been at our final camping weekend of the year, joining the Northampton group for their Twinkle Fest at Grove Lock campsite near Leighton Buzzard. We all had a great time, and as usual I was keeping my eyes open for anything Triumph related. I spotted this van in the car park at the campsite, and thought you might be able to use it. We've not had a van-related one before.'



Lastly, I hope everyone has a great festive season, and that Santa remembers you whether you've been naughty or nice with some goodies for your Triumph, whatever it may be. And if there isn't any snow, maybe you too can find an alternative way to build a snowman!

*Suzie*





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# CHRISTMAS IS COMING!

This month, I thought I would have a look on eBay and see what interesting Equipe items there might be for sale for Equipe owners to consider treating themselves with, or to suggest or hint about to their loved ones. I deliberately avoided brochures and handbooks as I have most of those, so looked at other items. I hope these spark some interest and might help people in their Christmas searches.

**Pics 01a & 01b:** The first thing to catch my eye was Peter Walton's



4s with a 2+2 bonnet fitted, a very pretty looking car – I think the 2+2 bonnet is the prettiest, and coupled with the

convenience of the 4s body tub it makes an attractive combination. In fact Bond were planning to update the 4s at the end of production by doing just this, but it never happened. At £3800 I believe this was being offered at a fair



price. If there was space here at Bondhenge I think I would have been tempted, but even I have to say we are full!

**Pic 02:** This illuminated sign with the Rosette badge was not an original item, but it was quite fun.

**Pic 03:** Next I found a key fob, again a reproduction item also a very useful item. One day perhaps I will find out how to replace the missing leather on my original version!





**Pic 04 and 05:** I also found some pewter effect items – cuff links and a little 2+2 model (the other models are also available).

**Pic 06:** This was actually my present from Suzie last year (or to be more precise another one exactly like it!) – a printer's

block for advertising the 2+2. Something to get the Bond owner who has everything...?

**Pic 7:** I also found a photo of a complete 2+2, 8065 DP, but just the photos for sale from Canada rather than the vehicle itself. I had records of the car, but it does not show

up on the DVLA database so I suspect it is long gone. From the photos it clearly had received significant damage.

**Pic 8:** And finally for this trawl, a 2+2 cushion, or more accurately a cushion with a photo of a 2+2 on it.



I recently had a query about exhausts on the 2 litre cars. The car in question had the fairly common twin pipes at the rear (pic 9). It works well on the Vitesse or GT6 where the exhaust boxes sit up behind the rear valance. However, some people find that the system is a bit loud, especially on a long drive, and this was the comment made about this one.

On the Equipe it hangs a bit low, both under the diff and below the rear valance. To my mind one of the best systems for the Equipe is that from the TSSC – the Bells system. It consists of a large central silencer which sits between the chassis rails below the propshaft (pic 10a), with a single pipe exiting on the righthand side at the rear (pic 10b). Unlike the twin system



it is not a 'showy' one, but it is a neat solution which sounds good without being too loud. I am of course biased as this is the system on my car. The photos are not that clear, but you can see the silencer between the chassis rails. With a bit of fettling I think it would go a bit higher.

*Guy*



## INTERNATIONAL NEWS



# THE STORY OF MY 1969 GT6

If the GT6 owners that we know are anything to go by, it's fair to say that this is a car which inspires real loyalty and passion. We don't get many GT6 stories coming into the International mailbox, so we were especially pleased to hear from Tommie Cook in Texas, who wrote to tell us the story of his much loved and rather interesting GT6.

Every car has a story to be told. My 1969 GT6 is no different, and what an interesting and unique story it is!

I am now the third owner of the 1969 GT6 KC 51522 LO, and first became aware of it through a listing on the Hemmings classifieds website. The car had everything that I wanted in a GT6 and more – an ex-race car that had been somewhat returned to street legal configuration, Conifer Green, roll bar, flared wheelarches, high performance engine, overdrive and a complete set of race log books. The car had a long and well-documented race history with many wins in both autocross and vintage road racing from 1969-2010.

Honestly I was not looking to purchase another Triumph at that time, but I was unable to contain myself. I bought the car. Luckily for me, my wife is very understanding of my Triumph addiction.

After acquiring the GT6, I began to

investigate the car's history. I was fortunate. The seller (Jerry) provided me with a box of paperwork that contained many historical documents. The original owner's information was within the box, including the original bill of sale and original title, along with the second owner's original title. There were also maintenance logs, race logs and receipts for parts bought long ago – a real treasure chest of historic information.

The first owner, Mike, bought GT6 KC 51522 LO in February of 1969 for \$3195, used it as a daily driver and occasionally autocrossed it on weekends. Mike was an exceptionally good driver and won his class at many of the solo events. In the mid 1970s he began road racing, and continued driving the GT6 competitively until becoming ill. His last race was in 2004. After his death in 2008, Mike's family sold the GT6 to a fellow vintage road racer and long-time family friend, Jerry.





Jerry continued to race the GT6 on occasion with the SVRA (the Sportscar Vintage Race Association), but was more interested in racing Healeys than Triumphs, so it mostly sat in the race barn. Jerry decided to sell the car to me on the understanding that I would continue to be a responsible caretaker and maintain the car in a way that the spirit of its history would be honoured. So I'd better tell you some of the things that are so special about this particular Triumph GT6.

It is highly original. Even when raced, the GT6 was kept as original as possible by both Mike and Jerry. The flaring of the wings to accommodate increased race tyre width is about the only modification that would be difficult to undo. Apart from that and the sills installed in 1977, all other bodywork is original, straight and rust free. Much of the car still wears original paint. All other race modifications were simple bolt-in mods that could be easily undone.

It was SAH prepared before shipment



to the USA. This is one of five GT6s (with sequential commission numbers) built by Triumph and sent to SAH for stage II modification, prior to being shipped to the USA for sale. That makes this GT6 a true on-site SAH prepared car and VERY RARE – at least for USA shipped cars.

Stage II SAH preparation was comprehensive and included increasing the compression ratio to 10.5:1, a change in pushrod length, a change in valve spring rate, change in differential ratio to 4.11 and a change in front and rear suspension spring rates. The SAH preparation gave the car more horsepower and improved handling over a stock GT6.

It was a very low mileage car, reading 45,421 as of September 2024. This is actual mileage and is well documented in maintenance and racing logs. Its original engine (never rebuilt at that time) came with the car. Mike raced with the original engine from new until into the mid-1980s. Then he had a well-prepared and highly modified race engine built. When I purchased the GT6, that race engine was still being used.

The car came from Coventry with an overdrive transmission, which was rebuilt by a specialist who modified the internal components and generally improved the transmission's performance, whilst the SAH-installed 4.11 differential was replaced with a 3.89 unit that was better suited to road racing.

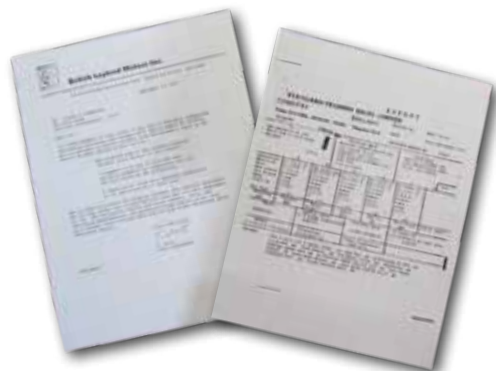
Its race history, and the complete documentation including maintenance logs and race logs, reveals some of its more colourful history on the track. One of the more interesting stories is its participation in the 1986 Grand Bahama Grand Prix where it gathered a 1st place finish in the class 6 Grand Prix race, 2nd in concours (I never knew that there was a concours event at a Grand Prix race), and Fastest Time of Day in the autocross. Mike must have been one heck of a good driver, and he liked to keep the car looking good!

I have the competition guide, a few decals, a commemorative patch and a commemorative Grand Bahama Grand Prix license plate from that event – each competing car was given a grand prix license plate customized with their car number. As expressed by Mike in the corresponding race log for that week – 'What a week!'

Mike and Jerry made some needed improvements/changes during the years that the GT6 was raced, as would be expected.

- The car was equipped with SAH-supplied Stromberg 175 carburetors as opposed to the factory standard Stromberg 150 carburetors.
- The factory petrol tank had been removed and a fuel cell installed in its place.
- The factory front seat had been modified for five-point harness installation.
- A four-point roll bar with cross bracing had been installed in the 1970s.
- The Rotoflex axles had been replaced with CV halfshafts.

When buying a race car, one quickly finds out that extra parts come with it. Lots of extra parts, including that original engine – since rebuilt and reinstalled – a spare unmodified driver's seat, extra Rotoflex coupler halfshafts, the original Stromberg 150 carbs, the original petrol tank and boxes of spare racing parts for the engine,







transmission, brakes, shocks...

Who among us has bought a classic Triumph that was perfect and needed no mechanical improvements? I started driving it regularly on the street with an occasional solo track event and quickly learned that though it was street legal, driving it required one's full attention. I nicknamed the GT6 The Beast, and some things needed to be improved to give it better driveability, stopability, and general lookability. Brakes were touchy and either grabbed too much or were suddenly unexpectedly weak. The engine would not idle unless it was kept around 2000rpm or higher. The cooling system was unable to tolerate Texas' 100°+ temps for any length of time. The steering was loose – so loose that the first time I autocrossed the car, I had to pull off the course for safety reasons.

The first improvement that I made was to replace the steering coupler. I like a car with responsive steering control, so I chose to stray from originality and replace the coupler with a more modern U-joint coupler for increased responsiveness. Next, the brakes. From a safety view point, stopping power is more important than going power. I installed new rebuilt standard PB16 calipers. I also installed a new set of race compound brake pads. The car stops nicely now, and there is a nice coating of brake dust on the front wheels after every drive.



I had a spare distributor rebuilt with a curve that is suitable for the original engine (a big thank you to Advance Distributors in Minnesota USA!), rebuilt and reinstalled the original engine with a fast road cam. SAH had installed a head that took the compression ratio to 10.5, but after the engine rebuild the new compression ratio is 11.3:1. We found that the original engine was almost like new inside, with very little wear. The block had cam bearings installed at some point. Engine cam bearings really improve an engine's hot oil pressure, and mine is now slightly over 50psi.

The aluminium radiator that was installed when I purchased the car leaked, just a drip or two, but I had a new aluminium radiator built with extra cooling capacity. I removed the stock crank-driven fan and installed an electric fan with switch control that can either be controlled by engine temperature (160°F) or manually. While the race engine was removed, and as I waited for the original engine to be rebuilt, I repainted the frame and bulkhead area under the bonnet. The interior was looking a little worse for wear too, so I replaced the carpet and replaced the door panels.

I changed the gauge layout to better suit my taste, purchased a set of replica Spitfire Le Mans wheels and installed driving lights in the modified front bumper (the original front bumper has been saved for the next caretaker), made and installed a front valance fibreglass air dam and – to give the car a hillclimb/rally look – I added a spare tyre mount in the rear hatch area

That pretty much sums up the story of 1969 GT6 KC 51522 LO. All my cars – old and new – have names. I named this GT6 Omega-1, the last one. I told my spouse, Susan, that this was going to be the last Triumph that I would buy. And I meant it – there would be no more... until the highly modified, Racetorations built 1962 TR4 that I bought last year!

There is one amusing story that should be told – for amusement only without naming any names of the parties involved. Although my GT6 has a racing fuel cell, the original gas cap is still on the body. It is for display purposes only and does not connect to a fuel tank. After installing the original rebuilt engine, I discovered a significant oil leak coming from the front engine plate. The person who rebuilt the engine trailed the car back to his shop and replaced the bent front engine plate. Before test-driving the car to check for oil leaks, he decided to put some petrol into the tank. Keep in mind that I am sure I told him that the car had a fuel cell; I vividly remember showing him where the rear hatch area fuel cell access cap was.

Long story short, said mechanic opened the gas cap and started pumping ethanol-free fuel into what he thought was the gas tank. It was not long – maybe two or three gallons long – before a fellow motorist informed him that the car was dripping petrol everywhere! No harm done – the petrol simply drained into the hatch area that originally held the gas tank. Some rags, a little elbow grease and leaving the hatch open for a day or two took care of things. I have since shoved a brightly covered rubber ball into the gas cap.

*Thank you Tommie for a fascinating read. It is clear that your GT6 has a great history and is in great hands. Incidentally, Tommie has been searching over the last three years for the other four SAH-prepped GT6s sent to the USA, but so far has been unable to find any of them. It would be good to know what happened to the other members of this batch that passed through SAH (commission numbers KC 51521 LO, KC 51523 LO, KC 51524 LO and KC 51525 LO), so if anyone has any leads, on any of them, please let us know at [international-liaison@tssc.org.uk](mailto:international-liaison@tssc.org.uk)*

*Jess and John*



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# TSSC INSURANCE NEWS



## TRIUMPH SPORTS SIX CLUB INSURANCE

**Dave Youngs from Peter James Insurance** brings us up to date on the latest TSSC Insurance scheme news

The NEC Classic Motor Show seems to get busier every year, and this year, as the event celebrated its 40th anniversary, it was bigger and better than ever. It was great to see so many of you visiting the Triumph Sports Six Club stand in Hall 5.

TSSC Insurance is just that: insurance tailored for club members based on your feedback. So we proudly wore our TSSC Club shirts and worked as part of the on-site team and the club stand throughout the weekend, answering your questions and hearing your suggestions.

The standard of Triumphs – pardon the pun – on display this year was incredible, and it's always a valuable reminder to myself and the team just how much time, passion, and (often) expense has gone into your Triumphs to restore and maintain them to such a high quality. Appreciating this gives us a sense of responsibility to protect these stunning pieces of British motoring history and your investment in them.

Events like this are extremely valuable for us for two main reasons. First, meeting all of you in person is wonderful, as we can discuss what you have been doing with your cars and how we can assist you. Additionally, it is helpful to understand what potential new members might want from the club's insurance offerings. This insight enables us to figure out how to best help the club attract new members while providing excellent service to our existing members.

During the weekend, there were several common enquiries. The first was about our self-repair option, a special feature of our club insurance scheme. Simply put, this allows you to repair your own vehicle after an accident instead of sending it to a restorer or repair workshop. This option is ideal if you have restored or customised your car and want to return it to its former condition with the same level of finish and detail you previously applied. Your settlement will cover the cost of the parts needed for this work and your labour at a rate we agree upon when you make a claim. This option is perfect if you have rebuilt the car and have conducted all your repairs and maintenance to a competent standard.

Most of the questions during the NEC related to how this covers the price of parts. Essentially, you will need to provide an evidenced estimate of how much the parts will come to and how many hours we will need to cover at our agreed rate. Don't forget that if you try to claim an estimate that is too high, you risk categorising your car as a total loss!

If your vehicle is declared a total loss, you can keep the salvage for parts or potential restoration – for free. Many discussions we had at the NEC clarified that this is entirely free under your club scheme. While other insurers may also advertise a salvage retention option, they will usually deduct the salvage value from the settlement amount before payout. We do not do this; you will

receive the total agreed value plus the salvage every time.

Also high on the list of priorities for the TSSC was your upcoming invasion of the Tetre Rouge campsite for the Le Mans Classic in 2025, which I know many of you are booking now. A reminder then that you are covered for 30 days fully comprehensively

during your time in France for both insurance and our European Breakdown cover, which is all included at no extra cost so you can pack that tent and head out with the peace of mind that you are covered for all unthinkable eventualities.

So, if you were one of the many members who came and said hello and asked questions of us, then it was great to meet you, and I wish you all the best for the upcoming festive season.

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

- Insurance solutions for younger enthusiasts and family members.
- Member-to-member cover – club members are insured to drive each other's Triumphs with fully comprehensive cover at no additional charge.
- Optional reinstatement cover to increase the insured value to account for repair and parts costs.
- Cover for tools, spare parts and accessories.
- Self-repair – the option to receive an equivalent cash settlement.
- Free salvage retention.
- UK & European breakdown cover included.
- Agreed value from the TSSC recognised.
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John Blake kindly sent me a very useful article for the refurbishment of the Armstrong lever arm dampers that were originally fitted to TRs. Many thanks John, and over to you.

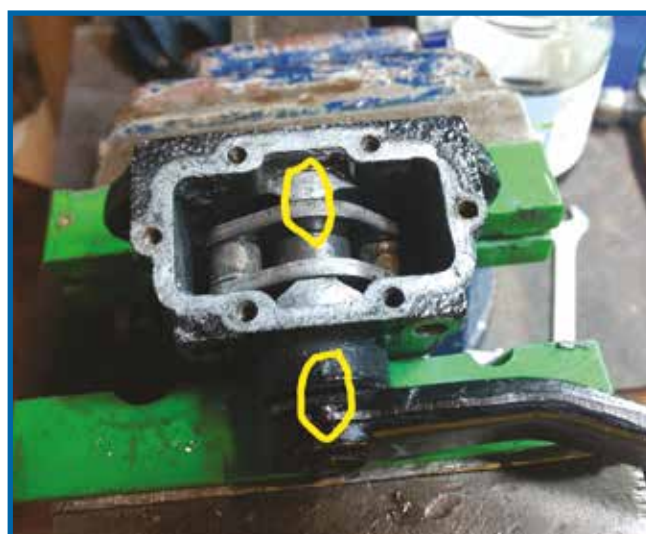
# ARMSTRONG LEVER ARM DAMPERS/SHOCK ABSORBERS

This is one area where I've never ventured before. There is quite a lot of good info already on the web about how to adjust these lever arm dampers and generally service them by flushing and refilling with different weight oils, but it seems to me that all of those same sites fail to address the most common problem encountered on these units which is a leaking seal behind the main arm. Everything I read seemed to suggest you just had to live with a leak at this point as it was beyond the capabilities of a TR owner, or send it to a specialist who would have the 'special' tools needed. There's nothing like a challenge, so here's how to do it, what's involved and what it costs (which is actually very little).

The Armstrong shocks I'm repairing in this article are a fairly rare set of DAS 9 twin pots, but the principle is the same for standard lever arm dampers. The important point is that I believe the replaced components referred to in this article are the same across the TR range of Armstrong shocks and I would consider the repair

well within the abilities of a competent home restorer.

The most common 'leak' problem with these dampers is from the seal that sits inside a recess of the damper body behind the arm. This seal is an old rubber square profile unit which, although probably cheap and appropriate at the time they were made back in the 1950s and 1960s, can be improved upon today by replacement with a modern twin lip seal. Please note this is not intended as a service or adjustment guide to Armstrong lever arm shocks, just how to replace the seals and stop the leak.



**1** Take the top off and drain the oil. (I found some of the old screws were damaged and replaced them all with new cap heads whilst I was about it.) Recover the gasket from under the lid, or be prepared to make a new one if that is not possible. (I made new ones.) Centre pop or mark in some way the components so that they can be reassembled in the same way and with the correct orientation.



**2** Remove the rear core plug – I drilled a series of small holes and then fished it out with a screwdriver. Be aware that there is a small, thin gasket around the inside edge of the core plug which you need to reuse, so go carefully when popping the plug out.



**3** Press the arm out and clean the base of the axle which has been sitting inside the old seal. Mine was a bit corroded and needed some fine wet and dry to clean it up.



**4** Remove the old rubber seal (on right) and retaining washer. The old seal is easily removed, but mine was really crusty and slightly perished on the inside.



**5** Clean the area and fit the new seal (R23/TC 17-27-5) with the original retaining washer on top and press back in, making sure everything is aligned correctly. I just used the vice to slowly push it all together.



**6** Replace the small gasket in the back recess and fit the new core plug, giving it a sharp blow in the centre.



**7** That's it – no drama really, I did this set about 2½ years ago and no further leaks since. Total cost for core plugs and seals – less than a fiver.

**TO STOP YOUR TR ROCKING, THE COST AIN'T VERY SHOCKING!**

## TRUNNION-LESS VERTICAL LINKS FOR TRS

Just a quick update on my crusade to have trunnion-less vertical links manufactured for TRs. At this point, with positive enquiries from TSSC members and with the support and help from the TR Register, I have had 16 very interested enquiries to date, with hopefully a few more in the pipe line. The potential manufacturer needs the interest of at least 20 pairs in order to proceed with the project, so if there are any other TR owners that you know who would support this initiative and understand that they would not have to fit potentially sub-standard parts when their TR's trunnions wear out and would also save money in the long run by fitting these units, please get in touch with me. It's an opportunity that we may not get again, or maybe I might simply buy all 20 pairs myself and sell them at a profit. Hmmm...

**SHOULD I BUY ALL THOSE LINKS? IT DOES MAKE ME THINK!**

## GT6 GONE TO A NEW HOME

Well, after I mentioned the GT6 that had come into my possession in the October issue and that I was very likely going to convert it into a Gitfire, the emails exclaiming sacrilege and lists of reasons why I should not contemplate carrying out such a terrible crime flooded my inbox! I assumed the same attitude that I had in 1980 when I told my fellow biker brothers that I was going to chop my Jubilee Bonneville and faced the same avalanche of opinions. 'If you feel that strongly, then buy it off me and save the bike.' None did, I chopped it, the bike carried me very happily to many a rally in GB and abroad and I never regretted chopping it.

However, TSSC members are made of a finer fibre and the offers to give it a more deserving home also flooded my inbox. So the GT6 is saved and will remain a GT6 and is now residing in Kent. But before it had gone, I had repaired the boot floor, the rear NS and OS wings, the NS leading lower quarter of the rear wing, fitted the fuel tank, fixed the hydraulics and had driven it around on private farm roads. I loved it, but still let it go to the good home in Kent for what I had paid for it.

**THIS TIME THERE'S NO NONSENSE, AND I HAVE A CLEAR CONSCIENCE!**

*Bern*





## A SAMMIO RETROSPECTIVE

This month I'm starting with a repeat – a repeat of my piece published in The Courier in January 2011. Called *A Long Wait*, it went like this.

Now, I can't remember the last time this happened. Hold on, let me check my database... it seems it was the Douglas TF in 1991. I don't believe it – 20 years since I last had the chance to introduce a new Herald-based kit car. That statistic makes this news even more significant than I already thought it was, and what a great way to start a new year.

I like to think I keep abreast of what's going on, but somehow this development managed to evade my radar, the first examples of the Sammio Spyder rolling out a few months ago. Oh yes, Sammio Spyder, that's what this intriguing new motor car has been named.

Apparently, it was some ancient Chinese bloke who first said 'a picture paints a thousand words' (probably the same guy who invented the digital camera), and for you guys and gals to





get to know something about the Sammio Spyder the photos here are going to be a thousand times more effective than any words I could come up with. But if I'm not going to attempt the full Clarkson-style treatise, let's have some good old bullet points:

- The finished car looks fabulous – surely no dissenters there.
- Shape is clearly influenced by cars from the specials boom of the 1950s, cars like the Nickri (look it up!).
- Construction at home looks pretty doable.
- It looks pretty affordable.
- Retention of the bulk of the Herald bulkhead means pedals and steering column (partly) location is sorted.
- Use of the Herald or Vitesse chassis unmodified means you don't need IVA (Individual Vehicle Approval).
- We can all renovate and maintain the engine and running gear with our eyes shut.
- The main man behind the car is Gary Janes of Bay Area Rods in Poole.
- Again the finished car looks fabulous – I think I might have to have one.



That's all I'm going to say for now, just take in the pictures and make up your own mind. If I was a proper motoring journalist I would be able to get down to Dorset, check out the company and the people, drive a demonstrator and write you a proper report, all on expenses. No expense account for me though and a 45-hour-a-week job that has nothing to do with cars (it does have to do with roads though), but I will try and bring some more in-depth analysis of the Sammio Spyder soon.

Back to 2024 now. I never did visit the Sammio production centre, but I did write more about Sammio cars in the ensuing years. The development of the marque had its rocky moments, with another similar-looking car being sold by, I think, a member of the original Sammio kit production team. Sammio doesn't exist as a model name now, but its original creator, Gary Janes, is selling a kit car with a similar look that can still be built on a Herald/Vitesse chassis – it's called the Formosa. At some time in the not too distant future I will try to pen a more detailed history of these cars, and an update on the current offering (you can go to the November 2017 mag to read my first mention of the Formosa).

The car pictured here – GKX 380G – is a different one to the example that accompanied my piece in 2011. These were sent to me soon after by the builder of the car, one Peter Winston, who gave his car the name Salvadori. I've looked up the reg number and it seems the car's last road tax ran out in 2015, which is a shame.

Just one final note: looking at the photo of the Sammio with driver and passenger, you might think that the heads are rather on the high side. I certainly do. Not long after Peter contacted me, he took the car to Darren Groves, (yes, our Darren Groves,) for a bit of fettling. One job Darren accomplished was to lower the floor, giving a lower mounting for the seats.

*Trevor*



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Caption



# MERRY CHRISTMAS

I can't quite believe I have completed a year of Courier articles – although not quite a full year as March/April was combined. So to start with, here are a few red Vitesse seen out and about with seasonal passengers and local wildlife – quite credible as Stoneleigh deer park is not far from the ex-NAC showground where the Triumph & MG parts day is held. (Thanks to my daughter for her creative expertise.)

Obviously, it is very difficult these days to snap a Vitesse in a snowy landscape, so apologies that Santa is seen on a sunny

day amongst shirt-sleeved enthusiasts in Panama hats. So for next year's December 2025 Courier it would be good to include some shots of Vitesse in the white stuff – please have a look in your old photo albums, dig out any you can find and send them in. I will post a reminder in the autumn, but while it's fresh in the memory bank, if there is some snow this winter and you are happy to coax your pride and joy out of the garage for a photoshoot, we can display the results next Christmas – with or without some 'extras.'

After writing this, a quick delve into the

mug cupboard found this depicting my sister's Herald estate in a snowy Edinburgh street about 30 years ago – not quite a Vitesse but a Triumph in the snow makes you want to sing 'It's beginning to look a lot like Christmas'. Thanks Perry Como, Bing Crosby Michael Bubl  et al.



# MORE ON VITESSE STEERING

Onto more technical matters. While the subject of Vitesse steering was still racking my brains, I received some more correspondence on steering effort and steering wheels – thank you for that.

If the steering on your Vitesse (or any other club car for that matter) requires a lot of effort and feels heavy, particularly at slow speeds, there are several items to check as follows:

1. **Tyre size** – If wider than 155 section, the steering will be heavier than standard.
2. **Steering rack ratio** – The easiest way to check this is to jack the front of the car up so that both front wheels are off the ground. This should be done on a level surface with the handbrake on and the rear wheels chocked. Count how many rotations of the steering wheel are required to go from full lock left to full lock right or vice-versa. It is easy to lose count, so do this until you get a consistent figure, which should be about  $3\frac{2}{3}$  (3.6) turns for a Vitesse 6 which has a 7-tooth pinion rack as standard. With 2 Litre cars there should be about  $4\frac{1}{4}$  (4.25) turns as these have a 6-tooth pinion rack as standard, therefore lighter steering. However, if the figure you get is about 3 turns, then it will have what is called a fast or racing rack, presumably with an 8-tooth pinion, which means less rotation of the steering wheel is required but with greater effort.

3. **Steering wheel diameter** – The standard fitment was a 15in diameter wheel, but aftermarket steering wheels of smaller diameter will make the steering heavier. For example, Mota-Lita steering wheels are generally 13in or 14in.

4. **Wear in the rack and/or suspension** – this can make the steering feel rough, with variable effort to turn the steering wheel. For example, seized ball joints or dry trunnions which don't rotate easily can make the steering feel stiff. This is likely to be a MoT failure, and more likely on a car which has been laid up for some time.

It is surprising how much difference in steering effort there can be just because of differences in tyre size, steering rack ratio

and steering wheel diameter. Assuming all the mechanical parts are in good order, the difference in effort between a standard 2 Litre set-up with 155 section tyres, 6-tooth pinion rack (see photo below – note the two circumferential indents at the RH end of the spline) and 15in steering wheel compared with a car on 175 section tyres, 7-tooth pinion rack and 13in steering wheel is theoretically over 50% (i.e. 1.5 times heavier).



Onto steering wheels now, and the Vitesse 6 used the Herald 1200 two-spoke steering wheel as standard, then the 2 Litre and Mk2 cars had a leather bound



three-spoke wheel (left) similar to the TR4 and 4A with four steel rods for each spoke, which effectively provided some springing to dampen feedback

from the road surface

– remember that earlier TR4s had the solid aluminium rack mounts which transmit a lot more 'road noise.'

The September 2012 Courier has an article on steering wheels which summarises the different steering wheels used and mentions the commonality of the Herald/Vitesse steering column with the TR4, TR5, TR250, Spitfire and GT6 cars. Examples of the standard 2 Litre fitment and aftermarket Mountney steering wheels are shown below left.

If you are thinking about a new aftermarket steering wheel – and there must be many self-respecting Triumph owners who would be ecstatic to receive one for Christmas – bear in mind that it is a substantial investment, so have a careful think about what would be best for you not only now, but in years to come. If you still plan to be driving your cherished Vitesse as long as you can, then remember that parking and manoeuvring are likely to become higher on the priority list than quick response on the road.

Stay safe and keep firing on all six over Christmas!



*Dave T*

## 2014 COURIER INDEX

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

| Month     | Title                        | Detail                                                                    |
|-----------|------------------------------|---------------------------------------------------------------------------|
| January   | New Year & It's Winter       | Common rot spots. Antifreeze. Hotter thermostat.                          |
| February  | Clutching at Past Dreams     | Preventing and solving a stuck clutch. Old Triumph adverts.               |
| March     | Wheels and Boots             | Original wheels and tyres fitted to different Vitesse models.             |
| April     | A Vitesse to Croatia         | Story of a Classic Car Tour.                                              |
| May       | Style & Originality          | Discusses what "originality" is. How to remove / refit front pulley bolt. |
| June      | Mike's Vitesse               | An owner's story of his car.                                              |
| July      | "Nan" Goes to Monte Carlo    | Owner's story of a charity rally.                                         |
| August    | Vitesse on Alland Island     | Owner's story of his car in Scandinavia.                                  |
| September | Hot in Traffic & Triumphfest | Tips for reducing overheating in traffic. Photos from Triumphfest.        |
| October   | STIR IX & Winter Lay-up      | Memories of STIR IX. Tips for laying the car up for winter.               |
| November  | Joints and Numbers           | UJ problems. Locations and explanation of Commission Numbers.             |
| December  | Merry Christmas              | Memories of motoring in the 1960s and period adverts.                     |



# 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

Season's greetings! As the year comes to an end, I'd just like to say a big thank you to all the Area Organisers for doing what they do, and for all the hard work they put in helping to make the TSSC the great club that it is. The TSSC areas are the club's backbone and we, as a club, are very lucky to have so many active areas dotted around the country.



If you haven't been to your local area meet, try and make 2025 the year that you do. It's a great way to meet like-minded folks and have a chance to make some great friendships. As well as the monthly meet, many areas also organise events such as run-outs, displays at shows and more that you and your Triumph can get involved with.

Do more with your Triumph in 2025. It's easier to do it with friends!

*Paul & Christina*

#### ANDOVER

There has been little work done to our own cars lately, although Guy has been fitting indicators to the 1925 Standard Pall Mall, hoping that when we're using the car people may notice a flashing light better than they seem to notice hand signals. We found suitable looking traditional ones at Holdens.

Ed says: 'I'm having trouble with the TR6, which 'clunks' every time you start off. I have tried all the usual suspects, but can't find anything wrong so took the plunge and am having the diff refurbished.' Let's hope that solves the problem.

Rowan sent the following update on his TR7 project.

'I had a big push over the summer months to get my dormant but nearly finished TR7 project on the road before the summer driving season was over. It needed some light bodywork, a brake overhaul and a cylinder three misfire sorting. The misfire turned out to be a lack of fuel as the carburettors were really fouled up and most of the fuel lines and pipes were blocked. A swift overhaul of these later and it was

back running on all four.

'I felt like setting myself a deadline to get work done, and this came in the form of a ferry booking over to France for a couple of weeks' driving. As usual, jobs took longer than expected so, aside from a few trips round the block in the days preceding the off, the first test drive was the drive down to Portsmouth to catch the ferry! Disaster almost struck as it wouldn't restart at the check-in desk and had to be bump started with the help of a very embarrassed girlfriend. Luckily, the problem was fixed in the days following by a simple points re-gap.

'The car made it around France without much of a hiccup, and covered 2500 miles in the process. I had a good couple of weeks back home with the car in September, until a drive up to a job interview in Oxford resulted in a blown head gasket. I should have seen this as subtle foreshadowing as I didn't get the job in the end! So my last week has been spent removing the engine, and battling the infamous seized cylinder head that TR7s are known for, only winning this battle today. Onwards with the stripdown...'



Good luck with this over the winter and we hope to see the car at a future meeting.

Another great turnout, people-wise, for our October meet. Unfortunately we were in the Volvo as we were en-route to a weekend away in Suffolk, (we were very tempted to go in a Bond, but the weather was looking a wee bit grey,) but Ernie and Carol, Jasper and Alan had higher standards and came in classics. We ended

up with 14 around the table, including Wendy and Alan2 visiting from Southern Area. Lovely they could make it.

Don't forget our Festive Lunch on 11th December, or to bring your wrapped gift to put in the goodies pile. If you haven't already booked in to join us and let us have your meal choices, please get in touch asap as we need to let the pub have all the info in good time.

#### NEXT MEETING:

**11th December** at 12.00 - Festive Lunch at The Clatford Arms, Goodworth Clatford, SP11 7RN.

*Guy and Suzie*

#### AVON

As the saying goes, time flies, and it does seem that Christmas is not far away as I write this. Christmas meals are being organised and the holiday season is anticipated with holidays and family get togethers. We, the Avon group have planned one further drive out before the year ends, weather permitting. Many cars are now tucked away for the winter although I am sure there will be some brave souls out there, hopefully in heated

workshops, beaver away at their winter projects.

It seems sad that so many cars are left to rot in hidden places, and then when they come to market they are of scrap value or parts only. I have been offered two such cars recently, a Stag and a GT6. Both are really only good for spares, but with the usual 'they were running when they were parked!' If you have something out there rotting, why not plan to start it before it is too late, or sell it to someone who can?

I wish you all a Happy Christmas and New Year and many enjoyable miles in 2025.

*Dave*

## CAMBRIDGE

We had a balmy evening get together at the start of November, with half of us braving it in our Triumphs and half opting for a modern. There was more car park boot-booty swapping this month, with one of those car creepers for lying on whilst sliding under your car moving on to a new home.



Once inside, we filled the corner we usually make use of on our first Monday-of-the-month meetings to overflowing. Discussion about the planned North Coast 500 was more earnest than last month now that dates had been chosen: April 24th to 29th, so a day to get up there, four days around the beautiful single track roads of the NC500 and a day to come back.

I showed off the new socks I'd just got printed up with the bonnet of my trusty red Herald on. Mark and Howard gave us a few clues towards their next Coast to Coast event, but kept the majority of their plans close to their chests. A quick



show of hands showed a number were planning on attending the NEC show that following weekend, and lots of people were interested in attending the noon get together on the Green at Barrington opposite the Royal Oak on New Year's Day.

Next month is a normal meeting on Monday 2nd of December after member democracy chose that over a meal with or without other halves. I shall see you there – there will be some valuations happening, so bring yours along if yours needs an agreed value certificate too.

*Tom*

## CHESHIRE

We had a reasonable attendance at our monthly meeting, with three Triumphs (a Bond is a Triumph in this context) in the car park. The leak that stopped Richard last month was the water pump in the Herald, and that is now fixed. There was a tale of one of those water pumps that you can take apart and replace the worn-out bits, but you can no longer get the parts to fix them. That's sort of progress.

Matthew has turned his attention to the trunnions in the back suspension as an alternative to trying to get the brake drums to fit. A larger hammer is being sought. Paul reported one of his fleet – the GT6 as I recall – has passed its MoT, while Alan is expecting his GT6 (or a major part thereof) to be at the menders by the time we see him again, which will be next year. I was expecting to see Phil, our regular non-member (ahem) before he went to the NEC, but he's the only person from the regulars that's going there. Stoneleigh is likely to attract a few more of us.

Last month I mentioned changing the diff on Hark the Herald. In recent weeks, I started the process by jacking the car up, onto axle stands, exhaust off and back suspension disconnected, diff out (my assistant was called Jack). The GA diff axle shafts fit the Spitfire Mk4 diff in stock, so some bits (oil seals, gasket) were purchased and fitted to the Mk4 diff. Getting the diff back in the hole was much harder than removal, and subsequent operations were even more difficult. I overdid it, pulling a muscle in my back, and my management banning me from

working in the garage until I stopped saying 'ouch' every time I turned.

Events for next year are gradually popping out of the woodwork. Tatton have dates of June 7th and 8th (Classic & Performance), 16th and 17th (Classic & Retro). Some parts of the Tatton website say 'Fully Booked - Entries open approximately six months prior to the show,' which is the usual set of words at this time of year. By the time you read this, there should be a version of the event list for 2025 on the Club website.

Our next meeting is on Thursday 5th December at the Cock and Pheasant.

*Henry*

## CORNWALL

So sorry I was not in attendance at the last meeting, but I knew you were in good hands. I was feeling much brighter by the weekend, bright enough to take part in Malc and Claire's run out, and here is their report.

'A return to autumn means back to club Sunday run outs, usually with a nice lunch at the end of it. Malc and I planned the route this month, which can get a little hard to vary due to living in West Cornwall and our beautiful county narrowing the further down you go. We absolutely love the coast road, but cannot follow it all the time, tempting as it is. Also, many of our members are mid/east of the region so already travel a fair distance, so we decided on meeting just off A30 at Chiverton, Starbucks providing the coffeee.

Our Triumphant Convoy did not disappoint, with 12 wonderful cars. The lovely shock of the day was Tony arriving in a style we are not used to – he was driving a newly acquired 2000 Estate in good condition. The second lovely shock was seeing Steve bring out his gorgeous TR6. The oldest car was Martin's Roadster – fabulous.

'We headed mid-west inland for quite a time, going through Carharrack onto Pennance Lane, crossing Lanner Hill, heading to Fourlanes and gaining a great view of Carn Brea Monument and Castle looking out over to the north coast but quickly turning left to head back to the south coast, going cross country via Praze and Beeble, Leedstown, continuing through Townshend, Relubbus, St Hilary and into Goldsithney, coming out at Marazion, which is always a highlight driving past St Michael's Mount. Now being on the south coast, we'd already had a good 45 minute run. We were heading towards Penzance, but turning right just before, now heading for a back road taking us through Newmill, just off Gulval which cuts across coast to coast in about 15 minutes. This took us across some moorland with outstanding views out to the north coast, bringing us out to join the coast road B3306 at Zennor.

'Our lunch destination of Tregenna Castle Hotel at St Ives was nearby, always a good venue with great parking and a good meal. Tony and Lisa thankfully made it to the hotel after we'd lost them at Marazion following a brake problem. Thank you to everyone who could join us, great to see you all.'







Many thanks Malc and Claire for your well organised event, and this write up. Also for the loan of Malc's beloved Vitesse whilst mine is having some TLC, it was beautiful to drive.

At last month's club night, plans were made for 2025. I shall be putting this all together and getting it out to you ASAP. We do have club night this month which will be on Thursday 12th, and yes, our Christmas Dinner and Dance will be on Saturday 14th December so we are looking forward to this event and dancing the night away.

I would like to wish you a very Happy Christmas and I hope to see you soon.

Happy and safe motoring,

*Carol*

## CUMBRIA

*Our apologies to Nigel and Cumbria members for omitting this report last issue.*

It would be remiss of me not to start the area report this time without mention of the award from the TSSC Council of Honorary Membership to our recent AO Roy Ross in recognition of the many years of service to the club. It is fair to say that Roy was quite overwhelmed by the award, and at the Sunday lunchtime meeting afterwards there was an overall expression of appreciation

to Roy who, supported by Anne, has done so much locally for members. We have nearly all been chastised by Roy at some time or other by his words of warning to 'il your trunnions!'

The Wigton Car Club event at Dalemmain House near Ullswater in August was very well attended, not only by TSSC members, but by other Triumph owners (who of course we attempted to recruit to the club), and literally hundreds of other exhibitors. So much so that it took me almost an hour to queue to leave the site at the end through the one field gate onto the main road. The day started wet and gloomy, but the sun breaking through by late morning brought crowds to view both the stationary vehicles and the exciting autotest arena organised and supervised by WMC.



The Sunday lunch meetings at the Brook House Hotel in Eskdale at the end of September and at Thirlmere in October were attended by our loyal group of members. It was an opportunity to take stock of activities over the summer and finalise the last few events for this year. The final outside meeting this year will have been the Wasdale Head Show, as notified in the last Courier, before we recommence our Sunday lunch meetings as advertised on the TSSC Cumbria Facebook page. The members Christmas meal will again be at the Pennington Hotel,

Ravenglass at 12 noon, but note the changed date to Sunday 15th December. Please message me or phone if you wish to attend, and for details of cost and menu choices.

Looking forward to the new year, our venture out with an interesting drive for our Sunday Lunch on 26th January 2025 will be to a new venue: The Blacksmiths Arms at Broughton Mills (L20 6AX) at 12 noon. Once again, please message or call me for menu choices if you want to eat lunch. Some of our members are also very much looking forward to the 'One last Dales Run' in memory of Alan Herron, who passed away this year. The event is on 13th-15th June 2025. For more information, email [dalesrun@outlook.com](mailto:dalesrun@outlook.com)

Hoping to see you all soon,

*Nigel*

## DERWENT

At our AGM on November 5th, I was re-elected as Area Organiser.

We can now confirm that the 2025 Peak Run is from Thursday 19th June until Monday 23rd. The Peak Run itself will take place on Sunday 22nd. After last year's 'Last Hurrah', this year's event will be a more low-key affair. Booking forms will be available on our website or by email from [derwentvalleytssc@outlook.com](mailto:derwentvalleytssc@outlook.com)

Our December venue is still to be announced. I am currently looking for one and will inform everyone as soon as it is confirmed.

The New Year's run will be on Sunday 5th January. This year it is Notts Area's turn to organise. Once it is confirmed, we will announce the details.

*Bryan*

## DEVON

Some may well be pleased that the Devon news is very short this month, but with the continuing vile weather, there has been little going on. Even our October Club Night at the Star saw, for the first time that we can remember, NO Triumphs out to play. Still, compared to the floods seen elsewhere and in Europe, we can count ourselves relatively lucky.

By the time you receive this Courier, our Devon AGM will have been and gone, and you will have to wait with bated breath to find out what changes, if any, have

happened.

At the beginning of November, John and I joined North Devon Area for lunch and 10 Pin Bowling at Trethorne Leisure, which will be more fully described by Andy in his North Devon report. Suffice it to say, we were not covered in glory, though I somehow managed a strike on my last end!

We are looking forward to our Christmas meal on Saturday 7th December and have 46 members of TSSC and the Dolomite Club booked in. Fingers crossed that all goes OK following the change in management,

## FORTHCOMING EVENTS

**Saturday 7th December** – Devon Area Christmas Meal at the Dartmoor Lodge, Ashburton. See you there 7.30pm for 8pm. We will have our usual raffle for Club funds/charity, so bring some cash, and draw prizes are always appreciated.

**Sunday 5th January** – Our traditional year opener is lunch at the Smugglers Inn, Dawlish. Booked for a 2.30pm sit down, Rob Lingard is arranging a short run beforehand. This will start in the Maidencombe area, meeting at 12 noon to leave at 12.30. If you do not wish to do the run, please meet at the Smugglers. As always, we MUST have numbers a week prior.

We'd like to thank all our Devon members old and new for your support of the Area this year. We wish you all and other Triumph friends all you wish for at Christmas and that the pressies you have will keep your Triumphs running on all 4, 6 or 8!

*Sue & John*

## NORTH DEVON

An outing took place on 3rd November in which we enjoyed a superb carvery lunch at Trethorne Leisure Park near Launceston, followed by two rounds of Ten-Pin Bowling. Lee Williams was the highest scorer of the day, with an impressive 136 on his first round. Everyone enjoyed the day, and it



is a great pre-cursor to the annual skittles championship against the other local Triumph clubs, which will have taken place by the time you read this.



The next North Devon meeting will be the pre-Christmas meeting in the Crealock Arms on Thursday 5th December. I will be hosting another quiz with a prize for the winner (don't get too excited, I pay for it myself!) so we look forward to that. We have lots of ideas for events in 2025, so look out for emails from us or check future editions of The Courier.

On a personal note, I'm planning to finally finish the interior on the TR4 over the winter, which is the final uncompleted job. I'm also planning to start my next project, but can't decide between my Vitesse and one of the Heralds. The Herald came to me with a restored rolling chassis complete with brand new suspension, a rebuilt engine and a restored bulkhead, so requires less work than the Vitesse, but I keep putting off the Vitesse restoration. We'll see. While I decide, I've been practicing my fabrication and welding skills after having not done either for over 15 years. I decided to start by making the strengthening section for the corner of the bonnet from the Herald as it's as good a place to start as any. Once I've made some progress, I will publish some updates.

Have you got a list of jobs to do over winter? It's a great time to service your Triumph, complete the jobs you've been putting off



and preparing for all the outings you can take part in next year. Whatever your plans, we hope you have a fantastic Christmas and New Year.

*Andy & Darren*

## ESSEX

Well, Christmas is nearly upon us and this year has flown past. Essex area have been very busy with a CPR training day, tinkering and craft day and lots of breakfast meets, classic car shows and weekends away. We would like to thank all those that have taken part in any way during the year, and welcome all new members in the area. Wishing you all a very merry Christmas from Essex.

Essex Area Hayling Island Social Weekend was our first Social Weekend away, which was held at Warner's Leisure in Hayling Island. Everyone arrived on the Friday, unpacked and met up for dinner, a lovely three course meal with entertainment



afterwards. Some of us stayed up until the early hours, and the next day after breakfast joined in with dance classes and quizzes, while lots of others went out for the day to other places of interest nearby. Every day we had rifle shooting and archery booked. On the Sunday there was the Legends Classic Car Meet at The New Town House Hotel. and some went to see some very nice cars, while others joined in with dance classes again and the afternoon quiz. A great time was had by all.

Ian Hooper has written in with details of his Spitfire 1500. Ian wrote:

'I started off life with cars when I was 15 and did work experience at a Mitsubishi car dealership in my home town of Barnstaple in North Devon. My job was to degrease new cars when they arrived and make sure that they were ready for the detailers to do their stuff. Then I got a job in a petrol station on the pumps. As time went on they automated the pumps, and I spent my time working in the shop and workshop learning skills in panel beating and spraying.

'It was whilst working here I bought my first car at 16 – it was a blue 1964 Triumph Spitfire 4 which came in as a part exchange that no one wanted. I paid for it over 17 weeks at £5 per week for a total of £85. As you can see, it was the same age as me Lol. Unfortunately, I had to let it go



when I joined the army in 1981 as I did not have a driving licence and there was nowhere to store it at home.

'After a 15 year career in the Royal Army Medical Corps as a Combat Medical Technician (civilian equivalent is paramedic), I left in 1996 and did a wide variety of jobs. In June of 2023 I was looking for another Spitfire and looked at a few, but they were all too far gone for my needs. Then with the help of a friend we found a Green 1977 1500 in Norwich, so we went up to look. It was just what I was looking for. I called my wife, who said that if it was right, she would buy it for me for my 60th birthday. That wasn't until January this year, but she said buy it now and enjoy it while the weather is good.

'This year I have replaced the roof with a mohair one with the help of a club member Brian, replaced the steering column and controls for the indicators and wash/wipers with the help of another club member Robin. I have also upgraded the radiator to a large twin core aluminium one.

'I have attended many shows over the last 18 months, taken part in the classic London to Brighton Car Run in June with a fellow ex-medic Jim, and attended the Brands Britannia day at Brands Hatch which gave me the great pleasure of taking my little Green Baby around the track. During all the shows and events, I have proudly flown the flag of the royal Army Medical Corps from the back of the car.

'I have been really pleased to become a member of the Triumph Sports Six Club Essex Area. They have been very welcoming to both me and my wife and I look forward to the future with them.'



## FORTHCOMING EVENTS

**Sunday 8th** - Monthly club meet with our Area Christmas Dinner at The Ferry Boat Inn, North Fambridge. Contact Mike for details.

*Mike & Sue*





## GATWICK

Hi all – Happy Christmas! Hope you're all remembering the Christmas meal at the Cowdary Arms on the 6th, at 7pm, should be a good evening.

The first event of October was a visit to the Forest Row meet, which I've not been to for some time. I decided to go along in the 10/4, which is a great drive over. On arrival it wasn't long before I bumped into Vic, with his Mk3 Spitfire.



Vic's Mk3 Spitfire – the car is looking good, Vic.

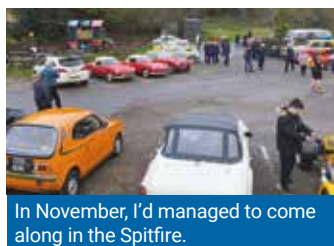


I met up with Michael and his Morris 8. These old Morris cars really are good fun!

Bletchingly was pretty much a washout for the classic cars, but there were plenty of members there. I had gone, but I chickened out and went in the truck. However, Trevor braved the weather and came in his repaired 13/60. The first meeting at Bletchingly in November was a much better turnout despite



They've made a great job on the wing of Trevor's 13/60.



In November, I'd managed to come along in the Spitfire.



Alasdair and Justine had come in their GT6s and Brian in his Mk4 Spitfire.



Chris and I grabbed the first spaces we found, not realising that the others were parked round the corner – sorry.

the weather only being a little improved.

Phil and I travelled up to the NEC on Friday. It was a good show with six halls to look round, but very busy. We saw Trevor and Tom there too.

Who's up for a New Year's Day drive to a nice little pub? The next club meeting is on the 14th.

See you all soon.

*Tony*

## ISLE OF WIGHT

We'd like to start by saying thank you to the TSSC team for awarding us a thank you award in the AGM. We are honoured to be area organisers, and love looking after the Isle of Wight.

In October a group of us braved the dark and twisty roads for an evening meal at The Chequers Inn. It was a lovely meal and great to see everyone. We're setting our sights on Christmas now, and looking forward to our Christmas meal at the Wight Mouse and maybe even a festive game or two. We wish all Areas a wonderful festive period, and we hope to see you in 2025 for another fun filled year!

*Jo & Roxy*

## LANCASHIRE

It's been quite a while since we have placed anything in the area news, simply because there doesn't seem to be too much happening. The monthly meetings are a bit up and down regarding attendance – October had ten of us, whilst September had none. Therefore we are postponing the meetings now until March next year, and I will be emailing

everyone with a reminder. On the subject of emails, if you've not been receiving them from me, I've either not got or have a wrong email address for you, so if you want adding to the mailing list drop me a line to kev.makin@hotmail.co.uk with your details.

We will be organising another 'not the Christmas dinner' again in January 2025, so keep an eye out for details on that in early December. And as there hasn't been anyone wishing to take on the AO's position, Dennis and myself will continue for another year. So if you have any ideas of what we could do as an area, please let us know.

Have a good Christmas and New Year.

*Kevin*

## NEWBURY AREA NEWS

December is now with us, and I guess our cars are tucked away for the winter months awaiting next year's season. In this month's Area News, let's firstly hear from Steve on the progress he is making with his Sprint.

'After my excursion out to Beaulieu, I mentioned the noise level in last month's Area News. Well, I did finish the sound deadening exercise and I have to say after all that effort I can't really hear much difference, and the sound meter on my phone confirmed that the db level is still the same! It might be better on the road as it's really road noise it should keep out. I then went on to look at the sound system. If you remember, I did mention that I do like my music in the car. As a result I have fitted two Audison AP 2 speakers under the front dash grille and a Pheonix ZXM5004 amp behind the front parcel shelf so it doesn't sound too bad now.



My next job is fitting the 123 distributor, but I am still waiting for that to arrive from Holland. I had to send my spare one to them for them to modify. I am a bit nervous about fitting it, but let's see what happens.'

Thanks Steve. Well, the fitting of the distributor is the same

as my TR7, which was a real pain when compared with the Vitesse! Talking about pain and unwanted noise, I have been chasing a noise on the Vitesse in the nearside brake drum which is only there when braking. The brake shoes have covered fewer than 1000 miles since fitting and were manufactured by a reputable company. Having checked everything is assembled, moving and working correctly, plus I have thoroughly cleaned and inspected everything including the drums, I have my fingers crossed I have cured the problem. I now need some dry weather for a test run. The brakes were working OK, so I suspect the problem is the new shoes hadn't bedded in properly and needed cleaning. Time will tell if I am right.

As we are at the end of the year, I would like to thank our committee. That is Ian our Events Organiser/Secretary, Mary our Treasure and Robin our Scribe for all their hard work over the last 12 months. Ian has organised some excellent events, including our coming Christmas meal on the 11th. Mary has kept the Area solvent with her excellent raffles, and as a result reduced the cost of your Christmas meal. Robin has kept us both amused and in touch with his Area News.



Don't forget the Secret Santa and suitable Christmas attire for the Christmas meal.

Last but not least, we will be having our AGM at the Christmas meal and all the committee posts are up for grabs. That is AO, Events Organiser/Secretary, Treasure and Scribe. Please let me know if any of you are interested in taking on any of these posts. Now is your time to do something for your Area.

Happy Christmas,

*Dave*

## NORFOLK

Season's greetings to all our Norfolk members. We had a very successful AGM at our November meeting, filling the room at Tasburgh Village Hall. We even had a few Triumphs in the car park. I won't go into too much detail here as I rush to hit the Courier deadline; suffice it to say that a full report will be on our section of the TSSC website – [norfolk.tssc.org.uk](http://norfolk.tssc.org.uk) as a pdf download by the time you read this.

Colin reported that we still had a very healthy bank balance, slightly down on the year before although we did purchase a gazebo for the area. Mention was made of our commitment to making our runs carbon neutral, and I'll endeavour to get this sorted before the end of the year. There was also consideration of re-instating a Mile of Triumphs weekend, which was received with some excitement. This will hopefully translate into plenty of help nearer the time ;-). Things are already afoot with a venue chosen for the 'mile' and a date pencilled in for September. We are currently looking for a campsite that also has statics/pods and a meeting room we could use.

Our Christmas meal on Thursday 5th December is now almost fully booked with 30 on the list. Note that this replaces our usual monthly meeting for December.

Our next run-out will be our New Year Run on Sunday 5th January.



Hopefully, it'll be slightly less damp than last year! More details to follow, but put the date in your diary for what is one of Norfolk's biggest Triumph runs.

Looking forward to another busy year for TSSC Norfolk, and wishing you all a great Christmas.

*Paul & Christina*

## NORTHERN IRELAND

I hope this finds you all well as we move towards the Christmas period.

Our October run on the 12th was in the capable hands of Alan and Pam (F) with us meeting up at Hillsborough Castle Cafe car park for a quick sample of their food.



Once again there was a very good turnout of cars as we headed through Royal Hillsborough and we made our way towards Annahilt on the Ballynahinch Road. Keeping Hillsborough Lake on our right during this time, we then came off the main road before Ballynahinch to make our way to the viewing point at Slieve Croob, using the Bawnhill and Hillhead Roads this time. Stop over and this time down the mountainside to the main Downpatrick to Rathfriland Road joining it at Annsborough that then brought us to Castlewellan. A left here was to lead us to Newcastle and a further stop there at Donard Park where a parking space was at a premium due to an event being held there.

Ice creams and a little shopping over and we were on our way through the town to the Bryansford Road, after crossing over the Shimna River of course, to then use the high Mourne Route to make our way for a photo opportunity at Spelga Dam.



It was good to see on our left the well-known Hare's Gap, as well as Slieve Bearnagh and Muck in the distance. Unfortunately there was no road close enough to see the Mourne Wall as we didn't go

fully down the Moyad Road, going instead to the Dam. We then made our way to and through Hilltown to our next village of Rathfriland on the Hill to take the B7 on the other side to Dromara.



Passing through Moneyslane to Finnis, in the opposite direction this time. Once through Dromara we then took the Ballynahinch Road for a while before leaving it to take the Bawnhill and Burn Roads to cross several main roads in the area. In fact, I think we used, or crossed over, nearly every main road leaving Ballynahinch and going towards the Greater Belfast area to get to the Temple Golf Club. We then made our way on to the Carricknaveagh and Drumalig Roads to reach our final destination, Rockmount Golf Club, to avail of our evening meal. Thanks to Alan and Pam (F) for the run and for an excellent meal at a very reasonable cost at the Golf Club.



It's good to get another member to the club and a big official welcome to Johnny Laughlin from the Belfast area who has a very tidy Triumph Herald 13/60 Convertible, WYO 626H. It is about 80% complete, starts and drives well and is, thankfully, almost rust free. All it really needs now is, hopefully, to be tuned and it will be nearly for the road full time.



## FORTHCOMING EVENTS

**Wednesday 4th December** – AGM and Area Planning Meeting.  
**January 2025** – There will be

NO Area Meeting due to the date clashing with New Year's Day.

**February 2025** – It is hoped that we will have our Annual Dinner during the month of February, and the Ballyrobin Country Lodge is the favourite in view of previous good service and the fact that it is reasonably central for us all.

May I take this opportunity to wish you all a very Happy Christmas and prosperous New Year from Heather, Simon and myself should I not see you between the time you read this report and the upcoming new year.

*Douglas.*

## OXFORD

As we come to the end of the year, we have our final meeting of 2024 on Tuesday 17th December. The pub are putting on a Christmas meal which we are expecting to be amazing. If you'd like to join us, contact the Great Western Arms on 01869 932200 and book, stating the Triumph group.

We're looking forward to the days getting longer in the new year and the shows it brings with it. I'll try to keep you posted on as many as possible. During the Christmas break there is the Brackley Classics Show on the Market Place on Sunday 29th December. There will be more shows etc noted on the Facebook page, so keep an eye on TSSC Oxford for updates. If you are new to the area or looking to get involved in a meeting, show or trip out please don't hesitate to contact myself and Julian.

It feels strange writing this in November, but I hope you all have a great Christmas

*Thomas & Julian*

## PETERBOROUGH

At the October meeting, we welcomed new members Richard and Diane from Oundle. They told us of their recent acquisition of 'almost' two Bond GT4S, one of which is at Paul Culls Triumph Auto Classique to be rebuilt. Neville offered some legal advice with regards to one of their Bonds.

Colin gave a resume of the forthcoming TSSC 'storming' of Gunton Hall in Suffolk. He also advised that he was going to use the Birmingham International Station Car Park for the forthcoming NEC Classic Car Show as he believes it's not only



# AREA NEWS

far more economical, but also less of a hassle as it is closer than the NEC car parks.

Dave Parker has spent a day at a friend's machine shop making brass sleeves to press fit into his Minator alloy wheels on his TR6 to centralise them properly, which will hopefully stop the vibration from wheels that are not centrally located.

Malcolm thanked Doug for the 'entertaining' ride out to HQ and said that he and his wife had enjoyed the tour of the site, the cars and the historical tour by our Chairman Chris Gunby. He also enjoyed the food, and especially the Area's 40th birthday cake.

Doug handed out a few menus for the forthcoming Christmas dinner at the Bluebell at Helpston on Monday the 9th of December. Please note there will NOT be a club meeting at the Gordon Arms on that night. Charlie welcomed the new members by giving them a good update on what we do as an area and that both him and myself were now trained to do TSSC club car valuations. Ernie Pepper shared some photos of his recent acquisition after selling his Spitfire – a very nice silver TR7.

By the time you read this, we will have had our AGM in November. I'll report out on the main points next month.

Neville Wright has shared his story and writes:

'My interest in Triumphs can be traced back to 1976 when I came across a Spartan on its manufacturer's stand at a car show in Birmingham. At the time a kit car which would convert an old Triumph Herald into something vaguely resembling an MG two-seater sportscar from the 1940s seemed like a really cool idea. (Well it was the 1970s and Heralds were still a long way from acquiring classic status.) The problem was that I lacked the time, the facilities, the money and (more importantly) the skills to be able to build a Spartan.

'However, a year or two later I was able to buy one secondhand which I used as my sole means of transport. This was a complete disaster! The car was constantly breaking down and eventually I took it off the road and bought a Vitesse convertible. The Vitesse was a great car of which I have very fond memories, but when I got a job with a company car it got used less and less and eventually, after being parked unused on the drive for a number of years, an

impending house move forced its sale.

'I was then without a club car for many years, but I remained a TSSC member and in 2016, after retirement, I decided to look for a Herald. I eventually acquired a 13/60 convertible which was a sound car with one major problem – it was pink. When I turned up at a Peterborough Area meet, someone said: 'There's a man who's comfortable with his sexuality.' Something clearly had to be done urgently and, since a proper respray would cost more than the car was worth, I set to with a can of white paint and a paintbrush! To be fair it doesn't look too bad – from 30 yards away in the dark. My plan is one day to get it done properly, but for the time being I am distracted by two Burlington Arrows acquired over the years, one of which requires regular attention to keep it on the road while the other is part way through a major restoration.

Like all old cars my Triumphs are constantly demanding of time, effort and cash, but my objective is one day to have all three on the road and in a condition of which I can be proud – if I live that long.'

Thanks for that report, Neville.

*Steve*

## NORTH STAFFS

I can't believe another year has gone so quickly and as yet there are no plans for a Christmas get together, though I'm sure we will get something organized by the time you read this.

As I write, we have still to have our last Sunday meet before Christmas and are looking for a suitable place to visit. Last month was to a new event at Newcastle under Lyme, which was quite popular with a wide range of vehicles turning up. I only spotted one Triumph, a nice Herald, but unfortunately I didn't manage to see the owner so if it was a member and it was your car in the photograph, do get in touch.

I had problems with the brakes on the Stag and had removed the servo to investigate, so went in the everyday car; all the spaces to display had gone anyway when I tried to book. Having stripped the servo, I have not found anything wrong with it so far, so will have to connect it to the car and check if it's holding vacuum before refitting it. When removing the servo, I needed to move the clutch



reservoir. This was showing signs of small amount of leakage, so new seals were ordered along with a new driver's seat base – as my upholstery skills are nonexistent, there may be some funds going in the swear box before it's all back together. So I have plenty to keep me busy over the winter months fitting the seat base and renewing the decaying foam in the seat backs.

I will not be standing for AO position in the new year, so if anyone is interested in taking on the role, please get in touch.

I wish you all a Merry Christmas and a happy New Year.

*Dave*

## SCOTLAND EAST

It's that time of year again when the nights have well and truly drawn in and the gritters are out. Soon the turkey will be in the oven and the streets filled with German markets. But never fear, TSSC Scotland East is here! Our December meeting will be on Monday the 9th of December at the Hawes Inn and we will welcome you even if you choose to come in a modern car with its fancy functional heater. Our December meeting marks the end of the first year as an organised and registered area of the TSSC. Thank you to everyone who has helped to support us by organising run outs, BBQs and shows. Long may it continue.

In the next year we will be attending a lot of the same shows as this year – Lathalmond, Glamis, Thirlestane, Biggar, Bridge of Allan and The Doune Hill climb to name just a few. We will also organise a run for Drive it Day in April. Dave in the West is organising a

weekend run to Aberdeenshire and the Grampian Transport Museum which will make for a good weekend if you fancy a longer event. As always, I would love to know of any shows and runs that we haven't been to as a club before. It would be great to attend more events.

I know there are members who can't make it to the Monday meetings due to work or other commitments. If that's you, please reach out and let me know so I can make sure you hear about events. We would love to see you. I'm always available by email and phone if you need any support, and if I can't help, I can usually point you at someone who can.

On the 9th we will be holding our first annual AGM. I am happy to stand again as AO for the region, but if you wish to stand as an alternative or joint voice, we will hold an in person vote to confirm the AO for the next year.

See you soon.

*Alan*

## SCOTLAND WEST

As I write this area news, I am preparing to travel down to the NEC Classic Car Show in Birmingham. We have quite a few Scottish members travelling down to the show this year, and I will give an update next month.

Our TSSC Scotland West Annual General Meeting is scheduled for Thursday 5th December at the Harvester restaurant, Hillington Industrial Estate, Napier Road, Glasgow G52 4DR at 7.30pm. Please come along and have your input into this great club.

Please be advised that I have been working on the TSSC Scotland West page on the Club website, <https://www.tssc.org.uk>. When you get to the Club home page, select Areas and then Scottish and you will see the three branches of the club in Scotland. If you select Central and West you will see our area page. I have posted the events we know about so far for 2025, and some back editions of the area news articles. If there are other items you would like to see on the website, please let me know and I will see what can be developed/added over the coming months. Please also look at the Club forum where you can ask for technical advice for your specific car and get advice from across the Triumph network. A lot of work at head office is being



done to develop the forum going forward.

## FORTHCOMING EVENTS

**25th-27th April** – Please note we have now finalised the arrangements for our Drive It weekend on the weekend of 25th April. We will meet at Stirling services on the Friday morning and then take a scenic route to Portlethen just south of Aberdeen. On the Saturday we will have a scenic drive out to the The Grampian Transport Museum at Alford. We will be staying at the Premier Inn at Portlethen, so if you want to come please make your own hotel booking.

**11th May** – Stirling Show at Bridge of Allan.

**18th May** – Doune Classic Weekend. This event is being organised by the TR Register in Scotland and we are working with them to make this a great weekend, more details to follow in the new year.

**11th July** – Glamis Castle.

We look forward to see as many of you as possible at the AGM in Glasgow on the 5th December.

*Dave*

## SHROPSHIRE

Matters continue to go from strength to strength here in Shropshire. We now have our meetings on a Sunday morning in the style of a Breakfast Club, and what a success it has been – twice as many members can now attend our get togethers as opposed to our sticking to what is the traditional mid-week pub night format.

Recently, as many of you know, we have resurrected The Shropshire Spitfire project. This we originally started to restore



some 15 years ago with the aim of selling so that proceeds can go to the local Severn Hospice. We will update more on the story very soon. For now, we just wanted to share the joy we had at this year's NEC Classic Car Show. We met many TSSC members at the show as we chatted and raised some very much needed funds towards the final restoration costs. A major 'Thank You' to everyone we met and all the support we received. It really was very much appreciated, as you can see from the attached photos of our team members who had a fabulous time at the show over each of the three days.



*Bill, Kevin, Simon and David*

## SOMERSET

Hi all, hope you and your cars are well. Looking forward to seeing many of you at the Bower Inn, Bridgwater on the 15th December. Our table is booked from noon, so see you around then. The venue has warned that the car park can get busy, so allow yourself time. Hopefully as we are 'early', it won't be too bad. Christmas jumpers are optional! Remember no club night in December, which would normally be on the 12th.

I'll start compiling a calendar for 2025, so if you are aware of any dates of events, please let me know.

I did get along to the Eli's lunchtime meet in October. There were only a handful of cars because it was a dull day and the roads were a bit damp so not especially encouraging to come out in the car, but it gave us both an airing.

Our club night attendance has been slowly increasing over the

last few months, and the move to the Lime Kiln has been successful, especially as we have our own room which makes talk and discussion much easier, with no music and quizzes etc to contend with. Why not make it a New Year's resolution to come along?

*Steven*

## SOUTHERN

A reflection of the year tells me that we have maintained the attendance of club meets, Sunday lunches and roaming meets when compared to last year. I would like to thank you all for supporting the club like you do and getting along to meetings, especially in foul weather.

Many thanks to Neil for an exceptional Drive It Day run and for his organisation of our Christmas dinner. Credit and thanks to Mark S for making our Southern Area calendar possible, for writing our blurb in the Courier each month and for calling the raffle at club meets. Thank you Barbara, for organising the raffle as you do. The funds go towards subsidising the calendars and Christmas drinks. Thank you Paul for a sterling job keeping members informed of events etc.

The MG versus Triumph evening at our August meet brought a wealth of Triumphs; we won hands down this year, not a usual occurrence, so well done all. Keep your Triumphs coming. On that note, I will wish everybody a Happy Christmas and New Year.

*Mike*

We went to the Manhood Classics monthly gathering at the Selsey Golf Club along with Dave Burden and, much to my surprise, came away with the trophy for 'Best pre-1990 Classic'. As it was finishing, Dave and I helped get a reluctant to start Triumph 2000 sorted – a sticking central contact on the distributor cap, so we told him not to switch off until he got home and then get a new one.



Our Sunday lunch for October was held at the Hunters Inn, Swanmore. I believe everyone who attended had a good meal. This was the second time we had been there, as we were there the previous Sunday as yours truly had had a senior moment and got the weekend mixed up. Although the pub had quite a few patrons it wasn't as busy as the times that we have used it in the past.

A nice meeting at the Stars, no club cars though. A bit of bad news though – Barbara has had a fall and broken her femur. She has had an operation to pin it all back together and is doing well. We would all like to wish her a speedy recovery.

I have phoned the Elsted Inn (GU29 0JT) and they will be holding their New Year's Day classic car gathering.

I am hoping that the area calendars will be with me before the Christmas dinner at the Half Moon. I have already sold 17 of the 30 that have been ordered. With the area subsidy, they are £5 each so if you are going to the meal and want a copy please bring the cash (sorry no card reader) and it will be a first come/first served basis. Any calendars left I will bring to the regular meet at the Stars on Tuesday January 7th. Please be aware there is no regular meeting at the Stars for December.

## FORTHCOMING EVENTS

**3rd December** – Southern area Christmas dinner, The Half Moon, Petersfield GU31 4BE.

**January 2025**

**1st January** – New Years Day meet, The Elsted Inn from midday. GU29 0JT.

**7th January** – Regular meet, The Seven Stars, Petersfield GU32 3PG.

**19th January** – Sunday lunch meet The Angel, Alton GU34 3NN.

**4th February** – Regular meet, The Seven Stars, Petersfield GU32 3PG.

**16th February** – Sunday Lunch meet, The Fox Inn, Bramdean SO24 0LP.

**4th March** – Regular meet, The Seven Stars, Petersfield GU32 3PG.

**16th March** – Sunday lunch meet, The Golden Lion, Winchester SO23 0JZ.

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

**17th April** – Start of the roaming meets TBD.





Well that's it for another year folks, thanks for your support throughout the year and wishing you all a very Merry Christmas and a Happy New Year.

Mark

## SUFFOLK

Good weather brought quite a few of us out for the November meeting, and there were at least four Triumphs in the car park.

Mike has been MoT'ing the Herald estate and the Dolomite. Both have passed, but not before the Dolomite had to have the sills replaced on both sides. Mike supplied the panels, and was very pleased with the result – there was evidence of plenty of protection and painting done in the stages before the final painting took place. Surely it will be good for another 40 years now.

Colin has been wrestling with Rusty Custard the 2000, which seems to be suffering a number of maladies including an annoying misfire and a prodigious thirst – it's averaging mid-teens MPG and the richness can be smelt by anyone following behind. There are also some electrical problems, highlighted by inoperative sidelights, a faulty fuse box and then a replacement which failed, but the most alarming feature is the electric-shock treatment it gives you when engaging the overdrive with one hand and touching the metal part of the steering wheel with the other. Colin is investigating a solution, and one that doesn't involve having to wear driving gloves.

Peter has been tinkering with the TR4. Finally he's painting the sill to make it the same colour as the rest of the car and had reported his replacement 3.7 diff is performing well. He's also been assessing his summer driving, with 2000 miles covered and an average of 32mpg, which considering a lot of those miles were towing his camping trailer is not bad at all.

Some news in brief: Justine has a new garden room and has told Mathew in no uncertain terms that

there will be no car part storage in it. Rodney is looking for someone to repaint his Spitfire bootlid as the current colour match is not great, and Brian reported back that his new heavy duty springs on his handbrake cables are keeping them away from his Rotoflex couplings and have removed the rubbing he was getting.

Next and final meeting of 2024 is on December 3rd. Hope to see you there.

Russell

## SURREY

Well despite the grim weather, we have been out and about. Apparently we had 18 minutes of sunshine in October in Surrey, but we made the most of it. The two Bletchinglys were fun. At the last one I was chatting with Justine, Alistair and Tony and questioning progress on the Vitesse, when from nowhere – ping. It seems parts are out, new bits sourced and engineering commencing. So should have a complete new engine, although won't have any money to put a Tiger in the tank.

It was good to meet the mob and we agreed to do the London to Brighton the following weekend. This did indeed happen and we met up with Tony and Jeremy at Staplefield with hot tea and watched the weird and wonderful world of steam and Baku oil, great fun. We didn't see Tom who was apparently upstream of us. It is a very well attended meet with loads of classics belong to the public. I was in luck and grabbed a lift in Tony's red and black 1936 beauty – a great little car and a real driving experience, thanks mate.

I missed the last TSSC meet, – sorry, domestic issues etc – but I gather it was a success in the dark. This report is a little late as I was sailing around the Solent and revisiting the old haunts on the IOW, but with different weather. Made some new pub pals who agree to lock-ins till 1.30 in the morning! Perhaps he will remember us next May Bank Holiday?

Cliff

## EAST SUSSEX

There are not a lot of activities to report on this month due to fewer events happening as the year begins to slow down for the winter months.



Shoreham Airport was the venue for a Breakfast Meeting on Sunday 6th October. With lots of natter about cars and family. Clive invited everyone back for tea and cakes after, at which most of the men ended up in Clive's garage talking cars.

On a grey, damp morning, six Triumph cars made their way to Carats Café in Shoreham Harbour where lovely cooked breakfasts reinvigorated all the drivers and passengers. It seems to have become a habit that the members living closest to the breakfast venue invite everyone back for tea and cakes, and so it was the turn of Andy and Sue that morning. 'Go along the A270, straight over the big roundabout, past the playing fields and turn right at the speed camera; then 2nd right and look for the blue/white camper van in the driveway,' we were instructed. Sure enough, there was the camper van, but what gave it away was Andy standing in the road waving like mad. Now Andy is saying he will be taking his camper van to Le Mans next year, so we took the opportunity to inspect the cooking and toiletry facilities of the East Sussex Le Mans HQ. We just have to convince Andy of the role he will be taking on. Lovely tea and cake including some home baked 70-themed biscuits; Happy Birthday Andy!

Well, what do you know, 19 members turned out in the miserable drizzly weather to come along to the club meeting on 6th November. We had six Triumphs in the car park, including the recently acquired Vitesse 6 of Richard Aggett; it's a pity the dark damp evening did not permit a longer look at it. Jon asked about the Secret Santa thing for the Xmas lunch, and was initially told it

was a secret and we couldn't say anything, but then we took pity on him and explained all. Bob was all smiles as it would appear that his GT6 is running in nicely following an engine transplant (thanks go to Doctor Pete for another successful operation), and further news is that Bob's old engine is to be adopted by Richard Brake. Keep it in the family, I say.

We now have a full complement for the TSSC East Sussex Christmas Lunch on Saturday 14th December at 12.30pm at The Halfway House Pub. Don't forget your Secret Santa presents.

## FORTHCOMING EVENTS

**Sunday 1st December** – Breakfast Run to Custom Café on the A259 near to Pevensey.

**Wednesday 4th December** – TSSC Meeting.

**Saturday 14th December** – East Sussex Area Xmas Lunch.

The photos this month are from the breakfast meets at Shoreham Airport and Carats café.

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

Geoff

## NORTH WALES

Firstly may I apologise for the lack of an article in September's issue, there is no particular reason at my end for this as I sent it in in good time. A hiccup in the system I am afraid. I must admit though, it is strange writing an article which reaches you two months behind. But now to this month.

When we returned from our NC500 holiday in September, we were greeted with truly awful weather. As we drove down, the lovely weather we had experienced in Scotland vanished, the skies grew dark and looming and only two days later the village in which I live experienced a thunderstorm like no other – lightning struck

a house and burned it down, the homeowners narrowly managing to escape. At the time I knew nothing of it, Alan and I were on an Autumn Special arranged by Jan and Jeff – a 100-mile run taking us along the ancient drovers' trails from farm to market, some wonderful roads and spectacular Welsh scenery through the countryside including round Lake Brenig (coffee stop) and Bala to have a late lunch at the Berwyn Arms at Glyn Dyfrdwy. At one point travelling along a superb wild upland area we breached a small blind summit to be faced with seven sheep lined across the road, shoulder to shoulder, just in front of us. It was almost the Magnificent Seven all over again, but rather than stand tall against the intruder, they calmly turned tail and ambled to the side of the road, letting us pass with no problem. A great day; perhaps not the best weather, but certainly not like it was back home. Thanks both of you, a great day out.

Of course, now is the time of the year when we turn our minds to winter and the likelihood of having days of joyous appreciation of the scenery in our cars lessening. Many will be mothballing them in dry garages for the winter, or contemplating days of working to repair or improve performance, comfort and safety. Andy Fuller has arranged another talk and tinker day in November. Not having been able to attend the last one, I am really looking forward to taking my Spitfire for an inspection, especially as a couple of days ago I took her out only to have the overdrive jump out, right in the middle of steaming down the A55. An electrical problem I suspect as the oil well was full. The sudden difference in revs certainly shook me for a moment, and I slowed down somewhat after that. I'm sure the Spit has a character all of her own – when the Stag gets attention, there is always something that happens to transfer my focus, and naturally my money too.

The last September outing of our club arranged by Glen and Barry was a lunch run ending at Chocks Away, the cafe at Hawarden airport, where we had an excellent view of the Beluga coming in to land. Though it regularly flies over my house, I had never seen it close to. With its suitably painted smiling face on the bodywork it truly does look like a Disney whale. (The Beluga,

for those who are unaware, is the plane that primarily carries the wings for the A350 Airbus from the UK to France where the plane is assembled.) Nearby there is the huge classic workshop of Iain Tyrrell who gave three of our club members the chance to have a look around (due to insurance difficulties unfortunately more could not be accommodated). We drew tickets for the chance, one of which I very fortunately won. What a place: Aston Martins, Ferraris, a De Lorean, old veterans, new super cars and so many more in for restoration and repair, it was amazing, even the actual car used by Del Boy in Only Fools and Horses! We weren't allowed to take photos for security reasons, as there must be well over a couple of million pounds worth of vehicles there. A good end to the summer both of you, and a hard one to follow I should think.

In mid-October a hook-up with the West Cheshire MG Club saw us visiting a very interesting place just outside Mold where mustard gas was produced during the second world war in case it was needed against the Germans if they had invaded. Eerie to think that such an installation was so close to us, and yet few people even in the vicinity knew about it. All workers had to sign the Secrets Act so it was possible for a spouse to have no idea of what their partner's work was. With a short film produced at the time and a tour staffed by knowledgeable volunteers, it made for a chilling if informative tour.

Now to turn my mind to the organising of the Christmas activities. Hope Christmas brings you everything you desire! Have a great time and Happy Driving.

## FORTHCOMING EVENTS

**Club Meeting:** First Tuesday of every month – 7.30pm Northop Hall Hockey and Cricket Club, Smithy Lane, CH7 6DE. (Please contact me about the January meeting date as it is likely to be different due to the close proximity of New Year.

*Julia*

## SOUTH WALES

*This month's report comes courtesy of Bernard Littlewood about the run out on 26th October.*

Rumours had been circulating that Llangorse Lake had moved

once again, so as we didn't want to be caught out on the upcoming Amber's Run and as the Shepton Mallet Show had been postponed/cancelled, it was decided to have a foray out in our cars to verify the Lake's position. Saturday was the chosen day as the clocks were going back that night and over the years, on such occasions, certain members had either been an hour early or an hour late for rendezvous.

It was great to have my son Jack on a club run in the TR, the last time he had been in my TR was when we had a solo car run to Bala Lake about a year ago. We left our house to meet up with Luke and Lilly (1500 Spitfire), John Pearce (Spitfire MkIV), Tim Hobbs (modern while looking for another Triumph, any good Spitfires for sale out there?), Maggie (Triumph Spider), Ex AO Al (TR7), Andy Sullivan (Spitfire MkIV), Heather and Mike (Triumph Acclaim) and Paul Pesticcio (1959 Triumph Herald Saloon) at the first rendezvous point at Nantgarw. It was great to see Lilly out with her dad Luke in their Spitfire as she was recovering from an operation. Paul Pesticcio kept a wary watch as Maggie closely examined the shiny new exhaust embellisher on his Herald's exhaust tail pipe. Ian Hooper made an appearance to introduce himself and promising to bring his Massey Ferguson tractor on the next run, what a nice guy!

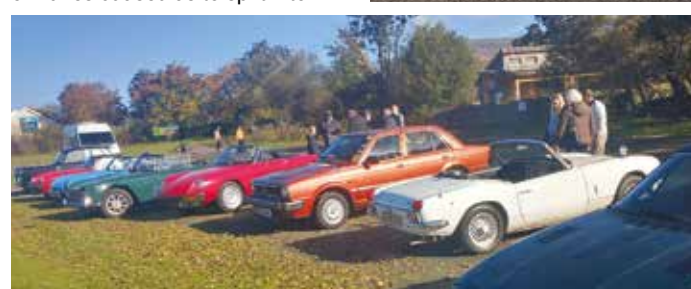
After leaving the M4 on the way to the rendezvous, Jack and I had hit some very misty patches and had seen roads signs stating that the A470 was closed before Merthyr, meaning our route was blocked. Ex AO Al went into tech mode and after scouring the internet, announced that it was only closed in the night.

I led the way and we met up with new club member Elin Hooper in her recently acquired Spitfire Mk3 and our collection of cars headed along the A470 – until we came to the ROAD CLOSED signs! The volume of traffic and coned off lanes caused us to split into

three well organised groups. Luke, Tim, myself, Heather and Mike followed Elin who knew the area well (at least compared to the rest of us) and it was great fun keeping up with her as she exhibited her excellent driving skills, her lovely Spitfire Geraldine handling all the turns, curves, hills and hairpins like a thoroughbred. Elin very capably led us through many villages and finally through Penderyn and back onto the A470 before the Storey Arms, then on to the second scheduled rendezvous where Andy and John were waiting for us. Meticulous club planning had won through once again, with everyone fully briefed on what to do in the event of an unexpected situation arising and executing the instructions meticulously.

We then cruised majestically through the Beacons, all tops down in the beautiful South Wales weather, in not too much haste as Luke was just finishing the 400 miles since a new cylinder head gasket had been fitted and a re-torque was on the horizon. The cars looked absolutely brilliant, snaking their way around hairpins and up and down the mountain roads, my TR snicking in and out of overdrive with no gear changes needed and no doubt everyone else was as happy as me.

We noticed that even though there hadn't been any rain in the last 18 months, the reservoirs looked quite healthy. We continued on to Llangorse Lake where Maggie, Al and Paul were waiting. The rumours had been false – the lake was still where we had left it last December. We parked up for a photoshoot and refreshments from the café, and Elin was introduced to the club members who were all interested in her car's history.





# AREA NEWS

The journey home was just as good. A great day out in some fantastic cars and some fantastic people. To quote Jack: 'What we had in numbers was surpassed by the quality of those in attendance.' Thanks to the 13 members in 10 cars who were able to support this run.

*Bernard*

## SOUTH WARWICKSHIRE

Great to see so many come out this month – Owen, Dave T, Martin (in his GT6 despite the drizzle), Matt, Rich, Lewis (in his new Dolomite), Roger, Pete, Ian and myself made for a really buzzing meeting. Yes that's right – Lewis has bought a Dolly Sprint. Nice one too, in Vermilion (same as Owen has resprayed his Spitfire, which is its original colour), so the Astra is going up for sale. I can't quite get my head around these people who sell cars – I never seem to get round to that part after buying a new one.

Owen and I went to see a Herald estate last weekend (as I write). This car is quite special to me, because it's the stablemate (or should that be barnmate?) of my Vitesse. The Herald was owned by my mate Rob who was on my electronics degree in 1990-1993, and it was his transport around that time. I rode in it in 1994, shortly before it was parked up in Rob's dad's barn next to my Vitesse that had been parked there since 1989. We dragged the Vitesse out around 2009, got it running and drove it around the field, but it took until around 2016 before I bought it and returned it to the road. But the Herald is still there and, well, the photos speak for themselves.

Owen has now bought it, and I've named it Miss Haversham due to the (just incredible) cobwebs that we found in the engine bay when it was opened for the first time in 30 years. Despite appearances, it's quite solid, and so Owen is considering a rolling restoration, leaving the 'patina' – he even says he's going to keep



the ivy growing up the passenger side. We did get it running too, after having had a bit of trouble priming the oil pump. With the plugs out eventually it did pump oil, and then with the plugs back in the engine fired straight up and ran very smoothly (having been rebuilt about 20K before being laid up, along with the gearbox). I have great expectations for this one.



In other news, a few of us will be attending the club HQ open day on 1st December. Martin has expressed a wish to get his GT6 valued, and the plan is to get it done there, and possibly also for me to get the valuation training that Area Organisers can do, so that I'd then be able to value your cars on behalf of the club.

Also, Roger says that his Stag's engine is now all back together and ready to go back into the car, so we're expecting him to arrive in it next time. Maybe. I've also seen in our Whatsapp group (btw please email me your mobile number if any of you want to be added to that group) that Dave B's MGB is now out of the paint shop and ready for fettling, and that Ashley and Leanne have been enjoying Gerald.

My spare head for the blue GT6 is progressing, with all new inlet valves and guides, and everything ground in and holding paraffin, plus a mild porting while I was at it. Just needs a skim now. And just before Owen and I went up to see the Herald, I replaced one rear wheel bearing on the Vitesse and found the source of the rear suspension knocking – loose bolts holding the lever arm damper to the chassis. Sorted now.

As a reminder, we're having Xmas dinner at The Crown, Harbury on 17th December, a

couple of weeks after the next meeting – it's looking like about a dozen and a half of us, a really very good number, but there's still room, so let me know if you want to come and haven't said already, no deposit needed. It'll be traditional roast turkey, beef or veggie, under £20, just next door to where we usually meet, same as we enjoyed last year.

Right, next meeting is Tuesday 3rd December from 7pm – always the first Tuesday of the month, all year, rain or shine. The venue is Harbury Village Club, Crown Street, Harbury, near Leamington Spa. Set your satnav for the Bull Ring Garage CV33 9HL and follow the tiny one-way section until you see the car park on your right. Just ring the doorbell to be let in.

*Mark*

## WESSEX

'The end of season road run was approximately 40 miles with a pub lunch at The Empress of Blandings.' Well, that is what I was going to say, along with any amusing incidents. But the British weather and Storm Ashley had other ideas and we just had an end of season but very enjoyable Sunday lunch! The East Somerset Railway, it was decided, was best postponed till a more suitable date in the new year. On the same note, (ie. terrible weather,) Swanage Railway that was cancelled earlier have decided next year it will be held at Norden (BH20 5DW) on 5th-7th September.

South Western Vehicle Auctions held its classic auction with plenty of surprises, including a low mileage Ford Pop. There were four Triumphs – a 1500 Spitfire, a couple of Stags and a TR7 convertible. It was well attended, though not many were digging deep so prices were very flat with many not reaching their reserves. The Triumphs sold, and in my opinion for very little money considering they were in reasonable condition. If you want to check it out for yourselves, look on SWVA's website.

Several of us decided to make the journey to the NEC Classic Motor Show. Anything interesting, will be in next month's report.

Christmas dinner will be on December 14th at the Fish Inn, Ringwood, 7.30 for 8pm. It has been agreed that we will make The Fish Inn official for our meetings. Most

seemed to think it as good as anywhere, reasonably central for everyone, with a decent car park and not too busy. So remember – last Thursday of the month, 7.30pm, The Fish Inn, Ringwood, BH24 2AA.

*Martin*

## NORTH WILTSHIRE

It seems as though the advent of autumn has everyone mothballing their cars as very little is happening around here at present. Our October meeting was very well attended though and saw us hogging the major part of the Foxham's bar area. Topics of discussion ranged around the major shows which are upcoming.

A popular opinion was that the NEC Classic Car Show was not featuring in people's diaries due to the cost of entry and having to pay for car parking on top of that. In contrast, the Stoneleigh Triumph and MG Show for February is attracting a lot more attention and several of us have already committed to going.

Little is happening on the car front apart from my own pair. The Sixfire had a good run up the motorway and onward to Farnborough, but it revealed that the oil filler cap gasket had perished and was leaking oil onto the rocker box cover. That was an easy fix! The de-laminating fibreglass bootlid remains on the 'to do' list.

The GT6 has featured a little in some ongoing topics on the forum concerning ignition circuits. That apart, and taking into account some comments from our North Wilts clan about its ride height, I am seriously thinking about front spring replacements and the possibility of a spring lifter for the rear. The attached picture shows it as it is now.



Final plans are in hand for our Christmas meal, all arranged by Sarah, but we have one more meet up before then for our ever growing group.

*Jim (and a very quiet Craig)*

## WORCESTER

Well another month has come around and it's nearly Christmas. So on a dull and murky evening, 21 members ventured out along with a few club cars, the others generally being tucked up in garages, probably for the winter. Thanks for the picture, Clive.



It was another relatively uneventful evening, Vicky not having much to report but trying to hide behind the pillar when Clive took the photo (I didn't say nothing to say!). The 'OAP Run' had taken place during the day, organised as usual by Roger. This involved several members on a run from Tony's at Quatt through to Craven Arms, Clun, Leintwardine, Ledbury, Clee Hill

(but back down again as it was very misty), into Tenbury Wells then Stourport and finishing at Rowberry's in Chaddesley Corbett, presumably for something to eat and drink (now there's a surprise!). The sandwiches and chips came out and things went relatively quiet during this time. Vicky then mentioned the NEC Show, which several members were attending. I hope you had a lovely time and didn't spend too much or needed to remortgage for car parking and admission. Also Vicky took our orders for the Fish and Chips evening on 30th November and a reminder of the Stoneleigh Show in February for all your bits and pieces.

Finally, well done Andy, you won a raffle prize at last, so you see the enthusiasm paid off.

The next meeting is on 4th December, so I hope to see you all there. If not, have a Merry Christmas and a Happy New Year and see you at a future meeting (hopefully in the not too distant future though). Take care all and see you next time.

*Stef*

## NORTH YORKSHIRE

By the time you read this, it will be nearing the end of another year. Looking back at this one, we have attended a few good events, but overall the weather has not been good, the two that come to mind being at Thornton le Dale and the York Race Course. Castle Howard forecast rain, but stayed fine all day so you never know, but we do need to get out and use our cars while we still can.

With our December meeting falling just after Christmas, we usually cancel it and start as normal in January, so it's time now to think about what work we plan on doing to our cars over the winter months. I have a few routine jobs to do on mine, but nothing major so let me know what you have planned.

The first event for me in the New Year will be the MG and Triumph Spares Day, then the Restoration Show, so I hope to plan a few events in for us all to enjoy – some like to sit in a field and some like a drive in the country, so again let me know and hopefully we can plan in a mixture.

I had no photos this month, but these may be of interest. They show a bracket I made for my TR6 with a spoiler. Part is bolted to the front pan, and if needed the extension fits on with a single bolt. This saves taking the spoiler off to use the two lugs which were designed for holding down in transit.



Best wishes for Christmas and the New Year

*Keith*



## NEXT ISSUE DEADLINE

All contributions for the January 2025 issue  
of *The Courier* must be received by  
Wednesday, December 8th.

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





## WANTED

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## Area Directory

For area meetings please check with your AO

### SCOTTISH AREAS

#### SCOTLAND CENTRAL WEST

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

#### SCOTLAND CENTRAL EAST

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

#### SCOTLAND NORTH EAST

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

### NORTHERN AREAS

#### CHESHIRE

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

#### CUMBRIA

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

#### LANCASHIRE

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

#### LIVERPOOL

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

#### MANCHESTER

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

#### NORTH EAST

1st Sun, 10.30am  
Geoff Dent: T: 07773 440201 -  
E: geoff.dent14@gmail.com  
Deryck Beadling: T: 07939 068976 -  
E: deryck.beadling@yahoo.co.uk  
FB: Triumph Sport Six Club (TSSC)  
North East  
W: tsscene.wixsite.com/tsscenearea  
MES Training, Blackmoor Court,  
Durham DH1 5ES

#### WIRRAL

Last Thurs, 7.30pm  
Richard Lloyd: T: 01516 253172  
E: rulloyd@yahoo.co.uk  
The Red Fox, Liverpool Rd, Thornton  
Hough, Wirral CH64 7TL

#### NORTH YORKS

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

#### SOUTH YORKS

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

#### WEST YORKS

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

### MIDLANDS

#### COVENTRY

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

#### DERWENT VALLEY

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

#### LEICESTER & RUTLAND

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

#### LINCOLNSHIRE

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

#### NORTHANTS

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

#### NOTTINGHAM

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

#### OXFORD

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

#### PETERBOROUGH

2nd Mon, 7.30pm  
Charlie Noble: T: 01780 666045  
E: tssc@noblesoft.co.uk  
Steve Abbott: T: 07516 488443  
E: abbott4747@talktalk.net  
FB: TSSC Peterborough Area  
The Gordon Arms, 527 Oundle Rd, Orton  
Longueville, Peterborough, Cambs, PE2 7DH

#### SHROPSHIRE

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

#### NORTH STAFFS

Last Sunday, 10.30am  
David Woodward: T: 07939 603061  
E: triumphsportssixstaffs@gmail.com  
W: tsscnorthstaffs.home.blog  
George & Dragon in Meaford near Stone,  
ST15 0PX.

#### SOUTH STAFFS

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

#### WEST MIDLANDS

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

#### SOUTH WARWICKSHIRE

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

#### WORCESTER

1st Weds, 7.30pm  
Vicky Dredge: T: 07745 299457  
E: vickydredge@yahoo.com  
FB: Triumph Sports Six Club  
Worcester Area  
The Oak, Worcester Road,  
Upton Snodsbury, WR7 4NW

### EASTERN AREAS

#### CAMBRIDGE

Tom Hartley: T: 07795 436149  
E: tom.hartley@homepages.co.uk  
FB: TSSC Cambridge  
The Plough - 1st Mon, 8pm

#### ESSEX

2nd Sun, 12 noon  
Mike & Sue Titchen: T: 07860 708356  
E: miketitchen@aol.com  
FB: Triumph Sports Six Club Essex Area  
Various venues all year around,  
please contact AO for details

#### NORFOLK

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

#### SUFFOLK

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

### SOUTH EASTERN AREAS

#### EAST BERKS

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

#### BODIUM

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

#### SOUTH BUCKS

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

#### CANTERBURY

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

#### GATWICK

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

#### HANTS & BERKS

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

#### HERTS & BEDS

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

#### ISLE OF WIGHT

Jo Hawkins: T: 07594 884725  
E: jo@hawkins.engineer  
Roxie Hawkins: T: 07342 678869  
E: roxy.walters98@gmail.com  
W: iow.triumphsportsix.club  
FB: Isle Of Wight Area Triumph Sports  
Six Club  
Middle weekend, alternate Sat pm, Sun  
noon, announced via email and socials or  
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 7.30pm - The Two Watermills,  
Newtown Rd, Newbury RG14 7HB  
4th Weds 7.30pm - The Craven Arms,  
Skinner's Green Ln, Enborne RG20 0HG

#### SOUTHERN

1st Tues, 7.30pm  
Mike Goolding: T: 01252 722432  
The Seven Stars, Stroud GU32 3PG

#### SURREY

last Wed, 8pm  
Clifford Darby: T: 07853 793341  
E: darby136@btinternet.com  
FB: TSSC Surrey Area  
Wellhouse Inn, Chipstead Lane,  
Mugswell CR5 3SQ

#### EAST SUSSEX

1st Wed, 8pm  
Geoffrey Scarborow: T: 07833 944847  
E: gwsScarborow@gmail.com  
FB: TSSC West Sussex  
The Halfway House, Rose Hill,  
Isfield TN22 5UG

#### WEST SUSSEX

3rd Wed, 7pm  
Nigel Ayre: T: 07799 660212  
E: nigelayre@hotmail.com  
George Ashborn: T: 07508 853397  
E: georgeashborn@gmail.com  
Selsey Arms, Coolham,  
Horsham RH13 8QJ



# AREA DIRECTORY/WHO'S WHO

## THAMES

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

## SOUTH WESTERN AREAS

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

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

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

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

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

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

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

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

**WESSEX** - Last Thursday of the month, 7.30pm at The Fish Inn, Ringwood, BH24 2AA  
Trevor Carlyle: T: 01425 475376  
E: trevorcarlyle@btinternet.com  
FB: Triumph Sports Six Club Wessex Area  
To be confirmed, contact AO for details

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

## WELSH AREAS

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

**SOUTH WALES** - Last Tues, 7.15pm  
Megan Hancock:  
E: southwales@tssc.org.uk  
FB: Triumph T.S.S.C. South Wales  
Y Maerun, 140 Marshfield Rd, Marshfield, Cardiff, Wales CF3 2TU

## NORTHERN IRELAND

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



## INTERNATIONAL CONTACTS

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

## WHO'S WHO

### TSSC Council of Management 2024



**Chris Gunby**  
Chairman/  
Gen Sec



**Tracey Hawes**  
Financial Lead



**Paul Girling**  
Area Liaison



**Nigel Hill**  
Events & Shows



**Tom Hartley**  
Director



**Jane Rowley**  
Director

### Council of Management 2025 Meetings

**Sunday 19th January / Sunday 9th March / TSSC AGM – Sunday 13th April 2025**  
Any member who has an item of business that they wish to be discussed at a Council of Management meeting or the AGM should send the item to:  
Chris Gunby, Riverside Forge, Water Lane, North Witham, Lincs NG33 5LJ.  
Tel: 07843 435190 or email: chairman@tssc.org.uk.

Please ensure that any items you wish to raise 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 or AGM.

### TSSC Headquarters



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

#### TSSC HQ

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

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



**Trudi Prettyjohns**  
Accounts  
trudi@tssc.org.uk

#### TSSC Museum

Open Monday to Thursday



### TSSC Honorary Members

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



## Model Register Contacts & TSSC Officers

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

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

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

## Model Registers

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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## FOR SALE

### GT6



#### 1970 GT6 MKII O/D

Member owned 26 yrs, restored by MW Restorations (receipts) 1996, garaged and used since; TSSC valuation £20k; elec ignition, Webasto, squab seat, Minilites etc. **£12,995.**

**David Reeves. (Newbury, West Berks)**  
Tel: 07887 815163

### SPITFIRE



#### Spitfire 1500

1979, overdrive, semi-complete project car. Full nut and bolt rebuild from bare chassis. Project approx 85% complete and done to high standard.

Email [paul@mustarde.uk](mailto:paul@mustarde.uk) for full details and photos. **£4500.**

**Paul Mustarde (East Sussex).**  
Tel: 07791 974761



#### Mk2 Spitfire

1967, RHD, non-runner for restoration. All steel panels. Good doors and boot lid. Original spoke wheels. **£3250.**

**Jamie Angus (Tyne & Wear).**  
Tel: 07805 502870



#### Mk3 Spitfire

1970, stalled restoration. Dry stored 20 years. Some new panels, hard and soft tops. Chassis is good, engine turns but doesn't run. **£1750.**

**Stephen Rigby (Wigan, Lancs).**  
Tel: 07599 101630



#### Spitfire MkIV

1974, Wedgwood Blue, 1296cc, good runner, recent electronic pump and pressure sensor fitted. Detachable hardtop and other bits. Contact for details. **£7000. Jenniferaber\_9776 (Pinner, Ruislip).** Tel: 07949 727477

### VITESSE



#### 1969 Mk2.

Fitted with a Tristan convertible conversion. Solid car, needs little work to get back on the road. **£4999.**

**Roy Bellett (Brentwood, Essex).**  
Tel: 07860 824862

### HERALD



#### 1968 Herald 13/60 Convertible

Owned 24 yrs. Much loved classic. Stainless exhaust, double duck hood, Vitesse bumpers and door cappings. MX5 seats and wind deflector. Bodywork needs attention. **£2000.**

**Richard Eagle (Tyne and Wear)**  
Tel: 07876 035568

#### Triumph Herald 13/60 Estate

One owner 47 years. Super original low mileage. Easy restoration project. Four new tyres. Valencia blue/black interior. Stored 32 years. **£1650.**

**Paul Friedman (Kent).**  
Tel 07377 936572



#### Herald 13/60

1967, owned for 35 years, dry stored for 15 years+, runs but does not drive (clutch stuck to flywheel).

Complete. V5. Ideal project. **£1750.**  
**Youngs57\_2663 (Nottinghamshire).**  
Tel: 07950 990777

## KIT CARS AND SPECIALS



#### Spartan Roadster

1977, MoT Sept 2025, good all round appearance, on Herald chassis with Mk2 Spitfire engine, 14in alloy wheels. **£2750.**

**Michael Carter (Mid Lincolnshire).**  
Tel: 07970 207123

### STAG



#### Mk1 Stag

Owned since 2008, genuine reason for sale. Mk1 Triumph Stag, manual overdrive, full engine rebuild costing £10k 2022/23. **£10,500 ono.**

**Graham James (Essex).**  
Tel: 07834 734602

## CARS WANTED

#### Triumph Spitfire Mk3 wanted

Ideally requires cosmetic improvement, but may consider a restoration project. Sensibly priced please.

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

#### Vitesse Mk2 LHD

I would like to acquire a LHD Vitesse Mk2 convertible. I am located in the US. I will consider importing.

Email: [jackvtr2020@gmail.com](mailto:jackvtr2020@gmail.com)

## PARTS FOR SALE

#### Bond Equipe windscreens

In good condition. A few available for collection. Keep a spare, you never know! **£100.**

**Jeff Baker (Potters Bar).**  
Tel: 07930 322831

#### GT6 wheels

GT6 5.5J steel wheels, professionally refurbished. Look stunning. Fit GT6, Vitesse, Spitfire, Herald. Can post at cost. **£400.**

**Paul Friedman (Kent).**  
Tel: 07377 936572

#### Herald/Vitesse NOS driver's door.

NOS offside Herald/Vitesse door, small areas of surface rust but structurally sound. Dry stored last 45 years. Free, but needs to be collected.

**Stephen Horsefield (South Cambs).**  
Tel: 07899 672960

#### Chrome wire wheels and tyres

Four chrome wire wheels and tyres, A1+ condition. 13in x 4.5J. Includes one spare (powder coat silver). **Offers.**  
**Gary Flinn (Derby).** Tel: 07825 269136

#### Bellfax Golden Created Standard Triumph ignition key.

Excellent condition, **£30.**

**Steve (Malvern).**  
Tel: 07887 706153  
Email: [madmalvern@gmail.com](mailto:madmalvern@gmail.com)

#### Courier magazines

From year 2000 to current date, all in good condition. **Free to a good home.**  
Call **Julian 07778 810709**  
(Plymouth area).

## PARTS WANTED

#### Spitfire 1500 airbox/air filter box for twin 1.5 SU carburetors.

**Steve Hall (Essex).**  
Tel: 07375 130038

#### Vitesse convertible door

Current door body rotten. Mk2 door may fit, I guess.

**Richard Tillard**  
(Chiddingfold, East Sussex).  
Tel: 07789 984595

#### Herald/Vitesse rear interior 1/4 panels

Ideally from Mk2 Vitesse and black, but anything considered.

**Richard Robinson, (West Sussex)**  
Tel: 07904 072958

**Deadline for advertising  
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Unit 8 Neptune Business Estate,  
Medway City Estate, Rochester, Kent ME2 4LT



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

**Friday** – Arrival at campsite from noon

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

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

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

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

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

The booking form is available from [www.tssc.org.uk](http://www.tssc.org.uk) under the events tab.

Derwent Valley's 35th

## Peak Run Weekend

19th to 23rd June 2025

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

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

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

### Sunday is the day of the 34th Peak Run

– a scenic drive through the breath-taking Derbyshire Peak District and finish at a Derbyshire attraction.

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

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

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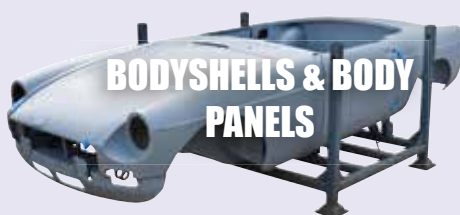
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