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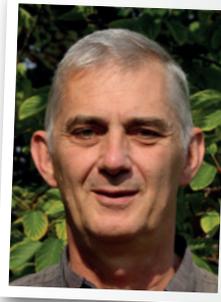
FROM THE EDITOR

For starters this month, I'd like to welcome Robert Lund as the new Secretary for the Spitfire MkIV/1500 Register, and also to thank those others who expressed an interest in taking over this role. Please do support Robert with news, stories and anything else that will help him compile the Register reports, as it really is something that relies on input from a number of people. And we are still looking for somebody to take over the Stag Register. As ever, if you might be willing to give it a go, do get in touch and we can discuss what is involved.

Sticking with Spitfires a little longer, I happened to be watching a DVD of old *Rising Damp* episodes the other night. To be perfectly honest this classic of British comedy has not always aged particularly well and certainly some of the opinions expressed can make you cringe, but take it in the spirit of a 1970s comedy and it still contains some very funny lines.

The episode I was watching, *Clunk*

Click (series 3, episode 3), was first aired in 1977, and my reason for mentioning it here is because it featured a 1970 Spitfire MkIV, XCX 885J, that Rigsby (Leonard Rossiter) bought in an attempt to impress Miss Jones (Frances de la Tour). Naturally it all went horribly wrong and we barely saw the Spitfire move a wheel, but it still counts as a starring role in my book. So the question is, do you have a Triumph that has enjoyed a moment of fame on the big or the small screen? If so, please do write in with details.



Simon Goldsworthy

Editor
editor@tssc.org.uk

PHOTO OF THE MONTH

This issue our photo comes from Peter Tomlinson, who says: 'This is my 1965 TR4A, which is fitted with a TR6 engine running on SU carburettors. I've owned the car for 16 years and it's regularly taken round Europe. This photo was taken last year on the Flüela Pass as you cross from Switzerland down towards Italy. Over the years the car has been modified and improved to allow it to tour, including

power steering and competition brakes.' Thanks also to everyone else who has sent in pictures of their cars. Please do remember that if you did not take the image yourself, then you need to get permission from the photographer for us to include it in the *Courier*. And don't forget to include some details about you and your Triumph, and also about the photograph itself.



THE
**TRIUMPH
 SPORTS SIX
 CLUB**

TRIUMPH SPORTS SIX CLUB SHOP & MUSEUM
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CLUB SHOP - Open on selected days only, see page 63 for details

TSSC MUSEUM - Open by appointment only

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TSSC MEMBERSHIP & RENEWALS

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

Direct Debit (from UK bank) £48.00

Young Members (17-25) £24.00

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

TSSC MEMBERSHIP ENQUIRIES

Lisa **E:** info@tssc.org.uk **T:** 01858 434424

Monday, Wednesday and Friday 12noon - 5pm

Tuesday and Thursday 9am - 2pm

TSSC INSURANCE VALUATIONS

Please always book an appointment in advance if requiring a Valuation at HQ.

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

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

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

Privacy Notice: The data controller of personal data of members of the Triumph Sports Six Club is Triumph Sports Six Club Limited. Such personal data is processed in accordance with the Club's Data Protection Policy which details how the Club uses personal data. This Policy is available on the Clubs website and a copy can be obtained from the Club's Headquarters.

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CHAIRMAN'S COMMENT

A NEW PLAN FOR THE CLUB SHOP AND AN EXCITING WEEKEND PLANNED FOR AUGUST

It's only February and it has been a busy year already. Most recently the TSSC attended the Stoneleigh Spares Day, and what a day it was – the stand was packed all day long and it was great to see members coming to see the club stand and buy things from the TSSC shop which was in attendance.

Talking of the club shop, finally after a lot of listening to members and Zoom meetings with members who volunteered to take part in the working party, CoM have made a decision on its future. The shop can no longer support a full-time shop manager moving forward, so rather than close it permanently we are going to trial having the shop open every month either at an event or at an open day at TSSC HQ, enabling members to purchase goods from a trusted source face to face.

The list of dates that the shop will be open is in the Events Listing on p8 and also on p11, plus it will be advertised on the website and forum as well as social media. In between those dates you will also be able to call the club shop and leave a message, or email them and the message will be picked up and dealt with at the earliest opportunity, but please remember this is being done by volunteers and not by a full time paid

employee. If members support the shop and it becomes viable again to employ someone, this is something that CoM will look at in the future. Hopefully this current plan is a way of keeping our shop open. We do hope you will support it and that the shop will not have to close permanently.

Looking forward to the summer and our national event, we are not holding a joint event this year at Malvern as the show ground was fully booked. This gives us the opportunity to try something different on our own, and we have come up with the idea of utilising the TSSC HQ as the centre point of a weekend of events, and things are coming together to create a great weekend for everyone on 8th-10th August. With camping nearby and lots of B&Bs and Airbnbs in the area, we should be able to cater for all the different tastes of accommodation.

So, starting with Friday lunchtime on the 8th August, the TSSC HQ will be open. We are hoping to have a fish and chip van on site in the evening, along with a bar and music.

The HQ will be open again on the Saturday, but we will also be having a drive out to Coventry Motor Museum around 35 miles away, with group parking out the front of

the museum then a return to HQ for a Saturday evening party.

Sunday 10th will feature a car show on the village green and a BBQ for all.

If you have never been to TSSC HQ, then this is the opportunity you have been waiting for. If you have been before, you will probably not have seen everything there is to enjoy, and with the lovely town of Market Harborough less than two miles away there is always going to be something for the non-car lover in your life to enjoy.

This is all still in the early stages of planning, but it will definitely take place so please make a note of the dates: Friday 8th to Sunday 10th August. Booking forms will be available later in the year. We want to trial this event in preparation for 2027 when the club will be 50 years old and we will need the biggest celebration the TSSC has ever seen.

Chris Gunby
TSSC Chairman



16



40



46

IN THIS ISSUE

- 06 NEWS & EVENTS**
A round-up of the latest news.
- 10 CLUB EVENTS**
A bumper crop of events organised by the TSSC areas. Give some a go!
- 12 LETTERS**
A Spitfire, Vitesse – and bloody fools.
- 16 MONTE CARLO OR BUST**
Preparing for the gruelling Monte Carlo Historique in a 948cc Herald Coupe.
- 20 TR2-6 REGISTER**
Fuel leaks, cooling and a towing eye.
- 22 VITESSE REGISTER**
Ford T9 gearbox conversion part 2.
- 24 HERALD 13/60 REGISTER**
Triumph/Mazda resto-mod completed.
- 30 ACCLAIM REGISTER**
Some period accessories from Unipart.
- 34 EARLY HERALD REGISTER**
The period alloy wheel options.
- 37 INSURANCE NEWS**
What reinstatement cover means.
- 38 BOND EQUIPE REGISTER**
Narrow escape for Loxham Garages?
- 40 SMALL SALOON REGISTER**
Cracking prices for smaller models.
- 42 GT6 REGISTER**
All you need to know about tailgates.
- 46 EARLY SPITFIRE REGISTER**
Lee Leens, and an Ashley hard top.
- 48 SPECIALS REGISTER**
Meet the owner of a Croysdill Special.
- 50 AREA NEWS**
Full reports from the TSSC Areas.
- 62 AREA DIRECTORY**
The contacts in your area and beyond.
- 63 WHO'S WHO**
TSSC CoM and Register Secretaries.
- 65 CLASSIFIEDS**
Triumph cars and parts for sale.

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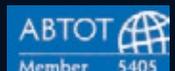
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STONELEIGH INTERNATIONAL SPARES DAY

The International MG and Triumph Spares Day returned to Stoneleigh on Sunday 9th February, and there was something of a buzz around the halls with lots of new and used parts for our cars, as well as general garage consumables and club displays. The TSSC was there of course, in our usual spot in Hall 2, with the club shop doing a brisk trade and staff manning the stand on hand to answer all manner of queries.

The Shropshire Spitfire was also there, not yet in paint after a slight delay at the bodyshop, but heading there straight after the show for final prep and then painting. Its next appearance will be at the Restoration Show at the NEC on 21st-23rd March, though whether



it will be completely finished by that point is as yet unclear – workshop space at TD Fitchett's premises is waiting for the car's return and the volunteers are ready to crack on with the fitting up, but this stage of any major project tends to throw up a number of unexpected obstacles.

The plan is still ultimately to auction the Spitfire to raise money for the Severn Hospice charity in Shropshire. We'll bring you further news of this super project as things develop.

There will also be further reports from this show next month as many club members from across the country attended, but the deadline for Area Reports fell just before the event. Our own impressions though were that the Triumph side of the equation was very well represented, with a good selection of display cars and autojumble. It was also clear that many visitors were enjoying the chance to get out, meet friends and immerse themselves in old cars. The new season has well and truly begun!

SPITFIRES & GT6s

Do you own a Spitfire or GT6 that's in really good condition and to original specification? If so, would you like to see it in a book that will be published later this year? This originality guide is being written by James Taylor and will be illustrated by long-standing TSSC member Richard Dredge, both well-known names in the classic car world. They are looking for nice unmodified examples of all five generations of Spitfire and all three generations of GT6, plus US-spec models if possible. James is also keen to talk to experts who have the relevant knowledge. If you think you can help, please contact James in the first instance, via roverjames@btinternet.com

COVENTRY AREA

Do you live in or near Coventry and would like to attend local meetings? Mark Blunston has kindly offered to look into starting a Coventry area and has suggested an initial meeting at the Weavers Arms, Fillongley, CV7 8DL. Please email Mark if you are interested in getting something started in the area – he can be reached via blunstonm9@icloud.com. And yes, the gremlins crept into last issue when we incorrectly placed Mark in Manchester! However, we would also like to start a Manchester area, so if you think you might be up for that, please do contact Area Liaison Officer Paul Girling. You'll find him on tsscareas@gmail.com

CLUB CLASSIC AT DAVID MANNERS

Parts supplier the David Manners Group is now offering Triumph Sports Six Club members a number of benefits via their DMG Club Classic programme. These include:

- ▶ Up to 10% discount on retail prices
- ▶ A reduction in shipping charges
- ▶ A refund of the cost of your TSSC membership if you spend over £500 in a year

There are also other benefits such as a newsletter, competitions and prizes. You can sign up at marketing@davidmanners.co.uk

DMG also run a loyalty scheme where points earned through purchases can be exchanged for vouchers to spend at a number of stores.

AUCTION REPORT



WB & Sons: GT6 £3500-£4500 – no sale.

The auction houses are back in full swing after their Christmas break so we can't cover all the Triumphs to cross the block this month, but we can certainly pick a few interesting highlights. Starting with WB and Sons in Newcastle who had another varied sale on 25th January, we only spotted three Triumphs among the 125 lots. One of these was a 1972 GT6, an unfinished restoration project that clearly needed a lot more time and money lavished on it, so the seller's estimate of £3500-£4500 was always going to be optimistic. And so it proved, the top bid of £1900 not being enough to clinch a sale.

At the other extreme, the lovely Dolomite 1500HL that had failed to sell in December with a £5000-£6000 estimate was back for another go. Still with the same estimate and still looking like very good value for money to us, the bidding fizzled out at a very modest £4250, but a deal must have been done because it was listed as being sold. Hopefully both buyer and seller were satisfied with the outcome because it did look a lovely car. Meanwhile, a very tidy looking 1973 Spitfire (complete with overdrive) looked a real snip, even though it topped its £5500-£6500 estimate to sell for £6922 inclusive. Refinish the dash on that and you'd have a real cracker.

At Anglia Car Auctions over the same weekend, there was a good selection of Triumphs entered. These started with a lovely looking 1975 2500S Estate, from long-term ownership but requiring some recommissioning after a period of storage. These big estates are very popular at the moment, and although this one was entered with no reserve, it was no surprise when the bidding rose to £8000, which became £8640 once the buyer's premium had been added.

Other Triumphs rose above what were seemingly modest estimates, such as the 1968 2-Litre Mk2 Vitesse convertible that looked really sharp in bright red and was said to need only minor fettling – against



WB & Sons: 1973 Spitfire – £6922 (inc).

an estimate of £3000-£4000, it ended up costing the new owner £5616. Not quite so successful was the 1973 Spitfire that had been heavily modified, including the fitment of a Ford Puma 1.7 engine, a Mazda five-speed gearbox and huge modern wheels. You have to feel sorry for whoever put that much time and money into the car because it would no doubt be a hoot to drive, but the market does tend to favour more discreet changes and originality, so despite a reasonable £5000-£7000 estimate the result was a more modest £4860. This contrasts with the period-perfect 1970 Spitfire Mk3, which beat an £8K-£10K estimate to change hands for £11,664.

There were also a couple of cheapies that would be brave restorations, so may sadly have gone for parts. Both entered with no reserve, the first was a Dolomite 1850 which had been partially converted to Sprint specification, then stored in a barn for the past 30 years – that cost its new owner £960. The 1968 Herald 1200 Saloon also needed a lot of work and the gearbox in the boot did not increase the buying lust, so it went for a premium-inclusive £660.

Meanwhile, there was plenty of interest at Mathewson's mega sale on 5th-7th February. On the first day, a 1976 TR7 Coupe decorated in rally livery and fitted with Wolfrace Slot Mag wheels sold for £3700 against a £3000-£4000 estimate, while a 1975 Dolomite 1850 with the manual/overdrive gearbox was in need of some tidying, but looked reasonably smart



Mathewson's: 1962 Vitesse 6 – not sold.



ACA: Dolomite 1850 project – £960 (inc).

despite the bonnet being in grey primer. For us it was spoilt by the fitment of Saab 9-3 part-leather front seats, but the £3100 it cost a new owner (against an estimate of £3000-£4000) made it look like a good buy.

A 1965 Vitesse 1600 convertible looked in great shape and smashed through its £6500-£7500 estimate to sell for £9400, while a 1980 TR7 convertible with body kit and MGF wheels that was in need of some tidying fell short of its £3000-£4000 estimate but sold for £2800, and a very sharp 1963 Herald 1200 saloon in lovely red and white two-tone paint estimated at £4K-£5K just crept into this band to sell for £4100. The 1962 single-dial Vitesse which required work was bid up to £2500 against a £3K-£4K estimate, but failed to sell.

A 1971 1500 looked pretty nice, although the doors had obviously been repaired and painted in a poorly matching colour. It looked reasonable at a £2000-£3000 estimate, but bidding ended at just £1700. Meanwhile, there was a clear indication of changing trends when a Dolomite Sprint comfortably outsold a TR4. The 1962 TR4 (lot number 666, but hopefully that is not an omen!) was a former US export returned to the UK and converted to RHD some 25 years ago, and it looked excellent value at an estimate of £11,000-£12,000. In the event it sold for an even bigger bargain price of £10,500, whereas the lovely Dolomite Sprint in very pretty Pageant Blue smashed through its £9000-£11,000 estimate to sell for £15,100.



Mathewson's: '63 Herald 1200 – £4100.

TSSC ANNUAL GENERAL MEETING – 13TH APRIL 2025

Notice is hereby given that the Annual General Meeting of the Triumph Sports Six Club is to be held on Sunday, 13th April 2025, at the TSSC HQ in Lubenham LE16 9TF and on Zoom. You must bring your current TSSC membership card with you in order to be admitted to the AGM. Only members attending in person can cast a vote at the AGM.

RESOLUTIONS FOR THE AGENDA

Any member wishing to put forward a resolution to be considered for inclusion in the AGM agenda must do so in writing, and it must be signed by at least two current TSSC members. These should be forwarded to myself (TSSC Chairman) to be received by 6th April, 2025. Any item received after this date will be regarded as null and void.

QUESTIONS FOR THE AGENDA

Any questions also need to be with myself (TSSC Chairman) by 6th April 2025 to be guaranteed an answer at the meeting. Any questions received after this date or raised

on the day will be answered if possible, but it may be necessary to post the response in the *Courier*. General issues can, of course, be raised at any time through myself (TSSC Chairman) for discussion at Council of Management meetings. Alternatively, issues may be put forward for discussion at the Area Organisers Seminar, to be held in the morning prior to the AGM; please see your Local Area Organiser.

COUNCIL OF MANAGEMENT ELECTIONS

Anyone who has been a member of the Club for at least three consecutive years by the time of the AGM, and who would like to become more involved in the running of the Club, can put themselves forward for election to the Club's Council of Management (Board of Directors).

The Council meets six times per year at HQ in Lubenham. Council members are also expected to attend other events/activities such as AGM, open days at HQ and shows to help on the Club stand, and take responsibility for particular areas of

Club Management such as HR, Business Management, Finance, Tech Support etc. If you have the time, enthusiasm and skills that would benefit the Club and would like to know more, then please contact me by email for a nomination form.

The deadline for nominations is 6th April 2025, by which time a signed nomination form and paragraph describing what you can bring to the Club needs to be submitted. (The nomination form requires a proposer and seconder who are current Club members.) Contact Chris Gunby for a form.

Enquiries regarding any of the above should be addressed directly to me via email at chairman@tssc.org.uk or by post to Riverside Forge, Water Lane, North Witham, Lincolnshire, NG33 5LJ.

Chris Gunby,
TSSC Chairman

EVENTS

MARCH 2025

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

MAY 2025

2-5 – Isle of Wight Triumph Weekend See advert on p10.

3 – Donington Historic, Donington Park Circuit, Castle Donington, DE74 2BN. To display your vehicle at the event with Leicester & Rutland Area and access 50% discount, email Jason: sixpotpower@gmail.com. Booking closes 18th April. See p14

11 – South of England Meet, Leatherhead. Camping available from Friday 9th. Club Shop in attendance. See advert on p10.

17-18 – Beaulieu Spring Autojumble, National Motor Museum, Beaulieu, Hampshire. Includes club displays, Automart and on Sunday the Trunk Traders. Tickets include entry to the event as well as all the Beaulieu attractions. www.beaulieu.co.uk

JUNE 2025

13-15 – The Dales Run. In Memory of Alan Heaton. See advert on p10.

19-22 – The 35th Peak Run. See page 10 for more on this one.

22 – Standard Triumph Picnic, Woodland Grange, Old Milverton, Leamington Spa, Warwickshire, CV32 6RN. Free entry. Club Shop in attendance.

JULY 2025

3-6 – Le Mans Classic. TSSC-organised trip to Le Mans, booking form available from www.tssc.org.uk under Events > Le Mans. See page 14 for details.

AUGUST 2025

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

8-10 – TSSC National Weekend, TSSC HQ Lubenham. See pages 4 and 11 for details.

22-24 – Silverstone Festival. Don't miss out on your two-for-one ticket offer using the club code 25CCD024. Early Bird prices until end of March 2025. See ad on p61.

SEPTEMBER 2025

7 – All Triumph Day @ Shuttleworth. Register your interest now. See the advert on p11 for more details.

12-14 – Norfolk Camping Weekend and Mile of Triumphs. See advert on p11.

21 – Fifth Tour of Devon. Registration is now open. Please email your Name, Triumph Model, Club, Phone contact to tourofdevon@tssc-devon.org.uk. See advert on page10.

HQ OPEN DAYS

Sunday 13th April, Sunday 8th June, Saturday 19th July, 8th-10th August, Saturday 18th October and Sunday 7th December. See pages 4 and 11.

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

SPITFIRE - HERALD - VITESSE - GT6 - TR2-5 - TR6 - TR7
TR8 - STAG - 2000 - 2500 - 2.5Pi - DOLOMITE - SPRINT



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2025 TSSC Isle Of Wight Triumph Weekend

iow.triumphsportsix.club

Friday 2nd May to Monday 5th May 2025

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www.waverleypark.co.uk

Email: TSSCIOW@hotmail.com

SEM 2025!

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07773 623807 or chippymickey@yahoo.co.uk

CLUB

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be in attendance

TSSC North Yorkshire



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

Friday – Arrival at campsite from noon

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

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

Sunday – Wind down with treasure hunt in Dent village

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

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

TSSC Derwent Valley



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 35th 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 or by emailing Bryan: derwentvalleytssc@outlook.com



TSSC
LEICESTER
AND
RUTLAND
AREA

Sunshine Rally 39

1st – 3rd August 2025

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

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

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

Greetham Community Centre, Great Lane, Greetham, LE15 7NG. Includes bar and shower facilities. Large field perfect for camping, caravan, motorhome (no electric hook-up available), dog friendly.

One night £24 per pitch

Two nights £40 per pitch

Extra nights Thursday or Sunday £13 per pitch

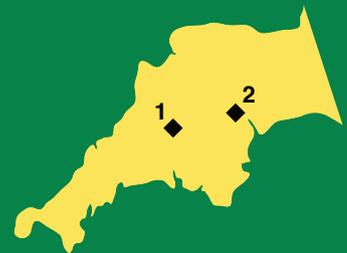
Visit just for the day £5 per car per day

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

**Fifth Tour of Devon
Sunday September 21st 2025**



Organised by
Devon Area TSSC



A non competitive social event for ALL Triumph clubs
Two start locations each with two routes to choose from
all finishing in central Devon about 4pm
Each route will cover approximately 100 miles

Meet at 8:30am for a 9am Start

West start point 1

Strawberry Fields, Lifton, PL16 0DH

East start point 2

Tesco Extra, Exeter, EX2 7EZ

To register please email

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





ALL TRIUMPH DAY @ SHUTTLEWORTH



Free Prize Draw **Jazz Band**

SUNDAY 7TH SEPTEMBER

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

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

CLUB

QUALITY PARTS



SHOP

& MERCHANDISE

**TSSC Club Shop will
be in attendance**

Incorporating the all new



TSSC NORFOLK CAMPING WEEKEND

12th-14th September 2025



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

Friday – arrival from 2pm with meet and greet

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

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

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

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

THE TSSC



National
Weekend



**TSSC HQ
Lubenham**

**8th-10th
August 2025**

**SAVE
THE
DATE!**

8th-10th
August 2025

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

Saturday 9th – Drive out, followed by a party at HQ

Sunday 10th – Car show on Lubenham village green

Camping available – details to follow

CLUB

QUALITY PARTS



SHOP

& MERCHANDISE

The TSSC Club Shop will be attending the following events:		
Mar	21st-23rd	Restoration Show, NEC
April	Sunday 13th	TSSC HQ AGM
May	Sunday 11th	South of England Meet
June	Sunday 8th	TSSC HQ Open Day
July	Saturday 19th	TSSC HQ Open Day
Aug	8th-10th	TSSC National Weekend
Sept	Sunday 7th	All Triumph Day @Shuttleworth
Oct	Saturday 18th	TSSC HQ Open Day
Nov	7th-9th	Classic Motor Show, NEC
Dec	Sunday 7th	TSSC HQ Christmas Open Day

OPEN

SHOP, MUSEUM AND



DAYS

A WARM WELCOME!

Next Open Day
Sunday, 13th April

AGM

1pm, Lubenham HQ

HQ Open Days –
Sunday, 8th June;
Saturday, 19th July;
8th-10th August
TSSC National
Weekend
Saturday 18th Oct;
Sunday, 7th Dec



Come and visit the TSSC HQ at Lubenham for a fascinating collection of Triumph memorabilia, catch up with friends and pick up some spares from the club shop. Lunch available.

THE STORY BEHIND THE PHOTOGRAPH

I sit here eating my kipper for breakfast and reading the January edition of the *Courier*, in particular Simon's 'From the Editor' intro. That got me reminiscing about my first Spitfire back in 1981.

As 19 year old Student Nurse at Swindon's Princess Margaret Hospital, I wanted to impress the girls in my set so decided to get myself a sports car! I read an advert in the paper and ended up with a shiny six-year-old Spitfire 1500 in French Blue for the sum of £1000, buying it from a chap in Reading who I recall seemed quite keen to get rid of it. I remember the drive home along the M4 and seeing a large cloud of black smoke obscuring my rear view and began to think: 'What have I done?'

After a bit of reading and chatting to a friend, we diagnosed the mixture as the likely culprit and soon had her running nicely, which I recall gave me a real sense of satisfaction as I knew little about mechanics back then. This was just the start of my love affair with the car, and I soon owned a Haynes manual which became my bedtime reading. I was soon able to start impressing the girls with my new motor and started dating my first proper girlfriend, who later became my wife. She was very impressed on the occasions it ran well, especially with the top down. The most memorable trip was to Penzance and back to catch the ferry to the Isles of Scilly for a week of camping. This involved a fantastic drive across Dartmoor on the B road from Exeter to Tavistock (which



I would highly recommend) on a beautiful sunny day, stopping at Pricetown to eat fish and chips in the fading evening sun. We made the trip on time thanks to her behaving well (the Spitfire too!) and caught the ferry the following morning.

The Spittie was used in all weathers, as you can see by the photo. This was taken on the top of White Horse Hill in the infamous winter of 1982. That was COLD. I can't remember if the heater decided to work that day, but looking at what I am wearing in the picture, probably not!

The car resided in the street where I lived on the busy Kingshill Road in Swindon. This presented a challenge whenever I needed to work on her. One particular memory of

note is changing the clutch after it failed on a country drive to Highworth. I remember getting a tow home from a friend with a Mk3 Spitfire through the centre of Swindon and nearly getting taken out on a roundabout as he forgot I was behind him on the tow rope. Gearbox out the following day, all from within the car of course.

Great memories. I'm now on my third Spitfire which, although it is a far better example, rarely gets taken out during the winter months. I loved those early years of Spitfire ownership, they were full of excitement and the unknown, never failing to put a smile on your face and continuing to do so to this day, 41 years on.

Andrew Hugill



THE COX FAMILY TRIUMPHS

I loved the Cox family feature article in the January issue. I'm sure Martin has so much more to tell us. I would love to know more about his career at Triumph and the roles he undertook, and more about Pete's Triumph-supported competition history. It would be great to learn more about the mods they carried out. It is amazing we haven't learnt more about this famous Triumph family before now. Well done.

This photo might be of interest – my heavily modified Vitesse DVT 784J at Wiscombe Hillclimb, probably in the 1980s.

John Griffiths



TWO OWNERS FROM NEW

While catching up with past issues of *The Courier*, I came across David May's letter about his two-owner car and thought I would add my two-penn'orth.

I have a Vitesse Mk2 convertible, which was first registered in November 1970 and which I bought in August 1978. It was previously owned by a woman who said the reason for selling was that her dog was getting too big for the back seat! The mileage when I acquired Tessie was around 28,000, and I still have the MoT certificate that came with the car.

I used the Vitesse regularly for three years before going overseas in 1981 for two years, with a good chance of that being extended for another 2-3 years. In the event I returned to the UK in 1995! Initially the only measures I took for laying the car up were to put it up on blocks, remove the drainage plug from the fuel tank and put Waxoyl on the chrome bits. Then, when I was home on leave in 1985, I put oil in the cylinders.

Upon my eventual return to the UK, I was fortunate to find a small garage that

specialised in Heralds and Vitesses, and they got Tessie up and running again. The timing of this work and the subsequent re-taxing coincided with the introduction of the zero rating of road tax for cars over 25 years old. Tessie got regular use on a 12-mile commute to work on country roads, even during the winters. Now I am retired, Tessie's driving is limited to fun runs, but she is certainly still fun to drive. With the low mileage when I bought the car together with being off the road 14 years, its current mileage is only around 100,000 (and still on the original clutch!). I have all the MoT certificates since my purchase to back up the figures.

According to the [howmanyleft](http://howmanyleft.com) website, in the second quarter of 2024 there were 26 2-litre Vitesses registered in the UK (excluding Northern Ireland) – 20 licensed and six on SORN. The data does not distinguish between Mk1 and Mk2, nor between hard-tops and soft-tops, so it is impossible to say (based on that data) how many Mk2 convertibles are still out there.

David Judge

TRIUMPHS AT THE MOTORIST

The North Yorkshire TSSC and other Triumph clubs have joined up with the Motorist at Sherburn in Elmet, Leeds to have a Breakfast Meeting on the 6th April, and then on the 5th July a full Triumph Day. Check out www.themotorist.com if you would like to know more about this venue – this photo was taken last year at one of our meetings there. I do hope as many Triumph owners as possible will join us there on one or both of those dates.

Keith Warren



BLOODY FOOL?

Further to the Bond Equipes registered CBF 600H through to CBF 658H as discussed by Guy in the Bond Equipe Register report last issue, the mark BF has a most interesting history. It was originally (in 1903) allocated in normal sequence, ie. of descending population size – that's why London got A, and the next largest county was Lancashire which got B, and so on to Dorset which got BF. But such was the outcry (BF was generally regarded as standing for 'Bloody Fool') that after 12 months and with 300 numbers issued, BF was abandoned. Most owners of BF numbers (though not all) chose to change to the new code, which was FX.

Cut to 1960 when Staffordshire were about to run out of numbers, but a new system had not yet been devised. So, as a stop-gap, Staffordshire was allotted the long-scorned BF, but only in three-letter combinations (and ABF, BBF and UBF were still omitted). So in August 1960 came the first BF since 1904: CBF 1, through to YBF 999 in April 1962, then 1 CBF through to 600 YBF in June 1963. (The numbers 601-999 YBF were saved, to be used as age-related numbers later.) Then a new system with year letters began, but BF was still shunned. Staffordshire began with ARE 1A, then after ARE used ARF, then BRE, BRF and so on. Only when they got to YRF-C as quickly as July 1965 did they have a change of heart and decide to use BF multiples after all, starting – as before – with CBF. Then, after YBF-D came ARE-D, ARF-D, BRE-D and so on, again relegating BF multiples to the back of the queue.

And so, after YRF-H came the next cycle of BF series, starting in October 1969 with Guy's CBF-H. BFs continued and reached MBF 45H at the end of that registration year (July 1970), starting Js in August at MBF 701J. And so it went on, the last BF to be issued by Staffordshire being YBF 999M in April 1974. Later in 1974 there was a complete shake-up of the registration allocations and BF went to Stoke-on-Trent, who issued it quite normally, but at first still without ABF, BBF and UBF. A further change of heart occurred in 1996, since when even these have been issued in normal sequence.

Jonathan Del Mar

DONINGTON HISTORIC FESTIVAL



Saturday 3rd May 2025

Join TSSC Leicester & Rutland area displaying their vehicles at the Donington Historic festival.

If you would like to display your Triumph with us please, in the first instance, email Jason on sixpotpower@gmail.com.

When displaying your vehicle with a club you get 50% discount on admission and will be located in the middle of the track.

Bookings close 18th April.



STANDARD TRIUMPH



THE TRIUMPH PICNIC AND MARQUE DAY 2025

SUNDAY 22ND JUNE 2025

WOODLAND GRANGE
LEAMINGTON SPA

PRE-1940 TRIUMPH MOTOR CLUB



This, the seventh of our picnics, celebrates everything that is wonderful about owning and running a classic Triumph, Standard or Standard Triumph car. As always, all Clubs and individual owners are truly welcome. You are asked to do nothing more than arrive in your car between 10am and 4pm and spend a sociable day with us enjoying and marvelling at the range and variety of Triumph cars produced between the 1920s and 1980s.

As in 2024, the venue is the beautiful Woodland Grange, near Leamington Spa, CV32 6RN which proved to be a splendid location. This year you are encouraged to bring your own picnic as we are unable to provide our usual hog-roast. Coffee will be available and our fresh Ice Cream vendor will join us in the afternoon. For more information you can call Steve Jacobs, our event co-ordinator on 07763 848989



Pre-1940 Triumph Motor Club Ltd.

www.pre-1940triumphmotorclub.org

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& MERCHANDISE

TSSC Club Shop will be in attendance



LE MANS CLASSIC®

3 - 6 JULY 2025



Once again the **Triumph Sports Six Club** is organising the premier Le Mans Classic camping experience at the top-rate exclusive Tertre Rouge campsite, right on the circuit.

Our tried and tested package includes:

- **Exclusive, spacious private camping at Tertre Rouge**, overlooking the circuit, with modern facilities, hospitality tent and 24 hour security
- Short walk from the campsite to Le Mans Racing Village, Grandstand and public transport
- Laps of Le Mans circuit in your own car
- Rally plaques, car stickers and **FREE T-Shirt!**
- Initial **Priority booking for members of the TSSC** and invited other Triumph clubs

Booking forms are available from the Events section of the TSSC website: www.tssc.org.uk or simply phone or email the Club HQ on 01858 434424, info@tssc.org.uk

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THE RALLYE MONTE-CARLO HISTORIQUE

PART 1: PREPARATIONS

Peter Barker and Christa Percival describe preparations for an unusual winter event in their Herald Coupé



Last July, whilst on holiday in the United States, an email pinged into my in-box. It was from the Automobile Club of Monaco (ACM) announcing the timetable for entries in the 27th running of the Rallye Monte-Carlo Historique (RMCH). In 2025 the event was to run from 29th January to 5th February inclusive. Having competed in this epic historic regularity rally 15 times since 2001 in a variety of cars from a 1-litre Mini Cooper to a 2.7-litre Triumph 2000, I fancy that I am no stranger to the event.

However, the only eligible classic car that my wife Christa and I own at present (there is a strict list of eligible models which must have been entered in the Rallye Monte-Carlo

before 1983) is a 1960 Triumph Herald 948cc Coupé. Although a stylish little car, the rather underpowered and heavy 948cc Herald is not necessarily the vehicle with which you would want to compete in an international rally, particularly when you are up against early 1980s technology (think Ford Escorts and Audi Quattros). Nevertheless, we love a challenge and so we resolved to think about it.

Having said that, outright performance is not the be all and end all of regularity rallies, which have stages generally held on open public roads over which competing cars must continuously achieve a set average speed. This speed is usually set between 30

and 50km/h (20 to 30mph) and the roads used are picked in such a way that the set average speed is difficult to achieve. In the case of the RMCH, the same mountain roads used for the modern Rallye Monte-





Carlo double up as regularity stages for the historic cars.

On our return to the UK, the idea of entering our beloved Herald Coupé for this high profile event began to grow in our minds. Research turned up pictures and details of period factory and private entries of Herald Coupés in the Rallye Monte-Carlo. The cars of Cyril Corbishley/Peter Roberts and Annie Soisbault/Annie Spiers entered in the 1960 Rallye Monte-Carlo appealed to us. The Corbishley/Roberts car did very well, reaching the finish at Monaco in 25th place from 346 entries, while Annies Soisbault and Spiers finished 85th overall and won the Coupe des Dames, another creditable achievement.

Best of all, tennis star turned rally driver Annie Soisbault was photographed with her pet cheetah (yes really!) in the Herald Coupé at the Paris start and at the end of the rally in Monaco. Her mother took the cheetah from Paris to Monaco by train and the cat was put back in the car for the benefit of photographers at the end, a wonderful publicity stunt which probably did Triumph car sales no harm in France. This appealed greatly to Christa, who suggested buying a stuffed toy cheetah to take on the rally in the back of our Herald in memory of the stunt.

So it was decided that we would enter our Herald Coupé, stuffed cheetah and all. First job was to fill in the entry form. This required getting a FIVA identity card for the car and motorsport licences for ourselves. We contacted the organisers of the British national team for the event, the International Rally Drivers Club of Great Britain (IRDC), and were duly admitted to the team. Entries opened on 4th September and our form was sent in the very next day.

Entry for the RMCH is by selection as more applications for entry are received than there are places in the rally (approximately

250 places are allocated). Our entry was acknowledged by the event secretary of the ACM, who forwarded it to their Selection Committee. The results of the committee's deliberations were due in mid-November, so for now we had to work on the basis that we would be selected until confirmation (or otherwise) was received.

Next job was to book accommodation as hotels and apartments in major cities along the route fill up quickly. Hotel rooms in Monaco are provided by the organisers, but the starting towns and intermediate overnight stops are left to competitors and their teams to book. The RMCH actually has multiple starting points and initial routes, with cars only concentrating at one point during the event to form the complete rally stream. We chose Reims in northern France as our starting point as it is only three hours from the Channel ports and convenient for UK-based crews. Other options were Bad Homburg in Germany, Turin in Italy and Monte-Carlo itself.

Another peculiarity of the RMCH is that service crews are permitted to accompany competing cars, although they must not drive on the rally stages. We decided to trailer the Herald to the start of the rally and drive it from there. Nigel and Di Hill from the TSSC very kindly agreed to accompany the route in their camper van, and Peter Baker and Clive Berry of the online historic motorsport magazine www.retro-speed.co.uk offered to act as service car and trailer tow car, a much appreciated service.

Cars entered into the RMCH have to comply with their homologated specification. This is that specification which was declared for use in motorsport to national motorsport authorities when the car was in production. Standard-Triumph homologated their popular models, including

the Herald, so that the cars could be promoted through motorsport. Documented period modifications are additionally allowed on the RMCH.

Previously I had improved the engine breathing by fitting an inlet manifold from a Mk1 Spitfire and a tubular steel exhaust manifold. Being a Coupé, our Herald came fitted with twin SU H1 carburetors, which was a boon. The Herald also had a front disc brake conversion fitted by a previous owner, otherwise the car was in standard trim. For tuning, I contacted Adam Egeland, Herald 948|1200|12/50 registrar of the TSSC, who pointed me in the direction of Richard and Stephen Miles at Tipton Garage in the village of Tipton St George near Exeter. Stephen had the car on his rolling road early in September, and after careful adjustment of the ignition timing and a bit of work on its fuelling, the 948cc engine produced a genuine 42bhp@5000rpm and 46lb.ft of torque from 3000-4800rpm. Not bad for a Goldseal replacement engine which was fitted in 1967 and appears not to have been disturbed since then. The car was much more responsive and nicer to drive as a result of the garage's attention.

Winter tyres are a must for the RMCH, and so after some deliberation a set of Goodyear 155/70 R13 snow tyres were purchased and fitted to a spare set of 13in steel wheels. The latter turned up for sale in a small town not far from our home in the South West of England and were gratefully snapped up by us.

Heralds such as ours had a very basic suspension set-up at the rear. Contemporary reports seem to suggest that canny works rally drivers such as Ian 'Tiny' Lewis and Geoff Mabbs turned the rear spring upside

FEATURE - THE RALLYE MONTE-CARLO HISTORIQUE

down to lower the rear of the car and achieve negative camber of the rear wheels when the car was unloaded. Not wanting to use such brutal methods on our 65 year old spring, I chose to fit a small aluminium spring raising block to the rear differential housing. This gave a similar, if less dramatic, effect to inverting the spring but with less chance of bottoming out when the car was loaded with crew, tools, spare fuel etc. A few journeys around our local Devon lanes proved that the underside of the car was acceptably clear of the road, although small rockfalls such as appear on minor roads in the mountains in winter would have to be watched for. Try as I might I could not find a suitable sump guard for the Herald, and so I resorted to using an adapted glassfibre undertray from a 4x4 vehicle as minimal protection. It would be a case of 'driver

beware' on the smaller roads if the sump was to survive undamaged.

Being a regularity rally, accurate distance and time measurement for the competing car are essential – driver and navigator need to know exactly how far the car has travelled and in how much time. Following several years of a technological 'arms race' in which more and more advanced digital GPS-enabled technology was being used in historic rally cars, the ACM have called 'enough' and now restrict crews to one digital measuring device with no GPS updating facility allowed. The use of apps on a Smartphone or Smartwatch are also banned during the competitive stages.

This may be to the dismay of many competitors who have come to rely on this sophisticated technology in their motorsport. However, for us it was a positive boon as





our little car could not hope to compete with more modern machinery in power and handling, and so a limit on technology makes for a slightly more level playing field. Back in the 1950s and 1960s distance measuring on rallies was achieved by mechanical meters. These were often manufactured by Halda in Sweden, who made taxi meters with rally tripmeters as a sideline. Over a number of years I have collected a pair of these mechanical meters, and now seemed the right time to fit and use them.

Although less accurate by a factor of 10 than the newer digital meters, Haldas are generally reliable devices as they are driven from the car's gearbox rather than from wheel sensors which have a tendency to be damaged or knocked off the car altogether during a winter rally. The other advantage to us of mechanical distance measuring was that the ACM decreed that these type of meters could be used without restriction. Accordingly our car was fitted with a brace of mechanical Haldas and, with the assistance of specialist Neil Huband, these meters were calibrated using 1/10th kilometre markers on the nearby A38.

Next for an upgrade were the electrical functions. The Herald has a dynamo and a tiny battery as standard, definitely not up to the stresses of winter rallying. A new, larger Type 063 battery was purchased and installed and the Lucas C40 dynamo was sent for reconditioning. A pair of Lucas 576

fog lamps was fitted to the front grille and a Lucas 494 rear fog/reversing light fitted beneath the rear bumper. Both were period modifications. The front fog lamps were wired through a relay; having had issues with overheated wiring during a previous edition of the RMCH I have learned my lesson there! A flexible Butler maplight was fitted to the passenger's side windscreen pillar. Finally a wiring extension was made to a discreetly fitted USB/12V power socket under the dashboard (definitely NOT a period modification, but necessary for the charging of phones etc and allowable for reasons of safety).

As supplied to the public, the 1960 Triumph Herald Coupé was not fitted with any seatbelts. Seatbelts are mandatory on all cars entered in the RMCH on safety grounds and full harness seatbelts are preferred, so something had to be done. A pair of TRS harnesses was duly fitted with some difficulty, as there are no built-in seatbelt mounting points fitted to the car. By drilling through the floorpan in four places and using substantial threaded steel spreader plates for the anchorages, a secure fitment was made.

Due to budget constraints we had to make do with the standard seats. The Herald Coupé is effectively a two-seater due to its stylishly raked rear screen. Removal of the unusable rear seat squab gave us a lot more stowage space inside the car, but the front seats had to

remain in place. Extra cushions and padding were applied to the 65 year old perches, which were in remarkably good condition after so long in the car. Even so, the seats were going to be something of a challenge during a week-long 2000km journey.

Another concern was the range of the car between fuel fill ups. Fuel stations are not plentiful along the route and the time schedule is relentless, with no additional time being allowed for refuelling or service to competing cars. The Herald's engine needing 97 octane E5 fuel meant that petrol cans had to be carried in the car, and a larger 8.5 gallon fuel tank was also a desirable fitment. A secondhand refurbished fuel tank from a Vitesse was therefore sourced and fitted which gave a little more range.

The boot (so capacious in a Herald Coupé) was given a makeover and filled with two spare wheels and tyres, fuel cans, tools and a few spare parts. Despite the weight penalty, carrying smaller spares (mainly electrical items) can pay off in case of breakdown. Anything that would take us longer than 30 minutes to fit would see us disqualified from the rally on lateness grounds so there was little point in carrying it.

Finally the car was washed, polished, vacuumed inside and a couple of permitted decals (crew names and a car club sticker) fitted each side of the car. She was ready to go! Next month we will describe what happened on the rally...

WHEEL STUDS FEEDBACK

Philip's stud differences.

I have had a few emails concerning poorly fitting/incorrect wheel studs since my Wheel Stud article last year. The most recent one concerning standard length studs for a GT6 Mk3 came from Philip, who sent in the picture here showing the different lengths of two studs. If you have experienced any issues with new wheel studs being of a poor quality or being the incorrect shape or size, please contact the suppliers – they will want to know so that they can inform the

manufacturers for corrections to be made. Thanks to those who have taken the time to contact me so that other members know mine wasn't an isolated issue and to alert them to potential problems fitting these items. If anyone has found a supplier that has sold the correct shape and size studs, it would be nice to hear from you so that other members can be directed to that supplier.



CHECK YOUR WHEEL NUTS, NO IFS OR BUTS!

MR HERBERT'S TR TROUBLES

Mr Herbert took his immaculate TR7 for an MoT, and unfortunately it failed on a split boot on the front RH lower balljoint. The MoT station would not work on classic cars, so he asked me to carry out the work, and also to try and find the source of a smell of petrol that met him whenever he opened his garage door to take his TR7 convertible out on a club run. We arranged a time for him to call in when my car lift was free, and with his TR on the lift we raised it up into the air.

Mr Herbert has had five MoTs since he bought the car, and even though he had mentioned the smell of petrol (getting worse every year) and asked for all fuel lines etc to be checked thoroughly at each inspection, he had been told that all was well. Imagine his horror when I pointed out that the hose clip which should have been holding the exit hose from the fuel tank was over an inch (25.4mm) away from where it should have been to keep the hose secured onto the fuel filter, (which was itself showing signs of degrading, not a surprise after years of ethanol fuel). The main reason for this was

that too large a hose clip had been used, and the end of the hose had been wrapped in insulation tape in an attempt to increase

the hose end diameter so that the clip would clamp the hose onto the filter. It must have worked until the ethanol had degraded the insulation tape, which then allowed the hose clip to slide along the hose. The joint was wet with fuel, and after I had clamped the hose before the filter and cut away the tie wraps that were holding the hose in a position that was actually stopping the fuel hose from parting from the filter, the filter fell out of the hose!

Obviously this joint had been continuously leaking, and this fuel could have found its



TR7 poor fuel connection.

way onto the hot exhaust. Plus, if Mr Herbert had hit a pot hole or similar at speed, the filter could easily have disconnected from the hose and caused a massive fuel delivery onto the exhaust. Then it would have been 'Goodbye TR7,' and probably 'Goodbye Mr Herbert' as well! I replaced the hoses with R9 ethanol resistant hose, replaced the fuel filter with a stainless steel type and used the correct size hose clips. The RH lower balljoint was the next job, but oddly enough, there is now no smell of petrol when Mr Herbert opens his garage door.

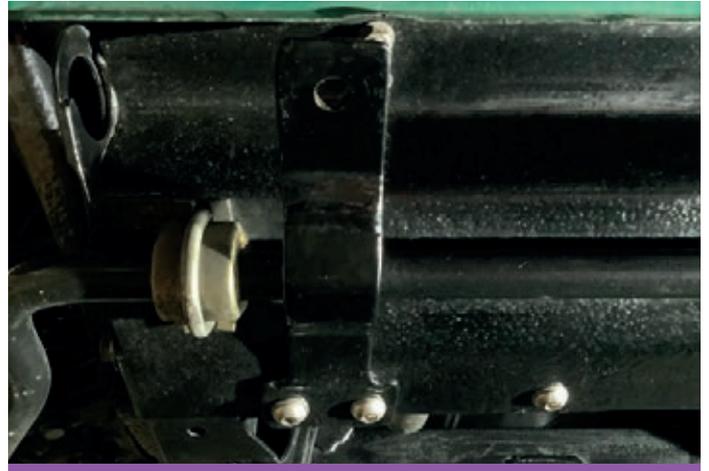
DO NOT HESITATE, REMOVE THAT TAPE!

TR OVER HEATING

'CURE' AND TOWING FITMENT



Top mounted cooling fan.



This section stays on the car, level with the bottom of the front spoiler.

Keith Warren very kindly sent me some images and information about two modifications that he has carried out on his 1972 TR6. Keith states that his TR always ran within an acceptable range on the temperature gauge, but an electric fan that was fitted cut in while driving in traffic. In 2016 Keith fitted an alloy radiator and an alloy water pump with extra vanes, then as an added measure he filled the cooling system with a very well-known waterless coolant.

With these 'upgrades' Keith had very reasonably expected that his TR would run cooler, but it actually ran hotter! Keith had seen competition TRs with vents cut out in the wings, but this was not a course he wanted to take. So, to assist the escape of hot air from the engine compartment, he fitted a spare heater fan in the top corner of the engine bay which was triggered to come on with the electric radiator fan to blow hot air out of the engine compartment. Keith says that this set-up has performed well and has cut down the time that the fan(s) cut in whilst in traffic. However, he has read negative articles about alloy radiators and intends to fit the original radiator to see if the car runs cooler. Hopefully he will let us know how he gets on, though I would suggest that an upgraded radiator core could also be soldered into the original radiator.

Another mod that Keith has fitted to his TR is a towing hitch in case the unthinkable happens and it breaks down. At first I couldn't comprehend this train of thought (a TR breaking down?), but then I read on and realised that Keith had good reason.



Keith's very professional-looking towing hitch for his TR6.

So, to explain in Keith's words:

'I have always thought that if my car needed recovery, how would it get onto a transporter without removing the spoiler as the two eyes on the skid pan are for holding down, but do get used for towing? Then, after fitting an alloy fuel tank, I broke down at Gaydon.

It did get going again and got me home, but afterwards I found debris floating about in the tank blocking the outlet. So I made a bracket fitting on the skid pan tucked up level with the bottom of the spoiler, then an additional section bolted on with one bolt and a clip. I have tried it out and works fine, but I do hope I never need it.'

Well thanks for these modifications Keith, and I also hope that you will never require the latter mod. Please keep us informed about your progress with the cooling situation.

Bernard



Should the unthinkable happen, the other part is attached and the car is ready to be towed.

KEITH HAS NO JOY WHEN FITTING HIS TR WITH ALLOY!

FORD T9 GEARBOX CONVERSION *(Part 2)*

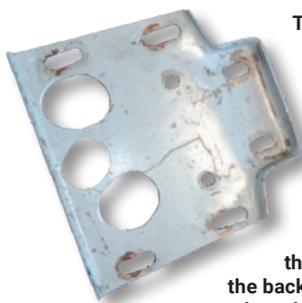
LAST MONTH, JOHN DAVIES STARTED THE STORY OF HOW HE FITTED A FORD T9 GEARBOX TO HIS VITESSE. SO FAR HE HAS COVERED ADAPTING THE FORD GEARBOX TO THE TRIUMPH BELLHOUSING, AND THEN FITTING THE GEARBOX AND BELLHOUSING TO THE ENGINE. THIS MONTH JOHN EXPLAINS HOW HE FITTED EVERYTHING IN THE CAR AND JOINED IT TO THE DIFFERENTIAL. OVER TO YOU, JOHN.

3 FITTING THE GEARBOX AND ENGINE

Any longitudinally mounted engine and gearbox must be supported at the back of the gearbox, and like Triumph, the Ford one has a rear bracket which must be supported between the chassis rails. Because the T9 plus the adaptor makes the whole engine/gearbox assembly rather longer than the Triumph setup, this support is about 100mm further back. As luck would have it, Triumph already provided a 'further back' rear mount for the overdrive version of their gearbox. This isn't quite long enough, but it does provide a good model and there are four bolt holes already drilled in the chassis rails.

As I lack a 30-tonne press and pattern moulds, I could not make the new plate with folded-in stiffening flanges. CAD (Cardboard Aided Design!) led to a prototype in thin sheet. This trial plate showed where the bending moments were. This was followed by a Mk2 design made from 3mm steel plate, with stiffeners welded underneath to clear the chassis rails.

Just like Triumph did, Ford also used a



This is the Triumph overdrive gearbox support plate. Those large diameter holes at the front are for access to the O/D ports and aren't needed for this conversion, but the back of the T9 casing comes down low, so a cut-out for clearance is required.

The prototype support plate. The central hole is for access to the M12 bolt that secures the gearbox to the bracket.



rubber mount for the rear gearbox bracket. The mount from a Sierra V6 was too large, but Ford fitted this gearbox to numerous models, including the larger-engined Escorts. In that application, the rubber part of the bracket was the same, but its overall size was smaller and this would fit the space in the Triumph's chassis. However, the Escort version has a recess beneath that



This is the Sierra V6 rubber mount. Unfortunately, that is wider than the space available between the Triumph chassis rails, but...

would not allow the bolt to be done up tight, so I made the spacer shown below. For ease of assembly and to spare the mount rubber from welding heat, I used fixed nuts, welding them to half washers that were shaped for the recess and then glued in place.

4 PROPSHAFT FITMENT

I was chuffed that everything had gone so well. Now was the time to fit the propshaft – but the front splined end would not



...fortunately the T9 was also fitted to larger-engined Escorts as well, and this smaller bracket was for that application.



1

Some surgery on the chassis rails was needed, though. Forward, the edges were cut away to provide good clearance for the gearbox casing, and further back the round cut outs are for the Escort bracket. The transmission tunnel was cut back to clear the back of the gearbox extension where the gear stick is located.



3

...and here it is with everything fully bolted up.



2

This is the gearbox plate loosely installed...



4

I was tempted to install fixed nuts in the chassis rails, because with the OE Triumph rear mount plate, access to the bolt heads really needed two pairs of hands! In fact, with the cut out for the gearbox body, access from below was easy to the rail bolts. The fixed nuts in the rubber mount made those bolts easy to fit.

thread onto the output shaft! The roof of the transmission tunnel is lower just behind the gearbox, flattened and strengthened by a backing plate to take the hand brake lever. The U/J on the front of the propshaft fouled this lowered area, so that the splined tube that connects to the output shaft could not line up. Simply put, the position of the gearbox tail was too high.

Several options were available. Firstly, I could have modified the transmission tunnel. I would also have had to modify the hand brake as its front end would foul the extended gearbox cover, but raising the tunnel would have been a lot of work and meant more redesign of the hand brake than I had hoped for.

Option two would have been to try a different assembly procedure – fitting the propshaft with the rear of the gearbox lowered, then raising it and fitting the support plate. I tried this, but with the propshaft in place the U/J fouled the tunnel roof before there was room to insert the support plate.

My final option (and the one I chose)

was to mount the gearbox rear lower. If the support plate was mounted below the chassis rail flange, then the U/J would clear the roof. This option required the support plate to be narrowed and lost the support



The improved mk3 plate design looked like this.



I had to slot the Escort bracket holes slightly, so the bolts have thick washers under their heads.

of the plate by the rail flange, but it allowed stiffening flanges to go along the edges, so I added those along each side below the plate (pictured left). Finally, the propshaft U/J cleared the hand brake platform!

At this stage, it seems that John is well on his way, but there are still some 'twiddly bits' to sort. In the April Courier, find out how he reconstructed the gearbox cover, relocated the handbrake and fitted the speedo cable. And those of you with good memories may well recollect the previous article on this subject in the October 2023 Courier. If this conversion is on your radar, it is certainly worth reading both articles and gaining as much knowledge as possible before splashing out and wielding the spanners. As the top flange of the chassis rails requires cutting away locally to provide clearance, some rewelding is recommended to maintain the integrity of the chassis in this area.

Stay safe and keep firing on all six,

Dave T

2016 INDEX AND FINALLY, HERE IS THE 2016 INDEX AGAIN – unfortunately a gremlin muscled its way in last month and the ‘wooden cappings’ cell got repeated several times! Sorry, Des.

JANUARY	“Spark”ling feedback	Installing an MSD (Multiple Spark Discharge) electronic ignition system.
FEBRUARY	Highly Illuminating	Developments in headlights from the 1960s. Spotlights. Vitesse twin sealed beams.
MARCH	Swings The Thing Ethel	Swing Spring defended and some modifications pictured. Safety checks for ethanol in petrol.
APRIL	To Cap It All	Wooden cappings and renovation described. Fuel pump change from glass domed to metal top.
MAY	You Can’t Get The Bits	How to replace Solex carbs on earlier engines with Strombergs.
JUNE	The “Right Stuff”	How to test a coil. Difference of ballast resistor system on later Triumphs.
JULY	SEM & Old Chestnuts	Lots of Vitesse at SEM. Origins of Vitesse engine. Detail changes in development of Herald & Vitesse chassis.
AUGUST	TriumFest & Plastic Bottles	Report from TriumFest. Development of the coolant expansion system.
SEPTEMBER	Helpful Feedback & Unwelcome Additive Damage?	Importance of fitting Stromberg air cleaners correctly. How to adjust or repair horns. Fuel additives may be causing fuel filters to disintegrate.
OCTOBER	Give Us a Brake	Development of Vitesse braking system. Problems with Vitesse handbrake.
NOVEMBER	Those Hills Are Alive	Story of a tour of Scotland.
DECEMBER	Vitesse 2 Litre Mk1	Development and description of the Vitesse 2 Litre Mk1.

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HERALD RESTO-MOD

(Part 2)

I hope you enjoyed Part 1 of Graham Florance's resto-mod story last month; I know I did. Being in my privileged position as the 13/60 Register Secretary, I didn't have to wait a month before I could read Part 2 – well, there have to be some perks to this job! I'm not going to keep you waiting any longer though, so here goes. Last month we left the story with the body and chassis modified to take the Mazda engine, gearbox and revised suspension...

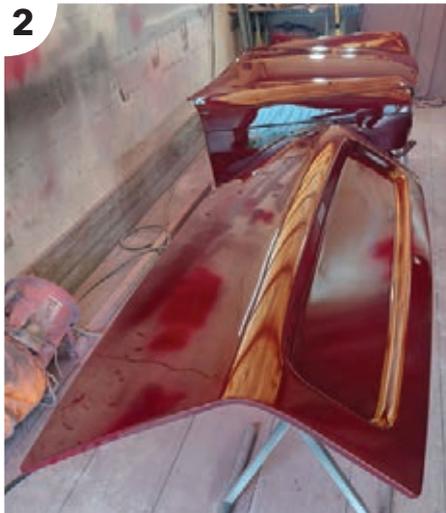


The body was stripped to bare metal...

All the bodywork was painstakingly stripped to bare metal, and various repairs were carried out, including repairs to the bonnet, doors and lower panel of the rear arch by the back edge of the doors and new body mounts. The body was then prepared for spraying. As I don't have access to a spray booth, I used the back from an old fridge lorry that was down the yard, with some lighting and a big extractor fan put in – not ideal, but you have to make the best with what you have. The car did not fit in the makeshift spray booth in one piece, so I sprayed it in sections. The underside was sprayed in stone chip black, while the bodywork was etched primed, then filler primed and flatted, then base coat and clear in Maroon to the main body with Gunmetal Grey for the roof, bumpers (original rubber bumpers deleted) and wheels. All suspension components and ancillaries were sprayed black gloss.

Then I started the re-assembly process. With the chassis on stands, the engine and gearbox (with their new cam belt, water pump, crank seal and clutch) were fitted onto their permanent mounts. Next the diff and propshaft were fitted. This was followed by the final fit of front and rear suspension components using all nylon bushes, and fitting the halfshafts.

The bulkhead was placed in position loosely for final fit later. With this in place,



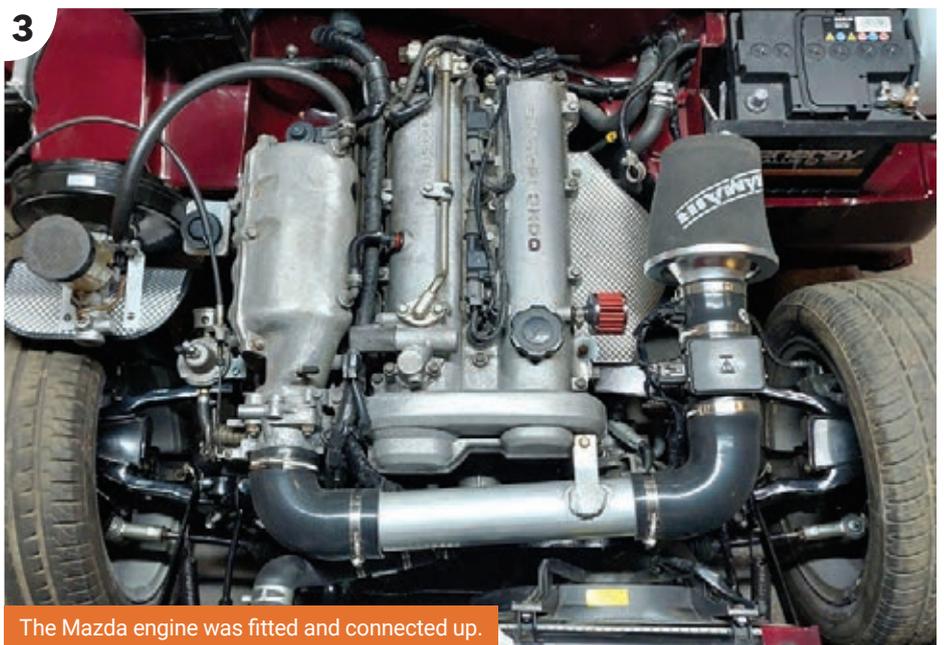
...then sprayed in sections in the back of an old fridge lorry.

I could then run new brake lines and fuel lines. New brake calipers and discs were fitted as the ones off the MX-5 were not in very serviceable condition. The rear body tub was placed loosely in position once again, ready for that dreaded final fitment. With this

in place, I built the high-pressure fuel system that sits on top of the new tunnel over the suspension. This comprises of a lift pump from the fuel tank that feeds a catch tank which houses a high-pressure pump for the fuel injection system. The MX-5 normally runs a dead-end fuel system on the 1.8, but as I was using a standalone ECU I needed to run a return system to set the correct fuel pressure, so one was fitted and connected up to the fuel tank.

Back to the front of the car, I built up the engine bay, radiator, header tank, all engine ancillaries and pipework. A new induction system had to be made to fit under the bonnet. The steering rack and column were fitted, also the exhaust manifold had to be re-made to fit between the chassis and the engine – it is very tight. Later a full custom exhaust was made by my son as I can't TIG weld and he can. Next the pedals, master cylinders and servo were fitted, and this was most of the engine bay done, leaving the wiring next.

To run the engine, I opted for an Emerald



The Mazda engine was fitted and connected up.

ECU as I had used one before and found it to be good. First thing is the ECU has a 36-pin plug that must be wired in, so part of the job was to adapt the MX-5 engine loom to

work with it, then to fit a fuse box and make a loom to run the relays that in turn switch the pumps, fan and ECU on. I also needed to make another loom to run the relays for the

lights and wipers as they are now switched from the MX-5 stalks. The third loom to be made was for the Smith's period style gauges I used. The rest of the wiring was to run the lights, horn etc, which were also fitted at the same time.

The bit I had not been looking forward to was next – refitting all the panels and gapping them. It turns out that all I had heard about this task is absolutely true – what a pig of a job, both very frustrating and extremely time consuming. However, after many hours I finally got there. I wouldn't mind so much, but I'd done it during the bodywork stage and thought the final fit would be easy. How wrong I was.

The interior came next. The dashboard was changed slightly to accommodate three gauges into the slot where the switches used to be. It was then re-veneered before retro Smith's gauges were fitted and wired, then the dash fixed in place. New headlining was fitted as the old one was torn, then all the glass was installed and the doors refitted. Next, sound deadening was fitted to floors and inside panels, followed by cutting and fitting new carpet. The door cards, cappings and side panels were re-made, trimmed and fitted. The rear seats were adapted to fit around the new rear suspension tunnel, and the centre console fitted with bluetooth amp, heater outlets and controls. Final task inside was to fit MX-5 front seats and seat belts.

All the geometry of the car was set up and then it was shake down time. Up to this point I have covered around 220 miles.

Thank you Graham for sharing your journey with us all. The finished car looks just great, a testament to your hard work and excellent skills.



4

Fitting and gapping the body was Graham's least favourite job.



5

Extensive work went into the dash and the controls...



6

...while Mazda seats and seat belts finished off the interior modifications.



7

Early days yet, but Graham has completed over 200 miles so far.

WORKSHOP UPDATE

Quite a bit has happened on Miles's Spitfire since last month, where I had left you with the sill sections fully repaired on both sides and the chassis returned after shot blasting and then painted.

Next stage was to get the rest of welding done on the shell before that was

taken away for its turn to be shot blasted. It needed smaller patches on the floors, rear valance and windscreen A-pillars, including new rain channels on both sides. The biggest job was to replace the rotten rear deck. Whilst it could have been repaired, Miles had sourced an

excellent pre-owned panel, so replacing the whole thing made much more sense. The rest of the work is detailed in the pictures.

See you next month!

Darren



1 First job was to take several measurements to various key points on the old panel, then I carefully removed it.



4 A few days later Miles returned with everything. Not unexpectedly the shot blasting had exposed a few more areas on the shell that needed attention, the worst of which was on the front bulkhead where the master cylinders mount. Thankfully this panel is still available, so one was quickly sourced and fitted.



2 Next I offered up the new panels and got the measurements to match. I also trial-fitted the hard top, just to be sure. Once I was happy, they were welded in.



5 With the welding complete, the underside of the car was primed in epoxy, seam sealed, stonechipped, then given a couple of coats of high build primer before being coloured in Russet Brown. Whilst I was in painting mode, all the various brackets, suspension parts etc that needed to be black were done. Then another session did all the bits that needed to be silver, including the wheels, rocker cover and air filter box.



3 Miles took the shell and a couple of large boxes of brackets, suspension parts, rocker cover etc to be blasted. Whilst they were away, I took the opportunity to do a few small repairs on the doors, then do the filler work on the doors and boot before putting them all into epoxy.



6 There doesn't seem to be an official colour code/name for Spitfire wheels. There were various suggestions online and a couple of sources suggested Ford Moondust Silver, so I plumped for this and was quite pleased with how they looked.

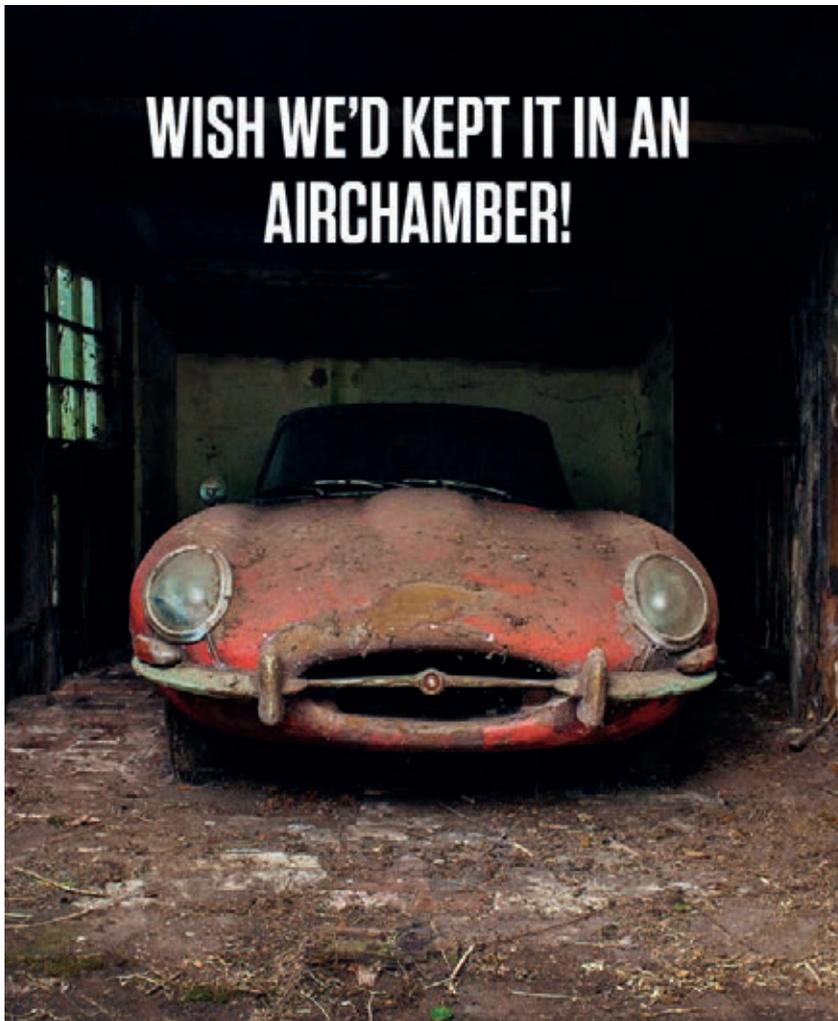


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ACCESSORIES



UNIPART

by

ACCESSORIES *after the fact*

Picture the scene. It is 1981 and you have been impressed by the new Triumph Acclaim. In fact, you've been so impressed that you've gone and bought one! Not as a company car, but with your own money so you've opted for the middle of the three trim levels, the HLS. At £4988 that has cost you £300 more than an HL, but saved you an impressive £587 when compared to the CD. Aside from some trim details, the only practical features you are missing because of your financial prudence are electric windows, front seat head restraints, a cassette player as part of the push-button radio and headlamp pressure washers.

Still, £587 is a decent wedge of cash in 1981, and if you wanted more in the way of toys, then you could always add the CD's

head restraints, headlamp washers and stereo cassette to your HLS as optional extras for £41.69, £89.70 and £107.66 respectively, which would still have left you with a saving of £347.95 compared to a CD. Of course, BL wanted to make it as easy as possible for you to spend any extra cash that might have been left burning a hole in your pocket, so they also offered a number of targeted accessory packs which they called Studio Editions. Unfortunately I don't have a price list for these, (can any of you help out in that regard?), but you could buy each one as a kit and fit it yourself, or pay your dealer to do it for you. There were four of these kits advertised at launch:

HI-TECH which brought you cruise control, a driving computer, light delay unit and (for the

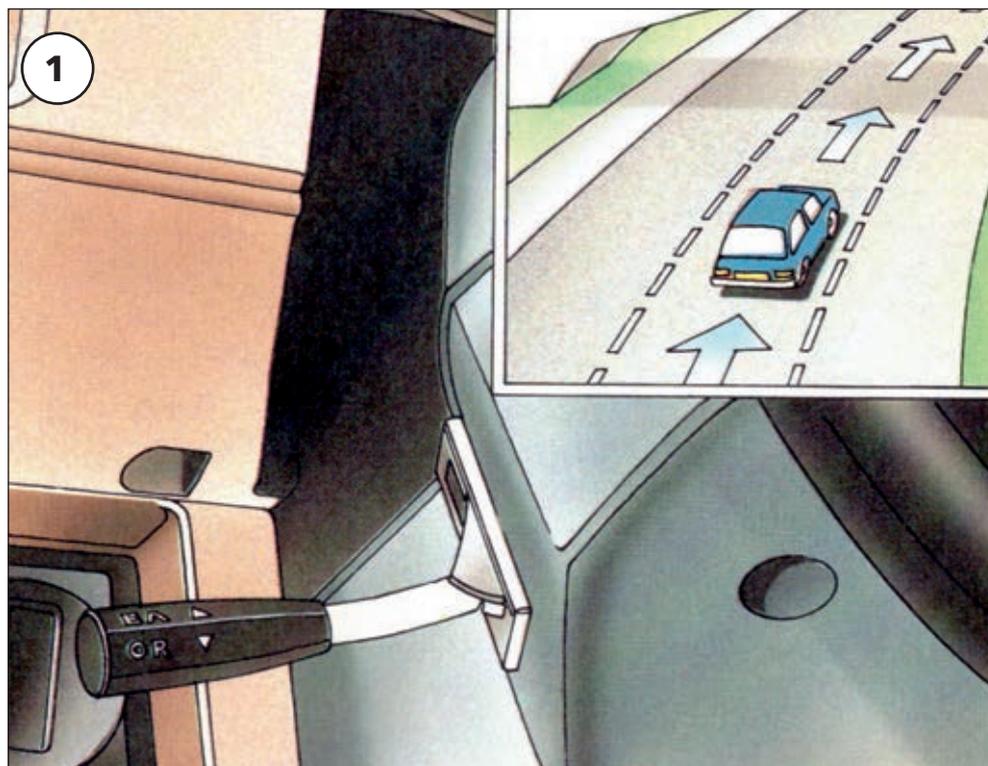
HL only) electric door mirrors.

RALLY which included a 'rally' striping kit, map-reading light, air horns, sports steering wheel and a fire extinguisher.

TOURING which came with fog-lamps, reversible rubber mats, boot floor mat, fire extinguisher, parcel shelf and first-aid kit.

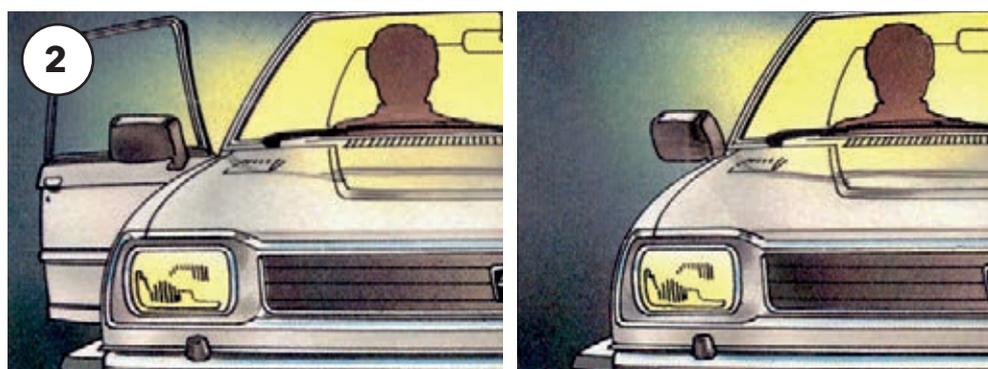
TOWING which got you a towing bracket, electric towing kit, towing mirror, rear mudflaps and a first-aid kit.

If the complete kit was beyond your needs or your budget, then Unipart would sell you all of these items individually, and it is these that I want to look at this month. Again, I don't have the period prices for these, so if anybody can supply those then I would be very grateful. Here, though, are some of the Unipart offerings.



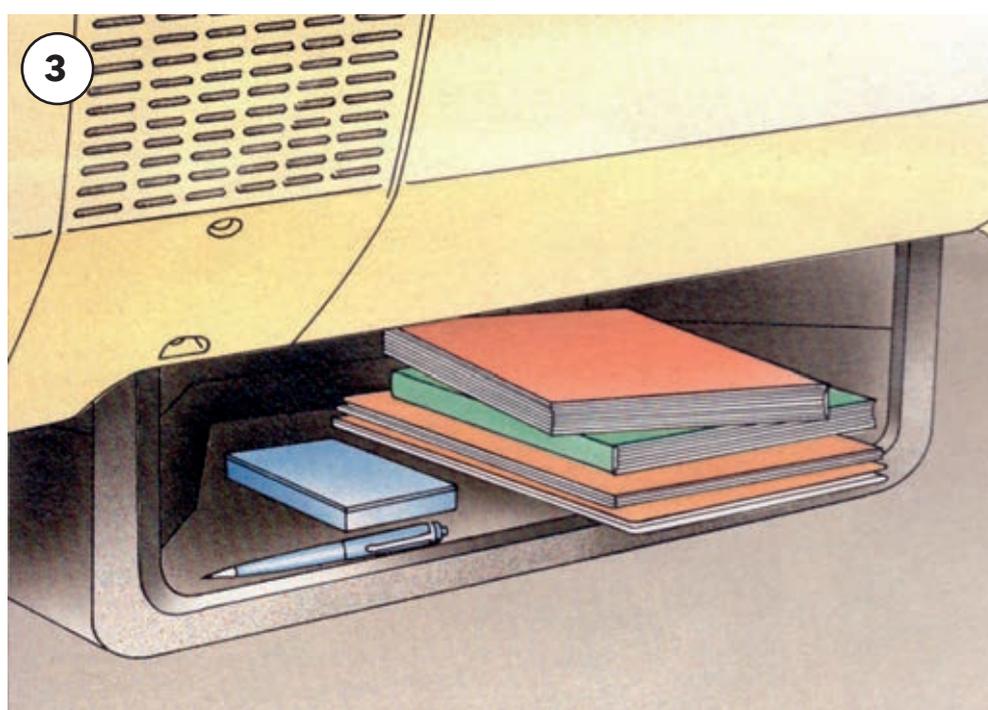
1. CRUISE CONTROL

I've started with this one, not because it is the most interesting, but because it has left me slightly baffled. There is no problem with the technology, which as Unipart said is '...a real boon for motorway driving, giving relaxed, pre-set speed control with no need for you to use the accelerator. The Unipart electronic cruise control can be set to any speed from 30mph upwards – and normal use of the brake, accelerator or clutch over-rides the unit, giving you totally safe control when you need it.' All that is well and good, but I have been struggling to work out from the picture where the cruise control stick was fitted in the cabin. Does anybody out there have it in their car? And if so, please do send in a picture or two.



2. LIGHT DELAY UNIT

I rather suspect that the graphic designers were struggling with how to best show the merits of item GAE 199, the Light Delay Unit, as these two pictures don't really bring home the benefits. The Unipart copywriters said: 'An ingenious touch – the interior light stays on for 45 seconds after you close the door, or until you turn the ignition on – no more fumbling for seat belts or ignition keys in the dark.' The unit would also have kept your headlights on for 45 seconds, but for me the key benefit would have been that it incorporated an alarm to warn you if you had inadvertently left the lights on. That is one useful feature that all of my Acclaims have been missing!



3. PARCEL TRAY

Item GLZ 238 is another addition to the basic spec that I have never seen in the plastic. Said to '...provide you with additional handy storage space ideal for holding your atlas, maps, first-aid kit and many other articles that need to be easily accessible,' I must confess to having slight concerns over its positioning with regards the passenger's knees and with how easily the items might slide out. Can anyone out there speak from experience and tell us whether or not those concerns are valid?



4

4. FULLY LOADED INTERIOR

There is a lot going on in this interior shot, as it shows how a weak-willed owner could really go to town with the extras. Starting with the Driving Computer on top of the dash, this 'command module' gave you 14 different readouts (average speed, average mpg, elapsed journey time, the time and distance left before you run out of fuel and more), plus a quartz-crystal clock 'accurate to within 30

seconds a month.' There is also a power windows module on the driver's door with buttons only for the front doors, though I can also see an electric button on the rear door. Other luxuries include the Sports Steering Wheel ('features a sporty design with the luxury of a real leather glove'), Simulated Sheepskin Seat Covers (available in 11 different designs apparently!), and the automatic gearbox which would have cost you an extra £299.

5. EXTERIOR BLING

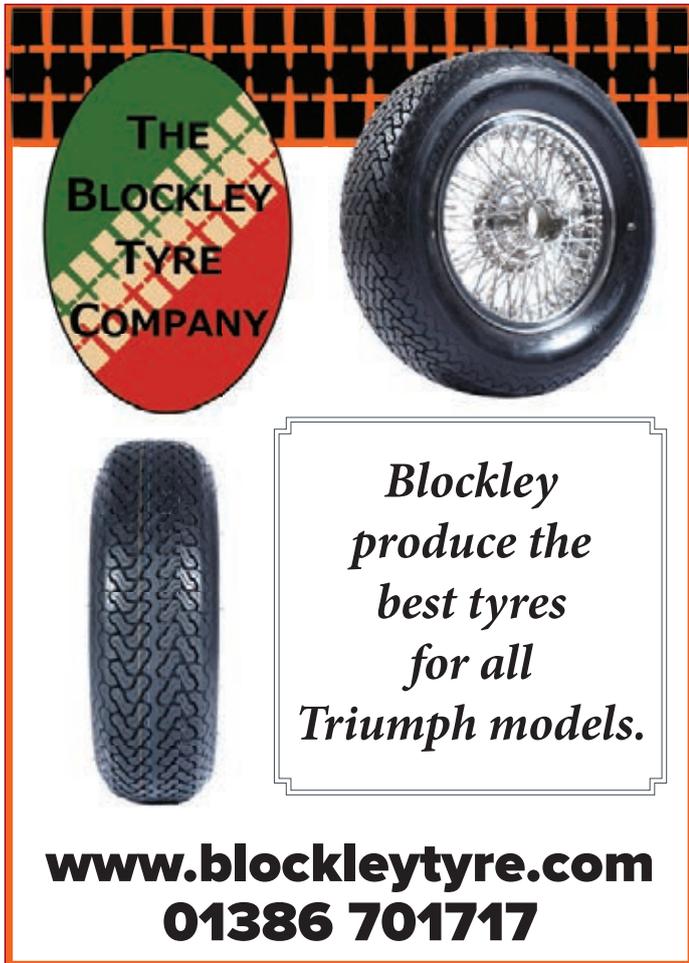
And finally this poor old Acclaim would have been well weighted down with extras, and that's before a caravan had been hooked on the tow bar or suitcases loaded onto the roof. The Rally Stripping Kit wouldn't have weighed too much, but the extra caravan towing mirrors on the front wings and the fog lamps below the front bumper plus the driving lamps on top of it would have added both weight and wind resistance. As for the roof rack, this may have knocked top speed and fuel consumption, but it was: 'adjustable and sturdy, the Unipart roof rack gives extra carrying capacity – when you need it. It's tested and approved by Unipart engineers, and it won't scratch or damage your paintwork.' Talking of paintwork, that will also be protected by the car trims stuck on the sides, which I would have called rubbing strips. These were 'available in two widths, 30mm and 45mm, both of which are self-adhesive to avoid rusting.'



5

That's it for this month. If you have any of these period extras fitted to your Acclaim, please do send in pictures. And again, if you know what any of these sold for when new, please do let me know. It would be fun to tot up what would have been the most expensive Acclaim you could have ordered at the time, though the later Avon offerings would of course eclipse anything you could buy from Unipart.

Simon



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GO LIGHT WHEELS & TYRES PT3

Last month I focussed on the fact that wire wheels were not a standard option for the early Triumph Herald, but that a conversion could be achieved by ordering the relevant factory parts for the Spitfire and GT6. I made it clear that wires were mostly about the look and that a wire wheel set is heavier than standard steel wheels. So, what would you do if, in the early 1960s, you wanted to add lightness, as per Colin Chapman's principal at Lotus? That is a good starting point as the 1959 Lotus Elite had steel wire wheels and the Elan had knock-on steel disc wheels. By that comparison it would seem that alloy wheels were not considered a viable option, even for sports cars.

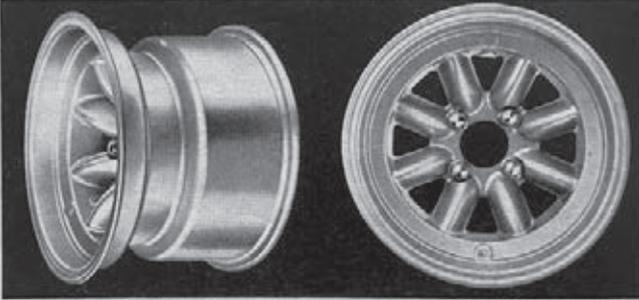
In fact, that is far from the truth. Indeed, 2024 was a relatively unnoticed but significant motoring anniversary – the centenary of the launch of the Bugatti Type 35 with neat aesthetically pleasing cast alloy eight-spoke wheels. These were made at the Bugatti factory at Molsheim in France. Follow-on developments by Bugatti included wheels with integral brake drums, and later, removable alloy rims. Bugatti fitted alloy wheels to the majority of his cars, both for competition and road use. However, my aim here is to consider what the owner of a brand new Triumph Herald might have been able to choose when their car was new in the 1960s; what would be an authentic period conversion? Noting that of course the 12/50 was introduced in 1963 and production ceased in 1971.

A RARE CHOICE IN 1960

It was mostly exotic Italian sports car marques that routinely made alloys available, generally as an expensive option. As an example, Ferrari fitted alloys to most of its competition cars, but its first road car to have alloy wheels as standard was the 275 GTB. The latter were mounted with traditional chromed knock-off spinners, as used with spline-fitted wire wheels. However, from the 1960s alloys became relatively commonplace in motor racing, which led to lightweight aftermarket road alloys such as the iconic Minilite becoming available. There is a useful informative piece covering the availability of alloy wheels from 1963 to 1976 on The Imp Site, (www.imps4ever.info).

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It lists alphabetically Avon, Boler, David & Co and Cartune first but with no images, then Cobra Supaslots. The latter style became more widely known in the mid 1970s as the Wolfrace Mag Slot, was very American in style and liked by many, but for me is a little too brash! Next up is the offering from Cosmic Car Accessories, more of which shortly, then a range of options in 1971 from our prime wheel industry manufacturer, Dunlop, with their Formula series wheels. Some of these were steel and alloy composites. An obvious inclusion was the race proven Minilite, much copied now but then the original Minilite magnesium wheel.

My own early experience of alloy wheels was through my father deciding to fit Cosmic Mk2 wheels to his 1969 Bond Equipe 2 litre Mk2, but I cannot remember when this

happened. Certainly he did not keep the steel wheels or Rostyle trims, (I could have done with those a few years later), so I am wondering whether he had this done very early at the local Triumph dealer, Motor Macs, in Exeter. Aside from looking at the Imp site and other online resources, I have trawled through my archive of 1960s to 1970s *Car* magazines and can find very limited advertising. Certainly Minilite were there and Dunlop, but little else. In particular, no wheel companies were listed at the 1960 Motor Racing Show at Earls Court. My main intent with this article was to be able to suggest what might have been the alloy to choose for an early Triumph Herald, but to be honest I am struggling to offer a choice. That is probably why I have tended to stick with steel wheels for my examples of period



Father's Bond Equipe with 5½J 13in Cosmic Mk2 wheels.

modified Triumphs. That said, I did use MX Minilite replicas on my modified Vitesse Estate, and they do suit our cars. However, after thinking about it further, I did some more research and felt the need to gather details about Cosmic wheels.

COSMIC WHEELS

I had thought that Cosmic did not appear on the market until the late 1960s or early 1970s; however, my online searching led to an interesting article on the *Total Kitcar* website. It is difficult to verify all the detail, but the webpage at: www.totalkitcar.com/2022/12/01/in-a-class-of-their-own-the-story-of-cosmic-wheels-accessories/ reveals some intriguing snippets. The article describes Cosmic wheels as 'catalogue wheels' as generic home shopping catalogues listed them. This tallies with the fact that I could not find more ads. The article goes on to provide some background on Cosmic Car Accessories. (I have seen advertisements for other Cosmic accessories from the early 1960s, but not the wheels.) The company was founded by Kenneth Rose, who had been an apprentice at Coventry firm Lea Francis. Apparently, his father Hugh was the technical director. Ken Rose had flown Hurricanes then Spitfires during WW2. After the war, in 1946 he went back to the world of engineering, eventually forming the idea to start Cosmic in 1952. Happily, there is a Triumph connection. Well, a Standard-Triumph one – after buying a Standard Vanguard with no heater, he designed and made one.

A fascinating fact about the origin of the firm's name is apparently related to someone telling Ken that cosmic rays were the sun's hottest, and Ken liked it due to the relationship of melting and casting aluminium products. The factory was set up

in Mount Street, Walsall. From the beginning the aim was to manufacture the majority of the products and keep it in-house, hence the need for a foundry.

The key detail in the online article is that the first Cosmic aluminium road wheel, the Mk1, was launched in 1961 and that the Mk2 wheel appeared in 1964 and was more popular. I have yet to confirm that they were this early. Certainly my collection of early Earl's Court Motor Racing Show programmes does not include Cosmic. Apparently though, by the mid-1960s eager enthusiasts would flock to the company's stand at the Motor Show or Racing Car Show hungry to see the latest Cosmic products. This might be where my father, whilst working in London, became aware of them. Cosmic probably hit the peak of its popularity around 1971; major recession and the three-day week in 1973 impacted drivers' ability to purchase extras for their cars, and the firm went into decline after that. Cosmic managed to continue marketing some of its products until 1986; however, attempts to keep going thereafter struggled and the firm eventually closed down in 2000. Although this was a sad demise, the popularity of the Cosmic Mk2 wheel continues as Joe Brown Wheels continue to manufacture it.

THE 1970S AND THE 'CARLOS FANDANGO' SYNDROME!

As the UK climbed out of the recession, many aspiring drivers were able to seek simple modifications for their cars. To control cost, many people looked for add-on trims for steel wheels – remember the use of 'Rostyle' press-on hubcaps by Triumph from 1969. But by the mid-1970s firms like Minilite and Wolf Race held the majority of the market, with many copycat products appearing, sometimes of varying quality.

Since then, of course, alloy wheels started to become more commonplace, and alloys became regularly available as an optional extra from car dealerships to either the most expensive top-of-the-range models such as the Ford Granada Ghia, or sporting derivatives. Of course, within the TSSC we have a Triumph example with the Dolomite Sprint of 1973, this being the very first British-produced car fitted with alloy wheels as standard equipment.

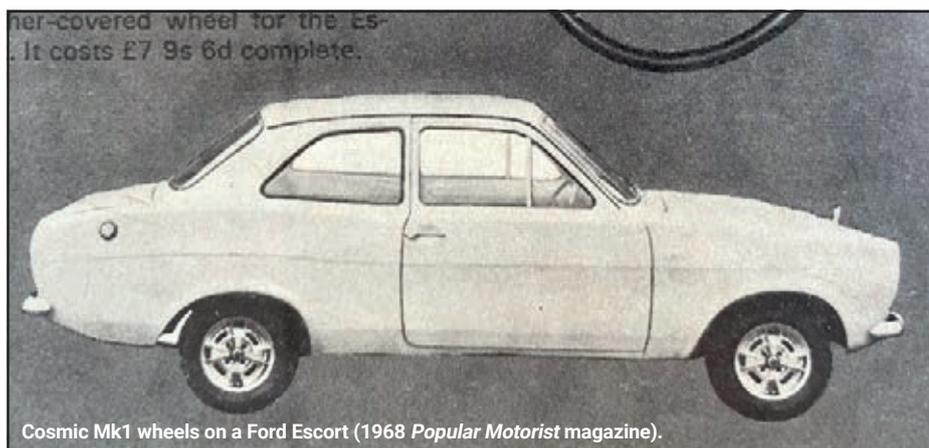


Dolomite Sprint had alloy wheels as standard.

LIGHT AT THE END OF THE TUNNEL

Wheels are a very individual choice, yet having considered the facts, my personal conclusion on the subject of wheels for early Heralds is, even with period modified vehicles, to stay with steels disc wheels, possibly wider than original, but never too wide due to the relatively significant camber change. However, if wanting to go with a period correct wheel, possibly a Minilite style wheel, but actually, although Cosmic Mk1 would be more period, Cosmic Mk2s do suit our cars. Otherwise, if you can find them, go with Dunlop Formula, very much in keeping as our standard steel wheels and wire wheels were made by Dunlop.

Adam



Cosmic Mk1 wheels on a Ford Escort (1968 *Popular Motorist* magazine).



A Dunlop GT aluminium wheel from a 1973 ad.



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TSSC INSURANCE NEWS

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

How to mitigate against the risk of expensive parts and labour writing off your car.

Apparently, the arrival of March also heralds the start of Spring, although I am sure many of you will still feel that it is some time away, given the chilly weather.

For some, the odd sunny morning with crisp frost on the ground represents an opportunity to get your Triumph out and about; for others, though, it is the end of a long winter of essential garage maintenance, upgrading projects, or, indeed, full restorations.

Whether you undertake most of the work yourself on your Triumph or send it to a specialist, you'll be aware of the rising costs of replacement parts and labour. This is particularly pertinent if you happen to own a very limited, rare or even unique model. Or, indeed, if you have invested way more than the market value into your vehicle's restoration or repair, a reality that most of us enthusiasts will be well aware of.

You told us about your concerns around that exact scenario when we were busy designing your Club insurance scheme - and we have a solution.

It is referred to as reinstatement cover or, more commonly, as uplift. Many people either do not realise they need it or struggle to understand it, but in today's inflationary environment, it is becoming increasingly essential.

Simply defined, Uplift Reinstatement

Cover in motor insurance is an optional increase in the value of the insured vehicle to cover repair costs. It's an allowance on top of the market or agreed value of up to 25% that allows for inflation, the extra costs of rare or hard-to-find parts, or, indeed, extra value applied in restoration, such as concours or modified paint finishes or materials.

The cover has its origins in property insurance, where insurers would have typically allowed for any inflation in property rebuild costs in a world where materials and labour fluctuate rapidly. Those fluctuations could occur during the period of the insurance or, in fact, during the period of time that it takes to complete a rebuild. This all ensured that the building sum insured was more than adequate for the resultant reality.

Now, such cover is unnecessary in 'everyday' car policies, as industry-agreed parts and labour rates are published and understood by both repairers and insurers. The materials are also clearly much lower in volume.

However, as we all know, the world of classic and cherished vehicles is far from being that straight-forward and so we, as specialists, want to make certain that we offer you not only the options to account for rising costs of repair, but also that we

have as many features within your Club insurance as possible to avoid vehicles being written off. We are, after all, focused on getting you back on the road as quickly as possible and also ensuring we don't unnecessarily lose a valuable classic from our roads.

I hope all this adds yet another

answer to the question most commonly asked about why people need specific insurance rather than the coverage available on price comparison websites.



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CHARNOCK RICHARD SERVICES

First of all this month, let's start with a bit of Bond-related trivia. On our trip to Scotland over Christmas, we went past Charnock Richard services on the M6. Suzie, (obviously bored,) Googled the history of the services at <https://motorwayservices.uk/> and found that in the late 1950s/early 1960s when the M6 was being planned and the building of the Service Station sites were

put out to tender, Loxham Garages put in a bid for the Charnock Richard location (also at the time known as Heskin Services). From that website: 'In their plan, Loxhams had the restaurant and a café on the bridge with transport cafés further away. Their financial offer was poor, but they showed expert knowledge and were told they would make a good operator.'

In the end it was Motorway Services Ltd, owned by Fortes which won the tender, along with three others on the M6. This was probably just as well because one does not know how things might have turned out if Loxhams had won – would we have had the Equipe? I found a copy of a contemporary postcard, but could not find one with a Triumph, let alone a Bond!

HORN PUSH SURROUNDS IN PRINT



Now, how is your horn – or more precisely the horn push surround? I have just had some made for the Les Leston (Walsall Wheels) steering wheels, which were original fitment to most 4s and 2 litre Equipes. They were 3D printed so they will need a bit of sanding and polishing to finish off, but are a good replacement for broken or missing original items. If your car is missing the original steering wheel

and has been fitted with a Formula steering wheel instead, (which was an option for the Triumph cars,) then all is not lost as I have had these done as well. The cost of the parts are £30 each (one piece for an LL wheel, two for the Formula wheel), with £5 p&p. If you are interested, please let me know. I will try and have some with me at the various shows during the year.



AND IN CLOSING...

Now, I know in the past I have set you some challenges regarding restoration projects. Unfortunately in most cases they have not – so far as I am aware – been taken up. (Though of course, please do get in touch and let me know if you have either sold or bought a project as a result of my ramblings!) Recently on the Bond Owners Club Facebook page there were some photos of the remains of a 4s in a garden in Wales, offered for free if they were of help



Even I think this one is beyond saving.



A work in progress – Peter Walton's hard top.

to anyone. I think the only useful part would have been the rear bumper as there was not much else left!

Also from Facebook but this time the Bond Equipe Facebook page, here is a photo of Peter Walton's 2 Litre Equipe Convertible (above) for which he is currently making a hard top. It looks good, and will be nice to see when it is finished. Given the weather we seem to be getting at the moment, it is a very useful addition to the car.

And finally, here is a picture of Alastair



They were made to be used in all weather...

Montgomery's convertible (above) out in the snow. It looks a bit chilly, but is a reminder that not everyone has the luxury of a nice garage to keep their toys in.

Guy

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WHAT'S THE PLAN THIS YEAR?

Hi, and welcome to the small saloon register again and a belated Happy New Year. I am always happy to receive pictures and articles for inclusion on the page, but in that absence I try to bring you news of what's happening on the scene. Mind you, running three businesses usually means I'm kept very busy, and so it's always hard to find the time to write an article when I'm also admin on quite a few Facebook pages as well as answering members' questions.

For those you didn't get the chance to go the NEC show last November, there were some pleasant surprises in two fantastic cars for sale, which were really nice to see in the metal on Sunday. The first was a 1300 FWD in Saffron, which is quite unusual and period. With low miles and superb presentation, this sold over the weekend. Since it was advertised for just shy of £14K, I'm guessing that even with a bit of a deal, it was a very impressive price for a FWD Triumph. I remember when I had mine and I couldn't shift it at £1000.

The other car was a 1300 Dolomite in Russet Brown, (not everyone's favourite, but I always loved mine in that colour). This was also low miles, 23,000 if I recall correctly, and in great condition. Although mostly original, I saw some evidence of work, but then again it was nearly 47 years old. This also had a £14K price tag, and to be honest even I thought they wouldn't sell. On the other hand, if Sprints can fetch north of £20K, why not? And indeed, this one was also sold when we saw it on Sunday, and it was a young lad of 21 who bought it. So there you go! I love all the range, but it's good to see some of the lower and previously unloved models now rising in value.

It looks like there are already a lot of dates coming out very early for the shows, so it is shaping up to be a busy year. As I write this, January was quite cold and there was some salt on the road, so I shall be waiting a while until I start runs out. However, it is always a good idea to start and run your car if it is a nice sunny day.

Safe spring motoring,

Andrew



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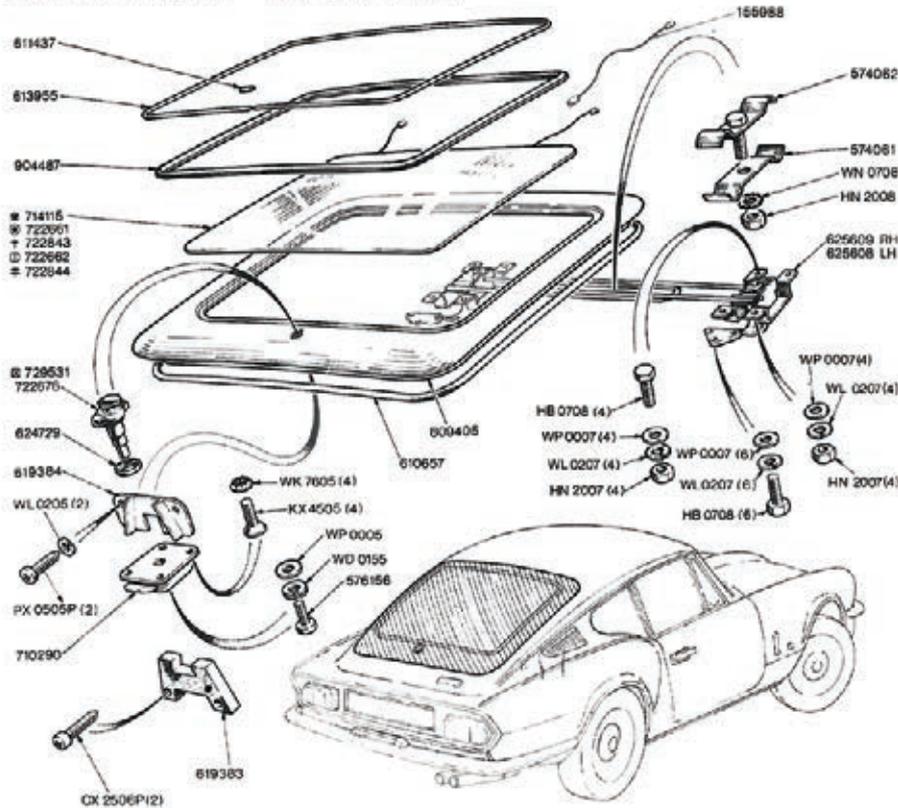
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GT6 TAILGATES

BODY AND FITTINGS – Back Door Details.



Parts catalogue extract for Mk3 tailgates and fittings.

Although the body styling changed between Mk1, Mk2 (GT6+) and Mk3 GT6s, the actual body panel pressing for the tailgate remained the same throughout production, the part number for the tailgate panel for all models being 809405. The glass seal is also the same across the models (part number 610657 or 904487), as is the chrome finishing strip (part number 613955) and finishing strip end gap trim (part number 611437) and the tailgate aperture seal (part number 610657). However, there are a few differences across the years when it comes to the tailgate fittings. Starting with the glass, the original GT6 Mk1s had plain glass with no heater element (part number 809409). The Mk2 (known as GT6 plus in export markets) added a heated rear screen which had vertical heating elements (part number 714115). The very earliest GT6 Mk3s used the same glass with vertical heater elements as the Mk2, but once stock had been used up at the factory, there was a change to a heated plain glass with horizontal elements (part number 722661 or 722843) which continued to be fitted until the facelift Mk3s at commission number

KE20000. The facelift models then changed to Sundym tinted glass throughout the vehicle, and the tailgate was therefore tinted to match, including the same horizontal elements (part number 722662 or 722844).

For many years the tailgate glass was unobtainable as a new part, but they are



The GT6 Mk1 had plain glass and no heat elements.



Mk2 and very early Mk3 (pictured) had plain heated glass with vertical elements.



Later Mk3s had horizontal elements, first in plain glass and then (as pictured here) tinted glass.



Another fitting which changed over the years was the lock handle. Mk1 and Mk2s had a lever lock handle (part number 710497), Mk3s had a sleeker knob shaped handle (722676).

now available new again in plain glass for Mk1s and heated with horizontal elements in both plain and tinted glass. The glass with vertical elements has not, however, been remanufactured. Having said that, the glass is interchangeable between models as it's the same physical size, so it is easy for instance to upgrade a Mk1 to have a heated rear window by simply fitting the glass from a later model and wiring it up to a suitable switch and warning light on the dashboard.

Unfortunately, the tailgate body panel has been unavailable for many years, which is not ideal as they do tend to rust out at the bottom. Being a hollow panel, any moisture that accumulates inside just sits there until it rots through. Injecting the panel with Waxoyl can help to delay the rot, but good secondhand tailgate panels without serious rot are now becoming hard to find. My own tailgate has started bubbling along the



One of the areas of corrosion bubbling on my rear tailgate.



My replacement tailgate that needs some repair to some dents on the edges, but is pretty rust free.



The previous rust hole on my tailgate in 2013, which was repaired at the time and then lasted for a further 10 years.



This is the GT6's interlocked tailgate torsion spring assembly.

bottom and I had been on the lookout for a good used replacement for a couple of years now, but the ones that I've found for sale have been just as rusty as the one I've got! I have, however, recently managed to obtain one from a local TSSC member which is very good in terms of being rust-free, but has a couple of dings on the edges which need to be repaired by a bodyshop, plus of course it will need painting to match my car. I've been to my local bodyshop who have confirmed they can repair it, but I'm currently waiting for them to provide a quote and fit the job in.

As I've owned my GT6 for 36 years now, it's not the first time my car has suffered from the dreaded tailgate rot. Back in 1992 when I had some major body restoration completed, I fitted a rust-free tailgate that had been imported from the US. However, that started to rot through 20 years later and I had it repaired by the bodyshop when I had some tidying bodywork done in 2013. The repairs have lasted a further 10 years before the rot has started to bubble. One other alternative that I did consider was to replace the tailgate with a fibreglass version. These are available new via eBay, but I do prefer to use steel panels where possible.

Another common issue with GT6 tailgates is that the tailgate hinge springs can break. On a GT6 there are a pair of interlocked torsion spring assemblies that hold the tailgate in an open position, unlike modern cars which use gas struts. If one of the springs fractures, which can happen after a few years, then the tailgate won't stay open. The spring parts are handed and the LH one (part number 625608) is still available new, however the RH one (part number 625609) is not, so if that should break then you'll need to look for a good used one.

GT6 ON SHED AND BURIED

I was watching an old episode *Shed and Buried* on TV recently, series 4 episode 9 from 2022. Henry Cole and Sam Lovegrove were raving about a rather nice Mimosa Yellow GT6 Mk3 in the shed they were exploring. It was in rather too good a condition for them to buy and do up to make a profit, although they did ask the owner how much he wanted for it and decided that the £18,000 he was asking

was too much for them to sell on with an added margin.

Having said that, I do know that Henry Cole mentioned in an episode in a later series with Fuzz Townsend that he owned a GT6, and I saw a picture of him standing next to a Mimosa Yellow Mk3. I wonder if it's actually the one from the earlier series that he bought to retain for himself rather than sell on? I have checked the DVLA

records and it is taxed, so on the road. I did try contacting Henry to ask about his GT6 a while back (explaining that I was the TSSC GT6 Register Secretary), but he didn't answer. I'll have to hope I bump into him at a car show, motorbike show or autojumble sometime so I can ask him in person. I've not met Henry yet, although I've met two of his sidekicks, Fuzz Townsend and Allen Millyard, many times.



The GT6 on *Shed and Buried* series 4 episode 9. (Excuse the poor quality of the images as they are photos taken of the TV!)

FROM THE ARCHIVES

Three, Two, One! This month's picture is of my Mk3, the late Bob Hyde's Mk2 and a Mk1 owned by Tony from Kent (I can't remember his surname). It was taken at the Leicester Sunshine Rally at Stanford Hall in around 1989 or 1990.

Andy



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STRETCHING THE LINKS

How can it possibly be that I'm writing this for the March issue of the *Courier* – how can we be so far into the year already when I still haven't cut up last year's Christmas cards for next year's gift tags?

So, where to start... Probably with a couple of messages I've received from club members. Jack McIntyre responded to January's piece on musical Triumphs to say: 'I can't add to your roll call of musicality, but thought you might be tickled by the attached advert from the August 1965 issue of *Hot Rod* magazine (below). For a magazine dealing in cars with unnecessarily large V8 engines, I was amused by the choice of a Spitty in the advert for trousers.'



Using an early Spitfire to add a little glamour and excitement to the Lee Leens trousers.

Thanks Jack, that was well spotted, and yes a rather unlikely inclusion for *Hot Rod* magazine. Although the text of the advert makes the explanation a little clearer, as the Lee Leens are 'styled for movers... that's why you'll see them wherever there's big excitement.' Well, self-explanatory isn't it? Of course Spitfires cause great excitement wherever they go!



Seeing this led me into a trawl round the net and I discovered that the advert for Lee Leens slacks including an image of a Spitfire wasn't the only time that a small British sports car was used to add glamour to an ad, as I found a similar advert online (above) but this time featuring an MG Midget with the explanation that you need 'tapered slacks' to fit into 'tapered cars.'

I also received an email

from Bill Maiden, who wrote: 'I saw this car out in Perth, Australia at a car show (below). I spoke to the owner who told me it is a rare Spitfire 4 with an Ashley hard top. He said there were only two in the country. It was resprayed two years ago and had a full engine rebuild, and is now up for sale. He expects it to fetch AUS\$30,000 [a shade over £15,000 – Ed]. Although I've been a Vitesse owner for close on 55 years, I did own a Spitfire 4 before that and would seriously consider owning another if I was a few years younger.'

It looks like a good car, Bill. I wonder how much it has been used in Australia, being a small car with a roof but no air-con? I wonder if it was built with the optional heater?

The Australian item made me wonder how the koalas I've been following have been getting on. You may remember that in December I featured Gasket who had been hit by a car. There was a further update on him in November to say: 'Gasket's head injury and neurological issues seem to have resolved following his car hit, but he has unfortunately developed a tongue ulcer and is losing some weight. We are keeping a close eye on him and doing our best to make him comfortable.'





Gasket the koala has recovered from his woes and was reportedly cleared for release.

Shortly afterwards came the news that Gasket's weight has stabilised and he had been cleared to be released.

And, just before I leave this topic, I did have a look though to see if there were any other 'car' related koalas and found another two – Thelma and Louise! Louise,

the baby and believed to be about six months old, was found on the ground, weak and dehydrated. Both were taken into the koala hospital, but Thelma did not seem to bond with her so they were being cared for separately, with Thelma still needing round the clock milk feeds.

Talking of tenuous links, whilst looking into the Lee Leens topic, I had wondered if they were the same company who made Lee Cooper jeans. But no, dear reader, I was very much mistaken. According to Wikipedia: 'The [Lee clothing] company was formed in 1889 by Henry David Lee as the HD Lee Mercantile Company at Salina, Kansas, producing dungarees and jackets.' Lee jeans are still made to this day, but in India. This is the company which brought us the highly fashionable Lee Leens in the mid-1960s.

On the other hand: 'The company that eventually became Lee Cooper was established in 1908 by Morris Cooper and a friend, Louis Maister, after they arrived in

London from their hometown in Lithuania. [...] Lee Cooper jeans were adopted by the youth counter-culture of the 1950s and 1960s and Harold capitalised on this association by sponsoring a Rolling Stones tour and working with Serge Gainsbourg and Jane Birkin.' Ok, that took me somewhere I wasn't expecting!

And, stretching even a tenuous link to its utmost, I was looking through various folders of snippets for articles today when the photo below left jumped out at me. I have no idea where I found this image, but I had a note attached to it saying: 'On the road with Jane Birkin and Serge Gainsbourg in Oxfordshire, England, 1969.'

So, I'd better finish before I try your patience too far, and I'll wrap up with another idea for when you get out there to tidy the garden. This one was set up as a high rise play tower for cats, but I would have thought it could be turned into a very good high rise planter.

Suzie



Can anybody shed some light on the background to this image Suzie found in her files?



And how about this for a productive use of old tyres?

A FRENCH CONNECTION?



Cast your mind back to my piece in the January edition; you will remember the featured car was a car known either as a Croysdill Special or as a Leopard Craft. Between then and now I've had a realisation – I had photos of that car in my column before, in November 2023. Back then the car was about to be auctioned at Mathewsons, but I did not have any knowledge to connect it to Reg Croysdill or the Leopard Craft name. (It made £10,500.) I promised to complement that article with another about the sister car of POL 439G, but before I get on to FIB 3746, a bit more history of the Croysdill/Leopard Craft cars.

I included some background on Reg Croysdill, the man behind these Leopard Craft cars, in the January piece. I now know that he built the first one, for himself, in around 1990/1. His intention was to create a homage to the Bugatti Type 59, and he used the chassis, engine and mechanics from a Herald. Apparently, Reg rescued the donor Herald from deep vegetation on a farm near where he lived, which was near Salisbury.

That car had the registration SPD 507F, obviously from the Herald, and it appeared in at least one car magazine in 1991. (It seems that at some point that first car was re-registered as Q61 VMR, which still appears on the DVLA database with the make as Leopard Craft. The car's last road tax ran out in January 1995, and it is believed the car was scrapped.) With that car built and road legal, Reg decided

to make further use of the moulds he had created to offer Leopard cars for sale, as a kit to build on Triumph mechanics.

History tells us that Reg's ambition was not realised. It seems clear that just two further cars were built, despite the fact that Steve Hole, in his 2012 book *The A to Z of Kit Cars*, quotes production of Leopard Craft at four. It also seems that both car number two and car number three remained for their early years under the ownership of Reg or his family.

Right, let's get to the subject of my piece, the blue car, FIB 3746. A few weeks ago I had the pleasure of meeting the car and its current owner, who lives not too far from me. It will come as no surprise that a car which many might describe as 'eccentric' has an equally eccentric owner. (I hope he won't mind that epithet – I use it with great affection.) The owner is Richard D'Arlison (it is he in my photos), and I spent a very convivial few hours in his company. So convivial that I rather forgot to get the full technical spec of his car as I had planned,



and the day ran out before we had a chance to move to a good photo location!

Richard has French connections with the highest of French society, and this no doubt explains his fondness for French cars. His current collection includes a 1981 Citroën CX Pallas, a 1976 Citroën Ami and a four-wheeled Lomax, a kit car built on Citroën 2CV mechanics. (I say four-wheeled as most Lomax cars only have three wheels.) Richard is also a serious motorcyclist, but that is a whole extra story.

Despite being built by a man in Salisbury using parts made in Coventry, FIB 3746 has a strong essence of France. Richard is a highly resourceful man, but his resources do not stretch to buying a real Bugatti Type 59. Only six of those were built, with apparently just three left surviving, and a UK-registered example was sold at auction in 2020 for £9.5m... Richard bought his budget Bugatti in 2010. I won't tell you exactly what he paid for it, but I will say it was less than £1m. Of course, the Croysdill/Leopard cars would not fool any half serious petrolhead that he/she was looking at a real Bugatti, but as an overall impression, it works a treat in my opinion.

The car shows up on DVLA/DVSA still as a Triumph Vitesse, and on the bulkhead is a Standard Triumph commission plate from a 1967 Vitesse 2-litre Mk1. Those of you with good 3D mental modelling might have clocked that the car looks long for a Vitesse, and you would be right. The car has a wheelbase of 102 inches, so



11in longer than a Herald/Vitesse. This could have been achieved by sawing the Vitesse chassis in two and welding in some new metal to the chassis members, which has been done many times for kit cars and specials, but FIB 3746 achieves



this wheelbase with a completely revised chassis, made by whom we do not know. The rear suspension is not as the donor Vitesse, it is the rotoflex version of the Mk2. The engine is a 2-litre straight-six Triumph, but I do not know exactly which one as the engine number is one of those facts I failed to collect! The front suspension and steering components are Vitesse, albeit with the steering column lengthened to reach the non-Vitesse driver's seat position. No doubt overall the car is more not Triumph Vitesse than it is Triumph Vitesse! Such details as the external handbrake

and the side-exiting exhaust all add up to the clever ambience of this car. In talking about it, Richard is prone to use the French-derived term 'trompe l'oeil,' an artistic term from French (but used in English) for the highly realistic optical illusion of three-dimensional space and objects on a two-dimensional surface. In a sense this whole car is trompe l'oeil in that it creates the illusion that it is a classic Bugatti while being nothing of the sort.

There are many little touches that help the illusion, such as the brake drums that can be seen through the 15in wire wheels. From the outside they look like large diameter aluminium drums, but they are fake – just thin aluminium shells fixed between the wheel adapters and the original Vitesse brake drums. The car is full of such delightful visual cues.

I love it. Do you?

Trevor

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Area News

THIS MONTH'S REPORTS FROM THE TSSC AREAS

Triumph Sports Six Area Liaison Officers: Paul & Christina Girling

Email: tsscareas@gmail.com Tel: 07584 000442

Thinking about holidays? We've just been sorting out the adverts for the weekend events run by local areas. These are organised by the members, and yes, you've guessed it, for the members. They are a great excuse to take your Triumph away for the weekend. The year begins with the Isle of Wight Triumph Weekend at the start of May. This is a very popular event and gets booked up early. This is followed a week later by the South of England Meet (SEM), with camping available

from Friday. We then have two events in June – the Dales Run and the Peak Run. With only a week between the two, several people are doing both with a holiday in between. These are followed by the Sunshine Rally in August, while September is busy with the Devon Tour, the All Triumph Day at Shuttleworth and the Norfolk Camping Weekend (pods are available for non-campers).

So if you're thinking of taking a trip, give one of the TSSC weekends a look. They give you a good chance to see

parts of the country you might not otherwise visit, all involve a run out of some sort on some great roads, they are organised by local TSSC members, and of course they all involve Triumphs!



Paul & Christina

ANDOVER

We had another good turnout at our February lunch meeting with several club cars in the car park, and Suzie's 36 year old Honda – we were running a bit late so it was the easiest 'classic' to jump into. It's good to see Ernie & Carol's Herald has now become reliable transport, Jasper has been putting a few miles on his son's Vitesse, and Bob's MGB GT continues to provide classic transportation.

Much chatter as usual, but I have to apologise because I can't remember much of what was discussed except that I know Robin has been very busy redecorating most of the house. I'm sure Ann will be eyeing up the rest of it now. (Note to self – jot down some notes directly after a meeting!)

I do remember one topic of conversation, though. Having had an email that week from a new member in the area who was unable to join us at our lunch meetings due to work, we broached the idea of having an evening meeting. Several were happy with the idea, so we agreed to meet on Monday 24th January at the Chalkhill Blue, working on the assumption that it should be relatively quiet on a Monday. It didn't hurt that they were offering a voucher for 30% off of main meals, so that benefited us all.

It was nice to meet Mark who had recently acquired a

1200 Herald Convertible as a stablemate for his Lotus – same front suspension at least. And also Jeremy who has a Rover-powered Stag and is another member unable to get to our lunchtime meetings. Although as Ann noted it did feel very strange to be going out at night like grown-ups instead of getting to bed early after several years of our lunchtime meetings. A very pleasant evening with 10 of us there, and we were right that it was a quiet evening at the pub so that was very nice too.

It worked so well that we decided we would have some more evening meetings. Probably not every month, particularly through the winter, but so as not to leave it too long we'd try alternate months so we'll have another meeting at the Chalkhill Blue on 24th March, the fourth Monday of the month.

NEXT MEETINGS

12th March at 12.00 – Regular lunch meeting at the Clatford Arms, Goodworth Clatford SP11 7RN.

21st-23rd March – Restoration Show at the NEC.

24th March at 7.30pm – Evening meeting at the Chalkhill Blue, Andover SP11 8BF.

Suzie & Guy

AVON

So now Christmas is done, we are all looking forward to the Spring

and Summer. We have tried a new venue for February, and it seems to have general approval – details on the website, or search The Huntsman Downend. Our ladies are busy compiling a list of events for 2025 and we are grateful for their efforts every year. Do you have a few jobs to do before the season starts? I know I do, but it is still rather chilly in the workshop! Drive it day is the 27th April and we plan to have an event on this day, so keep in touch. Stay safe,

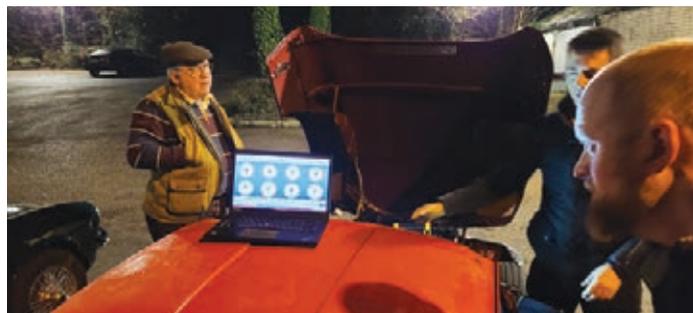
Dave

CAMBRIDGE

When we arrived for the meeting on the 3rd of February, the car park was chilly enough that the conversation flowed inside the Plough instead. First though, we chatted through the possible causes of the RPM over-read on the electronic ignition system that is being fitted and adjusted. We

looked at interference from the HT leads or the alternator messing with the signal from the crankshaft pulley sensor, but perhaps it is a poor contact on the connector to it, a duff sensor, a dry joint in the Arduino-based ECU or just a bad earth, that demon of Triumph electrics.

We talked about Sir John Black's birthday, for which Rob was hosting something on the morning of the day that the Stoneleigh show was on. We also



chatted about the need to focus on getting some accommodation booked for the NC500 trip around the North and West coasts of the Highlands of Scotland. Then Harvey the golden retriever decided it was time for home, but couldn't find his keys.

All in all a great meeting. The next one is Monday the 3rd of March at 8pm, at the Plough in Fen Ditton as usual.

Tom

CHESHIRE

There's been a bit of 'interesting behaviour' (aka 'configuration error' or 'bug') in the IT departments of Cast Iron World and Club. This has resulted in the email sent about the February meeting being forwarded to a number of people who aren't on the list of regular recipients. While trying to understand what was going on, our own IT consultant (Alfonso) sent another email which got forwarded to more people. So, apologies to those who got invites to our February meeting or a strange message from Alfonso.

In between times, there have been emails about sourcing a GT6 inlet manifold (hopefully to be resolved by Cast Iron World Head Office) and where to go to get front suspensions fettled (watch this space). There has been a bit of a flurry of cars coming onto the market, and I must warn people who ask either to buy or to sell that my track record over all the years as an AO is one car, a GT6, where I think I had to persuade the vendor to contact a potential buyer as he'd already sold the car but the sale fell through. I found out about the successful transaction while sat in one of the Triumphs at Gawsworth Hall!

Once again we had a good attendance (for Cheshire) at our meeting, this time without the rain and flooded A555. John indicated his Spitfire could not come out to play because there was a skip outside the garage. Monty had apparently contacted Mark Blunston re the item about Manchester Area in the last Courier, to discover that the intention was to start a Coventry Area, not a Manchester one. ***Yes indeed, apologies for that mix-up and the correct Coventry info is in this issue's News pages. Having said that, we would like to start a Manchester Area if anyone is up for it – Ed***

We welcomed Arthur, a retired blacksmith, who has an interesting collection of vehicles. If my memory is correct (no comment) there's a GT6, a TR3 (or 4?) and a Model T. I relayed my lesson about Model T ignition, and Arthur suggested he would try and come along in the T when the weather is a little more clement. He also suggested he would give me a driving lesson in it, which would need a substantial space both front and rear to allow for the pupil to press, release or pull the wrong lever or pedal, never mind the steering wheel!

As I write, Stoneleigh is two days away, with three potential attendees from the meeting – two by car, and one by train and bus. The weather is forecast as cool and cloudy, hopefully without the fog that defeated me last year. A report next month. Our next meeting is on Thursday 6th March at the Cock and Pheasant.

Henry

CORNWALL

Our first meeting of the year was well attended, with over 20 members gathering at The New Inn, Goonhavern. The food was excellent, and it was great to catch up with everyone after the Christmas season. We were also pleased to welcome new member Les, and Pete the TR Register Area Organiser who shared details of an exciting upcoming event – the Coast2Coast, Sea2Sea, Creek2Creek Run taking place on Sunday 16th March. This 75-mile non-competitive charity touring event will showcase the stunning scenery, coastal views, creeks, charming villages, towns and country lanes of west Cornwall. It is part of the Cape2Cape Grand Tour Classic Car Rally 2025, raising funds for Macmillan Cancer Support. It's open to vintage, classic and modern classic vehicles, so it's a great opportunity to take part in a worthy cause while enjoying a brilliant drive. I've sent out the entry form via our group email, so check your inbox if you'd like to sign up.

Unfortunately, due to Storm Eowyn, our January run had to be cancelled. While we were all disappointed, safety comes first, and we hope to reschedule Geoff's run soon. In the meantime, look out for our spring drive outs – the next one is planned for Sunday 23rd March and being organised

by Des and Wendy of Wadebridge.

On a sombre note, we were deeply saddened to hear of the passing of our dear friend Barbara Goodling from the Southern Area. Barbara, along with her husband Mike – Southern Area Organiser – has been a regular visitor to Cornwall for many years, joining us at our annual camping event in June. She was a cherished part of our extended Triumph family, and we will miss her dearly. Our thoughts and love go out to Mike, his family and all the Southern Area during this difficult time.

UPCOMING EVENTS

March
Thursday 13th – Club Night.
Sunday 16th – C2C Charity Event.
Sunday 23rd – Car Run and Lunch.
Sunday 30th – Wheels at Wheal Martyn, St Austell from 10am.

April
Thursday 10th – Club Night.
Fri 18th-Sat 19th – Lands End Trail watch at Blue Hills St Agnes on the Saturday.
19th-21st – Jems Vintage Rally, Stithians Showground.
26th – Trevithick Day.
Sunday 27th – Drive it Day, being organised by Sally-Ann and Anthony of Tregony.
 That's all my news for this month. Happy and safe motoring,

Carol

CUMBRIA

By the time this goes to press, we will be well into 2025 and starting to gear up for the summer season of events. In Cumbria it is a joy to drive around the Lake District in these months before the roads get too busy and as the environment starts to get a bit warmer and greener. Whilst we try to move our meeting locations about as much as possible so that members from all over our vast county (the third largest in England) don't feel left out, it is disappointing that only a proportion of TSSC members regularly attend our meetings. It could be that receiving this excellent Courier magazine is all they want to achieve, or they enjoy the benefits of insurance valuations by the club, but if any member feels that we can offer something more for our local residents, please can they get in touch either with me or via Head Office in Lubenham. I'm happy to try any new idea once, short of a Sixties Disco night!

Last issue our 'guest

contributor' Rod alluded to my inexplicable peregrination abroad during the festive season as the reason for metaphorically putting pen to paper, actually finger to keyboard. I admit I was sojourning abroad, and it was during this trip that I did happen to glimpse a very sad looking white TR6 nestling under a mango tree halfway up a mountain in St. Vincent in the Caribbean. Of the 91,850 TR6s produced, 83,480 were exported, almost all of them to the United States. It appears however that at least one made its way a little further south to St. Vincent and the Grenadines. I didn't get much more than a passing look at the poor vehicle, but it didn't look like it was going anywhere very soon on its very flat tyres. It could be described as a Death in Paradise.

Looking forward to the next few events, our 'drive and Sunday lunch' meet will be at the Powfoot Hotel near Annan on March 23rd (skilfully avoiding Mothers Day), when we have invited the Cumbria and Dumfries Triumph Group to join us. The outdoor events kick off with Drive It Day on Sunday April 27th at Dalemain House, near Penrith. On Sunday 18th May we shall be erecting our brand new storm shelter at Vintage Metal, Grates Farm, near Kendal. The last shelter was dramatically blown away in a windstorm at the head of the Wasdale Valley last year, along with several other commercial stands. Hopefully there will be no similar tent disasters this year, and also definitely no motoring incidents!

Happy motoring,

Nigel

DERWENT VALLEY

The delayed New Year's Run was on the 12th of January. We started at Ripley before taking a scenic route through Nottinghamshire and Derbyshire and ending up at The Boathouse at Shardlow for a carvery.



AREA NEWS



Our March meeting will again be at The Sitwell Arms at Horsely Woodhouse, DE7 6BN. This will be on Tuesday the 4th.

The 2025 Peak Run for 2025 will begin on the 19th of June and finish on the 23rd. The run will be on Sunday the 22nd. Booking forms are available on our website, or by email from derwentvalleytssc@outlook.com.

Bryan

DEVON

January's Club Night was another good one, with new attendees (always welcome) and three Triumphs in the car park. Dave and Shane had come over from Exmouth, Dave in the TR6 and Shane in his recently acquired 1500 Spitfire. Cornwall's loss is Devon's gain on this one, as it is a very nice looking car. Bob brought the Vitesse up from Plymouth, and we welcomed Peter J to his first Devon Club Night – welcome from over the Tamar! Jon introduced his friend Chris who is restoring an American-sourced TR4 which we look forward to seeing later in the year.

FORTHCOMING EVENTS

Sunday 2nd March – Breakfast at 9am at the Haldon Forest Diner by Exeter Racecourse. We have booked for 20, so see you there? Please let us know if you are coming. Lovely location and easy to get to, just off the A38.

Wednesday 19th March – our monthly Club Night at the Star Inn, Liverton TQ12 6EZ – any time from 6pm onwards.

Sunday 23rd March – rearranged Inter Club Skittles/Lunch at the Waie Inn, Zeal Monachorum. We

have a trophy to retain! As usual, please confirm you are coming, hopefully as many as were originally coming in November.

Sunday 27th April – Drive it Day. We will again be heading to Postbridge Village Hall for a repeat of last year's Cream Tea, provided by the Village Hall Committee, with a drive organised again by Jon Chartres. Numbers needed.

Early May Bank Holiday weekend – 12 of us are off again to the TSSC Isle of Wight weekend.

Saturday 7th June – Newton Abbot Racecourse Classic Car Show & Antique Fair.

Sunday 8th June – Lyn Valley Classic Club Stand organised by Darren Groves.

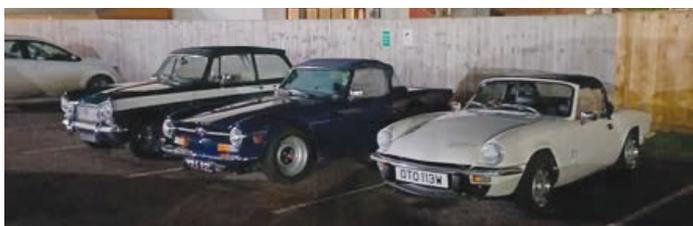
12th-13th July – Powderham Historic Vehicle Gathering. Shane Botham and Dave Frost are again organising this one for us – use our internal entry form which is available now from Shane (sbotham1@gmail.com) if you want to be on our Club stand. Prices remain as last year at £17 which covers car, driver plus one passenger for BOTH days. Camping is £40 per pitch again. This is our biggest show of the year.

Saturday 26th July – Club Stand at RHS Rosemoor Vintage Weekend at the RHS Rosemoor Vintage & Classic Weekend. Entry to this event is free, and the driver and one passenger also get free entry to the Gardens. This is a two-day show, but we will attend as a group on the Saturday. Please download your entry form from <https://tssc-devon.org.uk/docs/rosemoor2025.pdf> and return your completed form to darren@tssc-devon.org.uk by Friday 11th July.

The 2025 Tour of Devon will be on 21st September. Open NOW for registration via tourofdevon@tssc-devon.org.uk

Jon is collating 2025 events for us and putting updated lists out at the beginning of each month, a huge job for which we are very grateful. Darren is then putting them on the main TSSC website and our Devon Area site. Great teamwork makes a great Area.

Sue & John



NORTH DEVON

I was unable to attend the February North Devon meeting at the Crealock Arms, but Darren, Simon, Lee, Malcolm, John, Kay, Geoff, Dawn, Bob Bunney and Robin Vincent all came along, together with Alan and Janet who haven't made the meetings for a few months.

We've got lots going on this year – see the main Devon article. I would also encourage you to check the website for the latest information <https://tssc-devon.org.uk/docs/calendar2025.pdf>

There are some events that we will be organising in the north, including the Merton Vintage Rally on 4th May, a trip to Exmoor Zoo on 18th May, the Lyn Valley Classic on 8th June, Rosemoor on 26th July and the North Devon Festival of Transport on 10th August. More details will follow in the coming months.

Hopefully with March now here, we'll start to see signs of spring soon and can look forward to enjoying our cars again. If you have not been to one of our monthly meetings, please join us on the first Thursday of each month at the Crealock Arms, Littleham EX39 5HN from 7pm.

Andy and Darren

ESSEX

January was a bit of a mixed bag this year and the weather made it tough for Essex members to get out in their Triumphs, but I went up to Bridge Classics to get my Spitfire Mk2, where it has been stored for a little while. This gave it a good run for the start of the year, and gave me the incentive to sort out my garage problems. Now the question is how to move all my cars around to fit.

Some of our members have been working hard on their cars. Robin has replaced his front brakes by upgrading them to the 4 piston system, which should stop the car safely, especially as he has been renewing lots of parts in the engine and this has turned out awesome.



Steve's TR3 looks fantastic in its new (original) paint colour, a real transformation. He will be doing a full write-up and photos for us later.



It was nice to catch up on some long-standing indoor projects, and I expect others have done that too. I was asked by one of my members if I could re-upholster the front seats on his Stag for example, so I did and hope he is happy with them now that they are all finished.



I also got to teach a younger driver some of the basics of car mechanics on my Spitfire 1500, which he will hopefully own in the near future and be able to drive out with his dad. His dad has enquired from Peter James Insurance, and once his lad has passed his test, he can drive it in the first year with a qualified driver sitting next to him and on his own thereafter. I hope that when he has passed his driving test, we will see him out at some shows and monthly meets with us in Essex.

Arnie took his car out for a long run, as he has not used it since the trip to Germany in October. It cut out a few times on the way back coming down the M11, which is a bit scary when you are in the process of overtaking a few lorries, but then behaved itself. It was a bit like losing power to the fuel pump. I suggested it could be the safety fuel cut out switch. On the same drive out Arnie's speedo stopped working, so when he got home he tested the cable and speedo gauge. However, on removing the angle drive he found that was broken, so another job for him to do in his spare time.



On February 2nd we woke up to a very frosty sunny morning. I got the TR6 out to go to North Weald breakfast meet with the sun shining and birds singing. We drove along the country roads around Epping and arrived with cars already lined up. There was a good selection of cars including six members from our Essex group – Craig in his TR6, Simon in his Herald, Greg and Sally came in their Mk1 Escort, Daryl brought along his American car plus myself and Sue in the TR6. We started the day with tea/coffee and breakfast rolls, then looked around and chatted to



other owners. I asked Craig about my TR6 as he has owned a TR for a long time. I started my TR up as I thought it was not running as well as it should, so we took the spark plugs out and distributor cap off. Craig found it was not sparkling on one of the plugs, and in fact none of them were getting the right spark. He removed the rotor arm – which just split in half! Not good, and unfortunately no one had a spare! At the end of the morning we managed to get it going, and Craig followed behind for a part of the way home. We got to five minutes from home and at a junction the engine cut out and would not start again. Luckily I had some super glue at home, so we phoned for a lift home to get what I needed and Sue took me back to the car. I then did a running repair. With lots of luck this worked, which meant I was able to get home. Now to get on the web to buy two new rotor arms, one for the car and one spare. Note to myself: make sure to keep basic spares in all of my classics.

Still, not a bad way to spend the first couple of months of 2025.

ESSEX DIARY FOR MARCH

Sunday 9th - Monthly Club Meet, 12 noon at The Astronomer, Avenue E, Braintree CM77 7AA.

Sunday 23rd - Breakfast Meet, 9am at Camping & General, Charfleets Ind Estate, Canvey Island SS8 1PQ.

Regular every Sunday Breakfast Meet 9am-12 noon at North Weald Airfield.

Contact me for details.

Mike

GATWICK

February has been another miserable weather month! Also a quiet month partly due to the weather, as well as work getting in the way for me. I've also been working on the Mk3 – the carpet is all finished, but there's still the odd bit of trim to fit. It should be going into VG any day now to have the Ashley hardtop fitted.



The other job that Phil and I have been doing is the ZT engine rebuild. Here's one of the pistons that came out of the old block – a work of art!



Dudley has been busy buying again, this time a very nice late Mk3 at a great price. No matter how hard he looks, he can't seem to find a red Spitfire! Dudley brought the car along to our Le Mans meeting at the Black Horse. It definitely met with our approval. Dates, ferry crossings and routes were discussed. Starting to feel like it's really happening.



Brian has been out and about and popped into Dudley's. I think he was a little surprised when he stuck his nose into Dudley's garage. The photo shows only a fraction of the cars there.



There is a new monthly classic car meeting on our doorstep, at The Gardeners Arms in Ardingly, on the second Saturday morning of the month. Sadly I couldn't go in February due to work. Hopefully this month will be better.

Next club meet is 11th March at 8pm. See you there.

Tony

ISLE OF WIGHT

We had a lovely run out to the Wight Pearl in January, which is a favourite spot as we get to hoon along the Military Road. Also, we have opened our booking form for our camping weekend (iow. triumphsportsix.club) so that you can book your entertainment tickets, hope to see you there! Our next run out is going to be to Chessell Pottery – see our socials for more info.

Zip Zooming,

Jo and Roxy Hawkins

LANCASHIRE

Hello Lancashire members. Following our winter hiatus, we will be restarting the monthly meeting in March at the usual time and place, namely the last Tuesday of the month at the Hoghton Arms, Blackburn Road, Withnell, Chorley PR6 8BL anytime from 7:30pm onwards. Now for a quick run through some events that may be of interest to you:

Drive-it-day Sunday 27th April. At this point, how many would be interested in a run out? Please let

me know.

Dales Run 13th-15th June. As seen in the Courier, this event is being held in honour of Alan Heaton who organised it for many years. Camping and other accommodation in Dent. Hope to see a few of you there.

A meeting of Triumphs is proposed at the Bridge House, Wray, Lancaster LA2 8QP on the 19th June from 2pm.

Finally, a few of us attend a Sunday gathering at the Mill Cafe at St Catherine's Hospice, Preston PR5 5XU on the second Sunday of the month. It is an informal event from 9am.

In other news, I've been sent details of a Triumph Spitfire 1500 that the owner (of 30 years) is wishing to sell, ideally to an enthusiast. If interested, contact me and I'll forward you the details.

That's all for now. As usual, I'll keep in touch via email.

Kevin

LEICESTER AND RUTLAND

For quite a few of us, the highlight this month was getting the Le Mans booking forms – there's nothing like planning a holiday to battle the winter blues. It was also wonderful this month to have several new faces at our monthly meeting. Also, the regulars have been acquiring new additions – hope to see the Stag on the road soon Neil!

There are several monthly meets that local members try to get to, more so once the weather warms.

First Sunday of the month am – RPM Motorsport Meet, Culloden Farm, Norton Juxta, Twycross CV9 3QJ.

Second Sunday of the month – South Leicester Cars & Coffee, Jenno's coffee shop, Carlton Park LE19 0AL – new event this year.

Third Saturday of the month 9.30am-12pm – Classic Car Meet at the Boathouse, Shardlow Marina, DE72 2HJ.

Each Bank Holiday Monday from 9am – A47 autojumble at Thurlaston Showground, LE9 9JE.

27th April Drive It Day – we will definitely be doing something, details TBC.

3rd May – Leicester & Rutland Area are displaying at Donington Historic. This is open to all areas to join us. You get 50% off entry when displaying, and located in the middle of the event. Please email me on sixpotpower@gmail.com for booking details. Booking



closes on 18th April.

1st-3rd August – SAVE THE DATE as the Sunshine Rally is confirmed. Please email J.muschialli@ntlworld.com for a booking form. Hope to see you all there.

So there is loads to do coming up. Hope to see you at the monthly meeting, or at any of the local events that we attend.

Jason

SOUTH LONDON

We had nine members at our February meet. The indomitable Anne was the only one in her Triumph, the golden Vincent Hurricane. Also, welcome to first timer, Russell.



I asked the guys at the meeting what they would like to read about and they said:

Sex – The only thing that really sits comfortably here is that men and women are both welcome to our meets, although obviously we do seem to attract a certain demographic. Thank goodness for Anne!

Drugs – We should congratulate Tom who has just been declared miraculously leukaemia free after a long course of chemo.

and **Rock n Roll** – Les has a collapsing rear suspension on his red Herald 1200. New spring, refurbished both rear trunnions, but it sits really low, almost on the bump stops. Any ideas?

One last question: Graham wants to know if he will be able to play the drums after his knee op? (He couldn't before.)

Finally, it's a Triumph-themed meeting at the Moat at Wrotham on 8th March at 9am. Please do come, it promises to be fun!

Rich

M25 EAST

Hi all. Wow, we're in March already, things should be hotting up soon. Not a lot happening at the moment though back here in early February when I am writing. My gearbox is back after its major surgery, but at the mo it's languishing on the floor of the Herald after a failed attempt to get it back in on my own. There's a distinct lack of enthusiasm to get out in the garage again, and on top of that there's the driveshaft bearing to do as well. Hopefully it'll all be done by the beginning of the summer – hmmm, anyone out there fancy putting a Herald back together?



A few of us are heading up to the MG & Triumph Spares Day this Sunday. Should be a good day out, obviously stopping off at the café on the way for a full English. It will be good to meet up with the lads and lasses from other areas, some of whom we haven't seen since last summer. You'll have to wait until next month to hear all about it, though.

Looking at our Facebook page, it seems we have a show to attend most weekends during the summer, so there's loads of stuff to look forward to. There are a couple of shows during the summer (Holbeach Steam & Country Show and the Peak Run) that we're going to attend, and rather than go home between them a few of us are planning to spend the few days in between at a proper campsite, the Nottingham Caravan & Camping Club Site. This looks a lovely site with, most importantly, showers, toilets, wifi, laundry etc. Oh, and a pub just down the road. We plan to spend our time exploring the local area and just chilling out. If anyone else fancies doing this, you're more than welcome to join us, the more the merrier. Just got to wait for those last cold months to be behind us and then it's all systems go. If anyone has any stories or news they'd like to put in the area news, just let me know.

Ta-ra till next month,

John

NEWBURY

Hello folks. On the evening of our first meeting of the year (8th January), snow started to fall. This was coupled with freezing rain. The roads and pavements became dangerous, so in the interests of safety the meeting was cancelled. However, the advantages of having two meetings a month meant that by the time of our second on the 22nd January the weather had improved and this went ahead. So, weather permitting, we are maintaining the club meetings through the winter.

Now, moving away from the fickle nature of our weather, a couple of our members have been busy sorting out problems with their Triumphs. Firstly, over to Andrew.

My 13/60 has had a rough running issue for years, and the car has always had a petrol smell. The engine is a Spitfire MkIV with twin SU carbs. I started by replacing an old electronic ignition, but it made no difference. Then I had the carburettors rebuilt, which looked really nice and there was a great improvement in the throttle response and running, but the problem was still there. However, I then had fuel leaking from the float chambers, particularly on over-run, so bought a fuel pressure gauge. The pressure was far too high at 7psi on tick-over, so I tried fitting extra gaskets which made it 6psi. The fuel pump was on the car when I bought it in 2005, so I have no knowledge of its history. So I bought a new pump, now giving 5psi and with extra gaskets 4psi. I finally fitted a Filter King, which has a pressure regulator and set it to 3psi, the maximum it should be. Magic – the car runs beautifully now and there is no petrol smell. I think this is another case of new parts not being the same as original.



Andrew's Filter King is set to 3psi.

Now over to Steve with an update on his Sprint.

I have been looking at the water leak that I observed from the slot in the block. I'd been putting it off because I knew I was in for a whole bunch of trouble, and I wasn't

wrong. I drained down the water, making a lot of mess after missing the water tray! The inlet manifold came off with few problems, then came extracting the water pump which can be problematic. I was lucky enough to have the pump come out very easily and no force was needed, but it took some time to get it stripped down. I had already ordered the repair kit, so I proceeded to put it all back together.



I then remembered that the impellor needed to be skimmed, so phoned a place in Molly Millors Lane. The guy there was really helpful, did it on the spot and wouldn't take any money off me. So now with the pump all back together, I just need to get the bush out of the block. I tried several suggested methods, none of which worked. But a tap I already had just happened to fit the end of my newly-acquired slide hammer, so I just screwed it in, gave it a whack and it popped out.

I fitted the pump without too much drama, measured the gap to get the correct gaskets and bolted it all up. I started refitting the inlet manifold, but when I got to the last bolt, the one next to the water pump, my problems started. It wouldn't tighten, and that's the worst possible place for one of the bolts not to tighten! So I had no choice but had to fit a Helicoil which solved the problem.

The next step was to fill it up with coolant. I was getting excited to start the car – until I noticed a puddle on the floor. On investigation I could see it was coming from the bypass tube. I'd replaced the O-rings, but obviously something wasn't right. So it was all back off again and wait for some new O-rings and a new gasket (again). This time I also ordered some decent gasket paper and have found I can create my own with Sue's Cricut machine. I've done a test run with some thinner gasket paper and it comes out

perfect. I'm hoping when I get the bits I'm waiting for, this will be the last time I take it apart, but one can never tell what's going to kick you.

Thanks to both Andrew and Steve. Putting on my old CQI hat I agree with Andrew that many of the repro parts are not manufactured to the original specification. Steve's Sprint water pump problems have also been experienced by several of our club members who own TR7s.

Well, that's it for this month, but don't forget the March meetings:

Weds 12th at Two Water Mills, Newtown Rd, Newbury RG14 7HB.

Weds 26th at The Craven Arms, Skinner's Green Ln, Enborne, Newbury RG20 0HG.

Keep them flying,

Dave

NORFOLK

Well, I wasn't expecting that – on a cold and dark evening, we managed to fill our area of the World's End pub with around 20 members. We even had six Triumphs in the car park, a great showing, so thanks to everyone who came along.



Plans for our camping weekend are progressing, and after a few initial problems due to staff illness and changes, Forest Park are taking bookings for accommodation. By the time you read this all issues should have been sorted, but if you do experience any difficulties, please let us know. We expect the lodges to go fairly quickly, so if you want to book one I'd do it sooner rather than later. Remember to say you

are with the TSSC when you call or email (info@forest-park.co.uk).

Friday evening there will be a meet and greet in the bar. On Saturday there will be an optional drive out along the coast road and a two-course dinner with live music in the evening. Sunday sees us driving to Holkham Hall to measure the 'mile.' Full booking details, costs etc are available from the event page on the TSSC website under the Events tab.

Do you enjoy attending a country fayre, whilst showing off your Triumph? If so, would you like to join the TSSC display area at Earsham Hall for the Classic Vehicle Rally & Country Fayre? This year's show is on Sunday 4th May. It's a great show, and this will be our third year attending as a club. If you want to join us, please email Tim via timsponer11@gmail.com or text/WhatsApp on 07702 203806 by our next meeting on 6th March. Last year we had 10 Triumphs (and a Jag) attend the event.

Other events planned for this year include our Scatter Treasure Hunt on Drive It Day, Sunday 27th April. Our July meeting (Thursday 3rd) will be our annual drive to Cromer for fish and chips. Sunday 17th August sees the popular Tea and Cake afternoon. There is more in the pipeline, and all events will be advertised by email, on our page on the TSSC website and on Facebook.

Our next meeting is at the World's End in Mulbarton on Thursday March 6th, 7.30 for 8pm. We will be congregating to the right as you come in. Food is available for those who want to eat beforehand.

Paul & Christina

NORTH EAST

After a false start to the year with the late cancellation of our January meeting, the February meeting was well attended with 20+ members packed into the training centre. A few brave souls even arrived in club cars with the roofs off. John and his wife arrived from North Shield with their Spitfire, one of the first 1500s off the factory assembly line in 1974 and in a very unusual colour (Topaz). It is a nice little car with a few anomalies such as a MkIV steering column and wiper controls as fitted from new. It originally came off the production line in Valencia Blue, but at some point has had a change of colour.

The only issue he has at the moment is a sticking throttle, but perhaps a bit lubrication will resolve that.

I had planned on bringing out the GT that day, after eventually getting round to fitting the aluminum radiator that I bought in August. While I was replacing the radiator, I also replaced part of the fuel line. On that morning I got the car out of the garage and set off to our meeting, but 400 yards along the road the GT decided it only wanted to run on one carb. So I took the car home, and on investigation later in the day I found a shard of rubber from the fuel line blocking the inlet valve on number one carburettor, so an easy fix but still annoying.

Pauline is planning to return with her Herald to the classic resto show at the NEC on 21st-23rd March, and a few of us may well be going down to support her on the club stand. By now we should all be preparing for the coming season:

April 28th – Drive It Day and a possible show at Wynyard Hall.

May 11th – Washington Restoration.

May 24th – Ushaw House.

June 8th – Morpeth Fair.

June 21st-22nd – Aln Valley Railway.

As more events get announced, I will let you all know.

Geoff

NORTHERN IRELAND

We are now back in the season for our area runs to begin and so I hope that you intend coming on the first of these with us, all meeting, as usual for me, at Dunsilly Roundabout, Antrim on Saturday 15th March. Further details will be forwarded by email prior to the run as to the timings, as well as comfort and meal stops. We will have already held our Area Dinner at Ballyrobin Country Lodge, Aldergrove at the end of February by the time you read this and so I trust that all went well. A big thank you, on behalf of the club and myself, to Alan (H) for all the arrangements made to make the evening a success once again.

Recently I mentioned the book about the Triumph Herald being produced by one of our own, Colin Lindsay. I am pleased to say that I'm able to pass on some of the details about how the book came about from the man himself. Over to you, Colin.



'Regarding the book, it came totally out of the blue when I was approached by Alexander Stilwell of Amberly Publishing to see if I'd write a book on the Triumph Herald for their Motoring Library. This last bit caused me some head scratching – I'd never seen any of their other books, did I need to follow a template or specific model of content? After some to-ing and fro-ing we came to a rough arrangement for size and content, which to be honest was no trouble. I had so many reference books, period magazine articles and pieces of memorabilia that I submitted the first draft at over twice the agreed size, so was promptly slapped back and told to cut it down severely. It was going into serious anorak type detail in some areas!

'Photographs were the biggest problem. Despite having thousands taken over the years, many were too small, poorly taken, or had something else or someone else in the background. I spent quite a few hours travelling to museums or garages to view original cars and take the required photographs of parts or models that I had mentioned, but couldn't illustrate from my own stocks. I also subscribed to newspaper archives, which made for interesting reading but sadly either did not have the originals of the photographs they had used – Jack Brabham in a Herald at Dundrod being one – or else could not get me, or grant me, permission to use them. I dare not use any photograph which may result in the book being in breach of copyright. We ended up cutting photographic content down from 180 to 108, but more than a few have never been seen before and of course there are many taken at Stafford or Totally Triumph which will surprise more than a few Herald owners.

'There is quite a local angle, such as Kerry, Clarence Engineering or Dundrod and Stormont, but then it's my book! It's currently listed on Amazon for pre-booking and should be on the shelves around March 24th. I think it's the first Herald

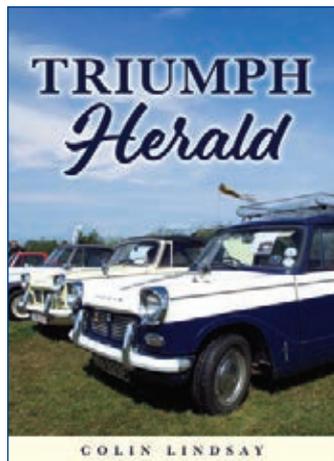
book in about 30 years, it was tremendous fun to research and compile, and my biggest regret is the huge amount of stuff that I had to leave out. I had to laugh at the description of the author, who is listed as a 'Retired Civil Servant who has organised several Classic Car Events.' Really? I suppose our Garage Days may qualify. I won't feel that I have made it as a serious author though until I find a copy in a charity shop somewhere.'



The following is the blurb from Amazon about the book that can be bought for £15.99 and at this moment in time is post free and can be pre-ordered. 'Launched in 1959, the Triumph Herald had instant appeal. Its attractive design by Giovanni Michelotti marked a change of direction for Triumph and the car also featured innovative engineering. Achieving sales of over half a million during its production years, it continues to be widely sought-after today by classic car enthusiasts. Here the history and development of the Triumph Herald are explored, as well as the various body styles, including saloon, coupé, convertible and estate. Engines and engineering details such as the all-round independent suspension and superbly versatile rack and pinion steering are thoroughly examined. There is also expert hands-on information for those who want to buy and/or restore a Herald, including how to spot a good car and ways of finding genuine or alternative replacement parts. In this book, titled naturally, "Triumph Herald," Triumph enthusiast and expert Colin Lindsay offers a concise and authoritative guide to owning, restoring and driving this ever-popular classic.'

I believe this to be a worthwhile book to buy whether you were or are a Herald owner and is well

worth the cost. Please support Colin in this project.



That's about it for this month's report, so just a few details of what is planned for you for the next few months. I trust that you will try to attend one or two to support the organisers.

EVENTS DIARY

Wednesday 5th March – Area Meeting.

Saturday 15th March – Area Run (North Antrim).

Wednesday 2nd April – Area Meeting.

Saturday 19th April – Lift, Look and Lubricate, Scarva. (Will include Trunnion Oiling) and Area Run (Down/Armagh).

It is hoped that we will have our Weekend Run from Saturday 17th to Monday 19th May, staying in the general area of Mullingar, County Westmeath.

Douglas

PETERBOROUGH

The January meeting at The Gordon Arms was fairly quiet, as might be expected for the time of year, but cosy and with lots of chat around plans for the coming year. Dave arrived in his lovely TR6, so we did manage to have a Triumph presence in the car park. Colin furnished the members attending the post-Christmas break at Gunton Hall with the final details of the trip. Doug Balderson has provided me with a report on the trip, which I have included below. It sounds like incredible value for money and I hope to be able to join in if the offer is repeated.

Doug said: 'Colin Saunders coerced a few fellow members of the Peterborough Area and their other halves to join him and Grahame for four nights with a three course dinner, bed and breakfast break at the Warners

Hotels Gunton Hall near Lowestoft on 20th-24th of January with the offer of an unbelievably excellent value for money deal. The food and mood were excellent, and we all – well I believe all – enjoyed the camaraderie.

'For the first couple of days or so we also enjoyed Colin's suggestion of a nine course breakfast! Sadly Grahame had to pull out of joining us at the last minute. Colin had been very busy dotting 'i's and crossing 't's and the array of team building games organised was excellent. Archery, axe and raven throwing and rifle shooting – other activities were available. The evening floor shows were very good. Some even escaped from the grounds and visited Beccles, Southwold, Walberswick etc, whilst others engrossed themselves in the quizzes. Well done Colin, and thanks very much from us all-- it helped us all through a stormy, windy and wet start to a brand new year. Something of a Triumph!'



That's all for this month,

Steve

SCOTLAND EAST

It might not feel like it, but summer is just around the corner and the Scottish weather is starting to turn. Before long it will be spring and the long days of summer will be here. March is a quiet month, but please come to the meeting at the Hawes Inn (EH30 9TA) on Monday 10th March where we will be firming up our plans for Drive it Day in April.

I plan to keep the area page on the club website (TSSC.org.uk) updated with all the meetings, planned events and area updates. Hopefully by the time you are reading this there should be a lot of information to find in the Scotland East pages. Failing that,

please keep an eye on the TSSC Scotland Facebook page for planned events across Scotland.

I am now looking to firm up numbers for Thirlestane Castle (8th June), Festival of Historic Transport at the Lathalmond Bus Museum (15th June) and the Doune Hillclimb (18th May). I am exploring the option of a stand at Classics Against Cancer in September. Dave Fray is also looking for numbers to attend the Bridge of Allan Show (11th May) and Glamis show (11th July). If you are interested in joining us at any of these shows, then the best ways to sign up are via the event pages on the TSSC Scotland Facebook page or by speaking to me directly.

As always, the winter months are a time for completing projects on the cars, both big and small. I am starting to see light at the end of the restoration tunnel and have been finalising the last of the bodywork and stripping the old paint from my Mk2 GT6. Cameron was planning a small job and ended up completely overhauling the front suspension on his Mk3 GT6, while young Jack is doing a fantastic job getting his Spitfire back on the road and is hoping that it can be his first car when he passes his test in a few years.



We are lucky to have so many experienced members in the region who not only have years of experience maintaining and restoring old cars, but also have the tooling and equipment needed to do it. So, if you are starting a new project and are not sure where to begin, or you are halfway through a job and can't find the right shade of tartan paint, please come down to one of our meetings and we will put you right.

Hope to see you all soon,

Alan

SCOTLAND WEST

Following our regular meeting at the Harvester restaurant in Hillington, Glasgow on the 6th of February, we have decided on the following events for 2025.

Drive It Weekend to

Aberdeenshire on the weekend of the 25th April. We will meet up at Stirling service mid to late morning on the Friday and take a scenic drive up to Portlethen, where we will be staying at the Premier Inn. Dinner will be in the Premier Inn on the Friday night, Saturday will be a scenic drive up to the Alford Motor Museum, Saturday night I have organised a Nepalese restaurant in Aberdeen city centre for 6.30pm, and Sunday will be a leisurely cruise back to the central belt.

Stirling (Bridge of Allan) Show will be on Sunday 11th May.

Doone Hillclimb and Classic Car Show will be on the weekend of the 18th May – the TSSC Scotland East team are organising this event with the TR Register.

Thirlestane Castle event is on the weekend of the 8th of June and will be organised by the TSSC Scotland East team.

Moffat Classic Car Show is on the 27th-29th June, with a run on the Saturday and a show on the Sunday.

Glamis Castle Extravaganza is on the weekend of the 11th July, and we will be on site from Friday until Monday.

Classic for Cancer is on the 6th September and will be organised by the TSSC Scotland East team.

We have decided that we will try and book a TSSC Scotland stand at the Tatton Park Classic Car Show near Manchester on the weekend of the 16/17th August.

Please note that details of all our events are on our Facebook page.

I will be attending the TSSC AGM on the 13th of April, so if you have any items you wish to get raised, please let me know. I look forward to seeing you all soon,

Dave

SOMERSET

Hi everyone. There's not much going on at the moment, so a short commentary this month. Please try and put Drive It Day in your calendar, 27th April – we have a good day out and it would be great to see a few more cars and faces along. I'm just beginning to start thinking about a route etc, so keep an eye out for an email and Facebook updates.

I did get along to the Haynes February breakfast club with my neighbour Dave in his Herald. There was a good turnout, primarily 'modern' cars but with a smattering of pre-80s. It was good

though to get out for a drive as the weather was better than forecast.

Finally, I have booking forms for West Somerset Railway Show, 2nd/3rd August. Let me know if you would like a form.

2025 dates for your diary:

9th March – Somerset Festival of Transport, Frome.

19th-20th April – Beach Lawns, WSM.

27th April – Chepstow Classic Car Show.

27th April – Drive It Day.

2nd-5th May – Abbey Hill, Yeovil.

18th May – Steam on the Levels.

7th June – Burnham Car Show.

12th-13th July – Sedgemoor Show.

3rd August – West Somerset Railway.

7th September – John Haynes Classic Car Show.

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

Next club night is Thursday March 13th, see you soon!

Steve

SOUTHERN

As many of you already know, Barbara Goolding, wife of Mike Goolding our area organiser, passed away in early January. Our thoughts and condolences are with Mike and his family.

Our Sunday lunch meeting at the Angel Hotel was well attended, and we had two club cars there. The regular meeting at the Stars also had a good turnout. Thanks to Wendy for looking after the raffle for us. Please don't forget there is no meeting at the Seven Stars for March as the pub will be closed for renovation work to be carried out. We will be back there for our April meeting. In the meantime we will hold our regular meet for March at The Trooper Inn, Froxfield GU32 1BD.

Below is a list of dates and venues for our roaming meets, Sunday lunch meetings and shows for the foreseeable future. Entrance and registration for the shows can be found online. More shows could be added at a later date. In case you have not heard, the Popham show will not be held this year.

March

4th – Regular meeting at an alternative venue, The Trooper Inn, Froxfield GU32 1BD.

16th – Sunday Lunch, Golden Lion, Winchester SO32 0JZ.

April

1st – Regular meeting, The Seven Stars, GU32 3PG.

13th – Guildford Classic Car Show, Guildford town centre.

17th – Roaming meet the Bat and Ball, Hambledon PO8 0UB.

27th – Drive It Day.

May

4th – Magnificent Motors, Eastbourne.

6th – Regular meeting, The Seven Stars, GU32 3PG.

11th – South of England TSSC meet. Leatherhead KT22 9AS.

11th – Basingstoke Festival of Transport, RG21 4AG.

15th – Roaming meet, The Tichborne Arms, SO24 0NA.

17th-18th – Castle Combe.

18th – Fernhurst Revels Village Fete and Classic Car Show, GU27 3HY.

24th – Waterloo Classic Car Show.

25th – Haslemere Classic Car Show.

24th-26th – Loughton Cuckoo Fayre.

You can see the listing for the whole year on the Southern Area's page of the TSSC website.

Mark

SUFFOLK

There was a good turnout at the Sorrel Horse for our February meeting, with 14 of us taking up the whole back wall of the pub and hogging the fire. The rumour is that the pub has been sold, with new landlords taking over some time in March. Some of the staff are staying on, which will hopefully mean it will keep its homely feel and the great food.

Robin brought along his planned brake upgrade for his Zetec-powered Herald. Being an auto, he doesn't get any engine braking on some of his more hilly adventures, but the new brakes consisting of four-pot Princess calipers and 2.8 Capri vented discs should improve things. The discs will need re-drilling to fit his alloy Caterham hubs, which have also been machined a little to ensure the disc misses the track rod end. He's also had the Zetec out of the car to try and get to the bottom of an annoying misfire when cold. Having taken the head off and cleaned it up along with the valves, after a bit of internet research he now believes it may have been because the oil he was using is too thick and these engines were made to very tight tolerances,

causing the valves to stick when cold. He has taken the opportunity to polish the exhaust ports and I look forward to seeing the car again when it's all back together.

There was much talk about planned trips for the coming year. Ian has already booked classic events at Silverstone, Brands Hatch and Donington to make up for last year, where he said the Spitfire hadn't moved much at all. Le Mans was also mentioned, with Colin probably travelling in his friend Dave's newly purchased 2.5S Estate from Anglia Car Auctions. He's concerned that with the three-speed auto and Dave's heavy right foot, the fuel consumption could approach single figures. I imagine he will have the car for some time during the year to get it in shape for the trip.

Chris has been fitting weatherstrips to the French Blue TR6. This is not an ideal job in the cold, and his photo evidence shows lots of masking tape to hold them in place and protect the paintwork while applying the clips. Help was on hand from Lindsay when, as mentioned last month, he wasn't battling the bonnet on his own TR6. Thankfully the alignment looks finally sorted.

Finally, I thought I'd leave you with a photo, taken by a friend while out on a walk around Ipswich. It's of a Stag in a front garden. Nothing unusual in that, except the garden is 1m higher than the path – with no driveway! He described it as a 'metal pond.' I imagine the owner might get a few interruptions from passers-by when working on it.



See you all next month, on the 4th March.

Russell

SURREY

Hello all. It's been quiet on the words front recently – the Christmas report was too late to publish in the January issue, so now we are into February. To condense, we are still having our regular Bletchingly meets, which is a great opportunity for a chat and

coffee with Trevor of hybrid fame, Tony of Gatwick fame, Jeremy of blue GT6 fame and other jolly folk with all manner of classics, although the photos have been a bit thin on the ground recently.

We had a good meet at the Wellhouse last month, although the weather dictated more modern technology on the heating, salt and rain-proof front. Looks like good progress on Tony's spitfire, my Vitesse has finally been rebuilt with every moving part replaced and Martin is embarking on rust removal and diff repair on the 2000. Looks like we are all booked for the IOW, which harks the dawn of summer (electric blanket) and possibly a trip to Barbados with Chris or the dessert with Varum.

I am starting the Spitfire five times a week, but the battery still feels ill (a bit like my never-ending cough) so I might just buy a new one and be done with it.

Right, I'm off to Malaga to look for some warm soft tops and getting ready to drop the new engine back in the Vitesse – I'm looking forward to the throb of something solid under the bonnet. See you soon,

Cliff

EAST SUSSEX

After our great start to the year with the New Year's Day drive and lunch, it went downhill from there! Our amended monthly meeting, postponed from Wednesday 1st January and rearranged for Wednesday 8th January, had to be cancelled due to inclement weather with snow forecast for that night. Unfortunately, Keith did not pick up my last-minute message and found that he was the only club member in the pub. However, he met up with an acquaintance from the past and they spent the evening chatting away. There is nothing else to report on during the month because, due to the very wet weather for most of January, our cherished cars stayed in their garages, dry and warm.

A few from the club will be going up to the MG and Triumph



Spares Day at Stoneleigh on 9th February, and how it all went will be revealed in next month's Courier. Roll on the warmer weather and breakfast meetings. The photo this month reveals 'gazebo team building' in action.

EVENTS HAPPENING IN MARCH
Tuesday 4th – Car Night at Holly Blue pub near Stone Cross (check details with the pub).

Wednesday 5th – Monthly Meeting at Halfway House pub.

Sunday 16th – Breakfast Meeting at Old Barn Nursery, Dial Post on A24.

Sunday 30th – Proposed Charity Drive / Run – details to be confirmed.

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

Geoff

NORTH WALES

We had an interesting New Year's Eve – rain, rain and even more rain. Going up to deepest darkest Lancashire on New Year's Day for an annual family get together (not in the classic car, needless to say) was full of surprises. The bridge by Sawley Abbey was only just clear of the River Ribble, which was flowing angrily in full spate. Cars were abandoned everywhere. We were about to turn around when we saw a friend who gently drove his car through quite successfully, said that the river was abating and that we would be fine. Which we were. When we returned later in the evening there wasn't any sign of water at all on the road and the drive home was lovely.

However, this incident did bring to mind one of my classic gripes – the state of our roads. All it needs is a shallow covering of water to mask a dangerous pothole and hey presto you've got a major problem and an unnecessary outlay of money. Whether you are pro or anti Wales' Labour government, what on earth possessed them to put erecting £30,000,000 worth of 20mph signs, some of which were removed within three months, over the repairing of our terrible road network? Driving a classic car or otherwise, they are dangerous. Enforcing the 30mph limit, which was generally accepted with good will, would have been much better. Personally, I must admit,

keeping to the 20mph limit does occasionally interfere with my concentration.

January weather just kept delivering. The cold snap mid-month left many of us snowed in and unable to move. It was bad enough in the lower-lying areas, but our farming members in the hills had a terrible time. They weren't able to hunker down as animals have to be fed and cared for, and this was followed later on in the month by Storm Eowyn which blew trees down with gay abandon. What can I say?

On a different theme, planning our summer trip to Ireland – the Wild Atlantic Way – is now the centre of our focus. Our particular area of investigation, with the help of Steve and Liz, has been finding suitable coffee stops along our route, and pubs, restaurants and cafes at each of our overnight stops. A few pleasant hours have been spent together looking through our various booklets and the internet, not to mention having a few sniggers at place names, all very childish. Other members of the group are looking at places of interest to visit. Places to stay were organised pre-Christmas by Graham and Gillian to ensure we had a definite route. When we have finally made group decisions, we will hand over all our information to Neil, who will work his usual magic to produce a very professional brochure to take with us compiling all our findings.

More to come next month. Meanwhile, look after yourselves, and happy driving.

Julia

SOUTH WALES

I decided that I would make a quick reconnaissance run along the traditional TSSC South Wales Presidents Run route to see if there were any decent eateries, as our regular venue had burnt down and was under restoration. I contacted ex-AO Al and asked if he fancied getting his TR7 out for a few hours. He did, and we met up at the M4 junction 33 services at 10am on Sunday 2nd Feb.



I had hit my 'ton of the run' in my TR4A on the private road near my house on the way to the rendezvous and my TR was running very well, even though it had only started on the second turn of the key (I had made a mental note to check what the issue was on my return home). The two TRs cruised along the M4 at legal speeds, skirted Swansea and then on to the A4067 towards the Mumbles. Instead of continuing on to the Pier car park, we pulled in and parked up in the Knap Rock car park.

Returning with our tickets from the pay & display machine, we spied an elegant lady perusing Al's TR. As we approached, she turned around and said to me: 'I know you from somewhere.' Uh Oh, I thought. 'I never forget a face,' she continued. 'You used to play the drums for KRAZEE ARNOLD'S ROCK MACHINE. We were introduced by Shaky at the Barry Festival about 20 years ago!

'Why hello Bonnie, very nice to see you again,' I said.

'I was looking at your cars. I bought a brand new TR7 convertible back in the 70s. I loved that car,' said Bonnie.

After he had recovered from his total eclipse of the heart, Al said: 'I thought you were lost in France?'

'No, I was just holding out for a hero,' replied Bonnie, 'but then I thought it's a heartache, so I came back to Wales. What are you doing here?'

I explained that we were on a recce and looking for a decent take away. 'I can recommend YALLOPS Fish n Chips, she said. 'It's a short walk if you would like me to show you, but first could you take a photo of me sitting in your cars?'

We gladly complied, and although she allowed us to take some images of our own, it was on condition that we held them for private use and did not

publish them or post them on any social media sites, which as the honourable and trustworthy people we are, we will not. We then took the short stroll to the Fish n Chip shop where Bonnie allowed us to buy her lunch. Both the fish and the chips were of the highest quality, and before we headed back to the cars we thanked Bonnie for her time and said that we hoped that she might grace us with her company when we returned with the club for the run. We swapped phone numbers and promised we would let her know the date and time of the run.

Back at our cars we realised that we had stayed longer than the paid for two hours – where had the time gone! For the return journey we took the more scenic route home along the A465, stopping to take some images, then we turned onto the A470, both TRs with a decade between them performing beautifully. As we passed the Welcome to Cardiff sign, my radio started playing A Rockin' Good Way by Shakin Stevens & Bonnie Tyler – you couldn't make it up! You wouldn't think that the day could get better, but a few hours and more than a few beers later, The ARSENAL 5, Man City 1. FANTASTIC!

Bern

SOUTH WARWICKSHIRE

Hi all – happy spring (it must be by now, surely!). As I write, it's still freezing cold and wet, and the gritting lorries have recently sprinkled rust promoter all over the roads again, but by the time this comes out I'm confident it'll be time to exhume our Triumphs again.

The February meeting was very well attended with a dozen of us, albeit nobody was silly enough to bring their Triumph along in the salt and wet. Well, I did bring SOME of my Triumph with me, specifically the gearbox internals. Mr Papworth very kindly took a look at the bits for me with his expert eyes, and I think we pretty much agreed on what was useable and what needed replacing. You can see the mainshaft tip has the typical wear, so sadly needs replacing – almost a given on these gearboxes – but Mike has had new ones made and he's gonna source the other necessary bits for me. (He's the man with the knowledge and the spares if you need a gearbox or a diff.) So pretty soon I should have the white GT6's

gearbox all rebuilt and working nicely with all four synchros, ready to go in.



Stoneleigh is tomorrow as I write, and Pete Boyce came along to collect various bits that others had brought for him to sell on his stand. Hoping that the traffic entering the site won't be as bad as last year (with the HS2 works just nearby, messing up the traffic), but the A46 is partially closed so I'm expecting trouble. Never mind, I'll be there, so more news on that next month.

On the cars front, I've now changed the front springs on the Vitesse so that it rides an inch lower at the front, and it now looks right. Hopefully it'll feel more planted on the road too, ready for the Round Britain Reliability Run in October. I've also finished refurbishing the replacement cylinder head for the blue GT6 – it needed a skim, new inlet valves and guides, and a good clean and paint. The skim was done by Knight Engine Services in Weedon (01327 340900) for a reasonable price – they were recommended to me by two separate well respected establishments – plus the guy running the place was very friendly and knowledgeable, having worked on Triumphs back in the day. A very nice job.

Oh, and Dave T and I went back up to club HQ a couple of weeks back, with permission from Chris Gunby, to make some initial preparations on the Vitesse Coupe to try and get the engine running. It's currently seized, so we merely

removed the plugs and inspected inside. The good news is there's no obvious corrosion inside the bores, so it should be revivable given patience. Dave put his head underneath too and found that the chassis is very solid. We put some Plusgas, followed by a mixture of diesel and Redex down the bores, and then buttoned it back up again. Hopefully that will do its magic given a couple of months or so. If we can get the engine to turn, then the next steps of getting it to run can proceed.

Some more events are coming to light now that we're getting into the year. I'll do an events calendar once a couple more dates have been finalised. Since there's no Malvern show this year, I'm informed that club HQ is planning something and has mentioned 8th-10th August as dates to save – more details to come. Also, some of us may be going to the Manchester Tatton Park show on 16th-17th August. Closer to home, a good number of us are now booked in for Cars At The Spa in Leamington on Sunday 1st June – if you still need to book, mention our TSSC area on the booking form so you can be parked with the rest of us.

In other news, Neil L tells me that the Distinguished Gentlemen's Run (which we did last year and was great fun) is going to be Sunday 28th September this year. Also, Neil and Adrian are talking about hosting a run to the Peak District, stopping overnight in a hotel in Buxton. The latter two weekends in July are currently looking free, so if you have a preference for one or the other please say on the Whatsapp group (just ask me to add you if you're not in there already). Oh, and Drive It Day is 27th April, so any ideas for what to do for that will be gratefully received.

That's all folks. Next meeting is Tuesday 4th March from 7pm, the first Tuesday of the month as ever, at Harbury Village Club, Crown Street, Harbury, near Leamington Spa. (Set your satnav for the BullRing Garage CV33 9HL and follow the tiny one-way section until you see the carpark on your right. Just ring the doorbell to be let in.) See you then. Oh, and if the cribbage club are in that night, we'll be in the back room which has been set up specially for us (cos we've grown to quite a size). Ask for directions at the bar.

Mark

WESSEX

So far this year we are just making do with the monthly meets. Some made the journey to the MG & Triumph Spares Day at Stoneleigh, but conditions have not been conducive to getting out in our cars. Hopefully this will change very soon and the Christchurch Quay 2025 dates below will all go ahead, unlike last year. This is for classic cars, vintage vehicles, military, emergency, motorcycles and – to celebrate just turning 40 years of age – Sinclair C5s. All vehicles must be pre-2001. Oil drip trays required for ALL vehicles except C5s. The management reserve the right of refusal, and as usual we are governed by the weather.

Christchurch Quay Dates:

Mon 21st April (Easter)
Mon 5th May (B Hol)
Mon 26th May (B Hol)
Sun 28th Sept

Other Diary Dates:

30th May to 1st June – Stockton nostalgia weekend.
21st-23rd March – NEC Classic & Restoration Show.
17th-18th May – Beaulieu Spring Autojumble.
3rd-6th July – Le Mans.
12th July – Middle Wallop.
13th July – New Forest Car Show, Bransgore.
6th-7th Sept – Beaulieu Autojumble.
7th Sept – Inaugural Haynes Classic Show.
5th-7th Sept – BPPC Swanage Rally, Norderm.
14th-15th Sept – Watercress Line Open Weekend.

Also; Wilton House Classic Car Show - Club Stand - date TBA

A full list will be available next meeting, or will be sent via email. All dates need to be checked first so that an unwanted trip is not taken.

Martin

NORTH WILTSHIRE

A large group of us gathered at the Foxham for what has become our annual Christmas meal in December. A good time was had by all, and thanks must go to Sarah for organising the whole event for us.

Moving on to our latest meet (which was also our AGM), it was unanimously agreed that Craig and Jim should continue as joint Area Organisers for 2025. Craig outlined our plans for the year

AREA NEWS

and reiterated that, as everyone is now using WhatsApp – including Tim who finally got a smart phone just before Christmas – we shall continue to use it as our principle means of communication. Craig asked that anyone with any knowledge of upcoming events should post them to the group and that he would combine them into a definitive list made available to all.

We decided that we would continue without garnering funds as an area. We saw this as an unnecessary function given our present ambitions. Our tool exchange process has been well used and lets us freely share our specialist service tools amongst the group. Craig explained how various people had made use of it and how simple and effective it has proved to be.

Updates on our cars were as follows:

Tony has been trimming his TR6 hardtop. He has repainted it from red to black using rattle cans and lots of cutting compound. He's sourced all the trim kits and parts required, including the 'unicorn' side brackets, and tells us that he much prefers the look of the car with the hard rather than soft top.

Pete has a set of HS4 SU carbs for his Spitfire which he is having professionally refurbished as his old ones are excessively worn. Tim, meanwhile, has no mechanical worries with his Stag apart from running slightly cool,

but is intending to address some minor bodywork issues.

Craig seems to be leaving all of the work on the family Heralds to Callum while he is woodworking. Callum therefore told us that he may fix the water leak on Craig's supercharged car after years of it being moved down the 'to-do' list. The 'new' coupé is getting an overdrive and a small refurb. Three potential engine rebuilds also feature in his year's plan.

Nick is turning his attention to the chassis of his Spitfire. He thinks it isn't too bad, but it's that time again. He has a new carpet set to fit and is also fitting new door seals. Chris is planning to get and fit a higher ratio diff to his Vitesse 6 to try and improve the mpg to above 20. He's noticed a minor leak of coolant and oil and so is also going to remove the head, and while it's off check the valve seats and retrofit lead free ones if necessary.

Our meetings are as usual on the second Tuesday of each month at 19:30 at the Foxham.

That's all folks.

Jim

WORCESTER

Well, surprisingly on a relatively miserable winter's night, 19 members ventured out to The Oak. Unfortunately Vicky was unable to attend as she was off enjoying herself in Paris (not many

Triumphs there I expect, apart from the obvious 'Triumphé'). Anyway, Lynn took over handing out the calendars and grabbing our pennies for the raffle. Yes, we still had a raffle, but Bev and I didn't win! Everything then went rather quiet as the staff started bringing out the sarnies and chips and those who ordered started to tuck in.

Apart from that, there was general car chat, but no news this month apart from the never-ending saga that is my Spitfire – I got my manifold and the carbs are in the process of being rebuilt having had an inspection, faults listed (loads) and the new parts acquired and ready to fit. Hopefully, by the time this report is published I should have them back. Oh dear, another remortgage then!

Well, nothing more to mention so I hope you can all manage to avoid the horrible weather and get out in your classics, and don't forget the meeting on 5th March at The Oak. See you there, all being well.

Take care,

Stef

NORTH YORKSHIRE

By the time you read this, spring should be showing with the lighter nights and hopefully getting out in our cars. I have just come back from a holiday in Madeira seeing classic cars used all year. I saw a

few old VW Beetles, a TR6 along with several Alfa Romeos before returning to our cold weather. Should not grumble though, as we have lots to offer and winter gives us the chance to do all the maintenance on our cars. Let me know what you have done over the winter months, although some brave souls do use their cars all year round so hats off to them.

We are having a Breakfast Meeting at the Motorist on the 6th April. This is for all Triumph clubs, so if you are free, please come along.

Our next event will be National Drive Your Classic Day on 27th April. Our regular meetings are going well, with good turnouts at both locations. The one at the Motorist may change from the second Wednesday of the month back to the second Thursday in the spring, so please keep an eye on changes or get in contact with me.

We also have a big event on the 5th July in our Area Triumph Day at the Motorist. This is going to be a national event for all Triumph clubs, so please pass this around to owners that you know.

I do have a mailing list of members in the area, but if you either do not want to be on it or I have missed you off, please get back to me.

Hope to see you soon,

Keith

NEXT ISSUE DEADLINE

All contributions for the April 2025 issue of *The Courier* must be received by 8th March, please.

Email: editor@tssc.org.uk

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Area Directory

For area meetings please check with your AO

SCOTTISH AREAS

SCOTLAND CENTRAL WEST

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

SCOTLAND CENTRAL EAST

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

SCOTLAND NORTH EAST

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

NORTHERN AREAS

CHESHIRE

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

CUMBRIA

Last Sun, 12 noon
Area Organiser: Nigel Entwistle:
T: 01229 717544 or 07999 693988
E: n.entwistle@cwgsy.net
Roy & Ann Ross: T: 01229 316501
E: roy.anne@tiscali.co.uk
FB: TSSC Cumbria
Meetings: Advertised on Facebook page

LANCASHIRE

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

LIVERPOOL

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

MANCHESTER

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

NORTH EAST

1st Sun, 10.30am
Geoff Dent: T: 07773 440201 -
E: geoff.dent14@gmail.com
Deryck Beadling: T: 07939 068976 -
E: deryck.beadling@yahoo.co.uk
FB: Triumph Sport Six Club (TSSC)

NORTH EAST

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

WIRRAL

last Thurs, 7.30pm
Richard Lloyd: T: 07979 842391
E: rulloyd@yahoo.co.uk
No meetings currently

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

LINCOLNSHIRE

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

NORTHANTS

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

NOTTINGHAM

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

OXFORD

3rd Tues, 6.30pm
Thomas Cope: T: 07972 039532
E: imp064@yahoo.co.uk
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 Embery: T: 07701 049881
E: david.embery@me.com
Simon Morgan: T: 07786 806189
E: simon.morgan@linxdesign.co.uk
FB: TSSC Shropshire

Contact AOs for meeting venue

NORTH STAFFS

New AOs Wanted - Contact Paul Girling
E: triumphsportsstaffs@gmail.com

SOUTH STAFFS

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

WEST MIDLANDS

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

SOUTH WARWICKSHIRE

1st Tues, 7pm
Mark Smith: T: 07989 104324
E: oilymark@protonmail.com
Harbury Village Club & Institute,

Harbury, Nr. Leamington Spa CV33 9HE

WORCESTER

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

EASTERN AREAS

CAMBRIDGE

Tom Hartley: T: 07795 436149
E: tom.hartley@homepages.co.uk
FB: TSSC Cambridge
The Plough, Green End, Fen Ditton, Cambs,
CB8 8SX - 1st Mon, 8pm

ESSEX

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

M25 EAST

3rd Sun, 12 noon
John Hill: T: 07938 526324
E: herald1360@btinternet.com
FB: TSSC M25 East Area
Various venues, contact AO for details

NORFOLK

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

SUFFOLK

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

SOUTH EASTERN AREAS

EAST BERKS

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

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: 07795 052276
E: varsas10@yahoo.co.uk
The Harte & Maggies, Coleshill,
Amersham HP7 0LU

CANTERBURY

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

GATWICK

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

HANTS & BERKS

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

HERTS & BEDS

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

ISLE OF WIGHT

Jo Hawkins: T: 07594 884725
E: jo@hawkins.engineer
Roxie Hawkins: T: 07342 678869

E: roxy.walters98@gmail.com

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

WEST KENT

Colin Robertson: T: 07810 102525
E: colin@tssc.uk W: www.tssc.uk
FB: TSSC West Kent
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, Commonside, Bromley,
Kent 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 Gooding: T: 01252 722432
The Seven Stars, Stroud GU32 3PG

SURREY

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

EAST SUSSEX

1st Wed, 8pm
Geoffrey Scarborough: T: 07833 944847
E: gwscarborow@gmail.com
The Halfway House, Rose Hill,
Isfield TN22 5UG

WEST SUSSEX

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

THAMES

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

SOUTH WESTERN AREAS

ANDOVER

2nd Wed, 12noon
Guy & Suzie Singleton: T: 01672 514241
E: guy@bondequie.org
FB: TSSC Andover Area
The Clatford Arms, Goodworth Clatford,
Andover, Hampshire SP11 7RN

AVON

1st Tues, 7.30pm
David Dyer: T: 07860 878058
E: daverover@hotmail.com
FB: Triumph Sports Six Club Avon Area
The 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 for details

NORTH DEVON - 1st Thurs 7pm
 Darren Groves: T: 07806 351499
 E: darren@tssc-Devon.org.uk
 Andy Luckhurst: T: 07971 413045
 E: arluckhurst@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, 7.30pm
 Bern Littlewood: T: 02920 315260:
 E: bernard.littlewood1@ntlworld.com
FB: Triumph T.S.S.C. South Wales
 Y Maerun, 140 Marshfield Rd, Marshfield,
 Cardiff, Wales CF3 2TU

NORTHERN IRELAND

NORTHERN IRELAND - 1st Wed, 7.30pm
 Doug Hogg: T: 07707 288233
 E: heatheranddouglas@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 Mclver	gimciver51@gmail.com
MALTA	John Pullicino	jpullicino58@gmail.com
SOUTH AFRICA	Karl Illenberger.	karl@kre.co.za
SPAIN	Dulcie Crabbe	dulcie@tonycrabbe.com
SWEDEN	Odd Hedberg	odd@triumphclub.se
SWITZERLAND	Robin La Barre	robin.Labarre@Bluewin.ch
UNITED STATES	Ben Blaney	benblaney@gmail.com

WHO'S WHO

TSSC Council of Management 2024



Chris Gunby
 Chairman/
 Gen Sec



Tracey Hawes
 Financial Lead



Paul Girling
 Area Liaison



Nigel Hill
 Events & Shows



Tom Hartley
 Director



Jane Rowley
 Director

TSSC Headquarters



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

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



Trudi Prettyjohns
 Accounts
 trudi@tssc.org.uk
 01858 434424
 Option 3

Club Shop will be open:
 Sunday 13th April
 Sunday 8th June
 Saturday 19th July
 8th-10th August
 Saturday 18th October
 Sunday 7th December.
 At other times, leave a message
 on 01858 434424 Option 1 or
 email clubshop@tssc.org.uk

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

Council of Management 2025 Meetings

TSSC AGM – Sunday 13th April
CoM MEETINGS – 9th March; 10th June; 31st August; 26th October
 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 Honorary Members

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

Model Register Contacts & TSSC Officers

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

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

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

Model Registers

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

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

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

SPITFIRE MkIV | 1500
Robert Lund
T: 07941 154109
E: spitfireIV-1500@tssc.org.uk

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

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

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

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

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

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

TR2-6
Bernard Littlewood
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Situation Vacant
Do you have a passion for the Stag and might be able to fill this role? If so, please contact the editor via editor@tssc.org.uk. Help and support will be given!

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FOR SALE

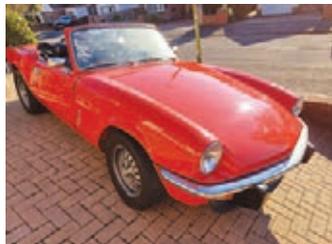
SPITFIRE



1977 Spitfire 1500
 Over 30 years ownership. Presently dry stored. Replacements include wings, floors, boot lid, gearbox. Contact me for full details. **Sensible offers. Eric James Smith (Lancashire) Tel: 07977 748527**



1976 Spitfire
 67K miles. Really nice condition – roof, interior, engine and paintwork all good. Lots of paperwork. Bonnet undersealed, new cooling system, new battery, four new tyres. **£6500 Martin White (Swannington) Tel: 07831 541298**



Spitfire 1500
 1975, 2nd owner 43 years. Original engine re-conditioned, suspension, re-spray. Spares – engine, o/drive gearbox, panels, BL hood, too much to list. £6900. **Martin Berry (Bournemouth) 01202 398259. berry223@btinternet.com**

VITESSE



1969 Vitesse 2.0 Mk2
 Barn find, ONE owner, stored for over 40 years. With column overdrive. One owner from new. This Vitesse is original and complete, but ideally needs a donor body. **£1750 Jeff Price (CH65 4LY) Tel: 07944 691004**

Mk2 Vitesse Convertible
 Good engine, rebuilt carbs. Chrome wire wheels, Signal Red with mohair hood. Tatty interior. Brakes rebuilt. Ill health forces sale. **£6000 Patricia (Southport) Tel: 07594 604523**

HERALD



1967 Herald 1200 Saloon
 ORIGINAL condition, NEVER been renovated, you can see all the original factory spot-welds. No rust, no underseal. Dry stored, only 63,000 miles from new. **£8000 Jeff Price (CH65 4LY) Tel: 07944 691004**



Herald 1200 Convertible
 1967, 76,000 miles, very good condition, new seat covers, four new tyres, reconditioned gearbox. **£4500 Mick Paul (Norwich) Tel: 01603 947124**

TR



1973 TR6
 Registered 1974. Original injection, Bosch pump, MoT July 2025 although exempt, O/D 3rd and 4th, oil cooler. **£18,500 David Humphreys (North Hampshire) Tel: 01428 609455**



1973 TR6
 Carmine red, first registered 1973. Large history file including previous many MoTs and invoices. Dry stored in my garage and only used on dry days. CR car, overdrive. **Around £17,500 Gordon Turnock (Sunderland NE) Tel: 07836 677696**

STANDARD

1957 Standard 8
 Fitted with Herald 13/60 engine. Runs and drives. Needs completing. Good seats and headlining. Brake servo fitted. **£1500 ono. Dave Cutlan (Bristol) Tel: 07941 584990**

CARS WANTED

Spitfire Mk3 KKM 181E
 KKM 181E was my first car bought circa 1980. Now in my 50s, I want another Mk3 but I am looking for KKM 181E first. Any information very much appreciated. **Jim Ropkins (Orpington) Tel: 0034 647 495422**

2.5PI
 Looking for a 2.5PI in good condition requiring no major work. Manual/OD and PAS, ideally Valencia Blue. Some upgrades OK. **Best offer. James Sturgeon (Bristol) Tel: 07796 141126**

Bond Equipe GT 2 Litre
 Looking for a Bond Equipe GT 2 Litre, but would consider other models. Preferably running and driving. **Garry Hutton (UK) Tel: 07900 431244**

PARTS FOR SALE

Dolomite 1850 overdrive gearbox
 Single rail J type overdrive gearbox, fully refurbished by ex-Triumph mechanic, complete with bellhousing. **£950 David Burden (West Sussex) Tel: 07860 868156**

Herald engines/non-OD gearboxes
 For sale at £40 each. Engines not run for some time but still turn. Also TR7 engine. **Ed Treadwell (Hampshire) Tel: 01264 860380**

Herald Coupe screen trim
 I have the windscreen chrome strip from my 948cc Herald coupe. Interested? **Negotiable. Dave Saye (Senghenydd) Tel: 07769 922007**

Spitfire 1500 tow bar
 Recently removed from car. Collection only. **£85 ono. Paul Warnett (Epsom) Text me on 07923 922546**

Spitfire 1500 engine
 Complete engine removed from 1978 Spitfire 20 years ago as a spare but not used. Kept in my garage. Collection only. **£300 John Mercer (Milton Keynes) Tel: 07980 725574**

Vitesse 2-Litre Mk1 distributor
 For six-cylinder without tacho, fully refurbished by Distributor Doctor, not used since. **£90 David Burden (West Sussex) Tel: 07860 868156**

Vitesse convertible roof
 From a 1971 Mk2, in very good condition. The header nose needs replacing as has come away from righthand side frame member. Pictures available. **£250 Glyn McTaggart (Oxted, Surrey) Tel: 07916 014152**

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Roll Over Jig
 Has wheels, manoeuvrable, raises and lowers, 360 degree rotation. Photo available. **£325 onvo. Geoffrey Scarborough (Crowborough, East Sussex) Tel: 07833 944847**

Four-speed non-overdrive gearbox
 GT6/Vitesse. 1968. Four-speed gearbox, non-overdrive, in working order but has some age conditions such as noisy and worn. Collection from HP19 8SX or can deliver. **£220 Martin Mynott (Aylesbury) Tel: 07747 581801**

PARTS WANTED

Herald driver's door channel assembly
 RH/driver's door channel assembly, window regulator, part no. 703972. Does anyone have one spare or can point me towards one? **Beccy Hatch (South Coast) Tel: 07879 687264**

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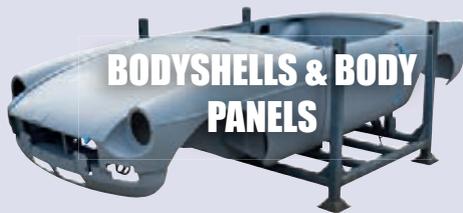


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