

THE COURIER

THE MONTHLY MAGAZINE FROM THE TRIUMPH SPORTS SIX CLUB

ISSUE 538 MAY 2025

WEDDING BELLES

Adding a touch of Triumph to the big day



THE
TRIUMPH
SPORTS SIX
CLUB



BIG PLANS FOR HIS FIRST CLASSIC



GT6 FROM ROTOFLEX TO CV JOINTS



NEC RESTORATION SHOW REPORT



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FROM THE EDITOR

This month, I would like to acknowledge the efforts of all our regular contributors – the Model Register secretaries, the Area representatives, the International Liaison Secretary, our letter writers and everyone else who helps to make the magazine what it is. I am constantly amazed at the hard work put in by so many volunteers, and by the rich and varied content they produce.

Some of our Register Secretaries in particular have decades of experience in turning out interesting features each and every month, but I am sure that most of them would appreciate a helping hand every now and then. So if you have a potential story with a focus on a particular model, please do consider running it past the appropriate Secretary, who I am sure will be delighted

to help turn it into a feature for the magazine.

If you have a more general story to share, then please do get in touch directly with me and we can see about a feature at the front of the magazine. And don't forget that you can also contribute to the Letters pages. After all, it is your magazine.



Simon Goldsworthy

Editor
editor@tssc.org.uk

PHOTO OF THE MONTH



This unusual picture was sent in by Catherine Arnette, who wrote: 'This was taken by 15 year old Jacob Lee on our Leics & Rutland area weekend away in Norfolk in September. We passed by Langham Dome completely by chance on the way back to the hotel after fish

and chips at Wells, and couldn't pass up the opportunity for a quick picture.'

Thanks very much for that Catherine and Jacob. Our thanks also to everyone else who has sent in pictures, all of which will get featured in due course even if they can't all win the top spot!



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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UK & Worldwide £56.00; Young Members (17-25) £28.00
 Direct Debit (from UK bank) £48.00
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 Members joining/renewing by Direct Debit can expect their fee to be collected by the TSSC on the nearest working day to 13th of the month prior to their membership expiring.

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 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

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THE GET OUT

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

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

OUR NATIONAL EVENT THIS YEAR IS SOMETHING A LITTLE DIFFERENT – AND IT'S FREE!

This month's Chairman's Comment is all about inviting all of YOU, our members, to our first National event to be held at and around our HQ in Lubenham, Leicestershire. It's all happening on the weekend of Friday 8th August until Sunday 10th August.

We wanted to try something a little different this year and it will be good for us to do something just for our club and our members. This is a FREE event to attend for all our membership. Simply arrive around lunchtime on the Friday and have a look around our fantastic premises with all it has to offer, followed by a chilled evening of catching up with friends old and new at the HQ and some fish and chips for dinner.

On the Saturday we will be leaving late morning to visit Coventry Transport Museum, which is only around a 35 mile drive away. Here you will be able to enjoy a heavily discounted entrance fee of £5 (it is normally £15) as well as special priority parking outside

the museum in Millennium Place.

After spending some time in Coventry – which is of course the home of Triumph cars – and enjoying a pleasant drive back to Lubenham, spend the evening with a pre-booked BBQ at the HQ and party into the evening. The TSSC HQ will be open all day on the Saturday for any day visitors.

Sunday will see the village green turn into the TSSC car show, with People's Choice awards being presented at 4pm. Again, the TSSC HQ will be open with guided tours taking place all day.

For those staying the weekend, a campsite is a few minutes walk from the HQ and will have toilets on site, with showers being available to use for our campers back at HQ. The cost for camping will be £45 per person for the weekend for all three nights, so including Sunday evening if needed. (You must be off of the campsite by 9.30am on Monday 11th August at the latest.)

Alternatively, the town of Market Harborough is less than two miles from HQ with hotels and B&Bs available, as well as excellent shopping and lots of history for those members of the family who are not quite as into cars as the rest of us!

Although the event is free, we do ask you to please let us know if you are coming by returning the booking form on the back of the address label in this edition of the Courier magazine. So please come and support something a little different from our normal National event – we are all really looking forward to seeing you.

Chris Gunby

TSSC Chairman



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Triumph cars and parts for sale.



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PRACTICAL CLASSICS RESTORATION SHOW

The Practical Classics Classic Car and Restoration Show took place at Birmingham's NEC from 21st-23rd March, and the TSSC stand was a busy place. Pictured above is Pauline Rowntree's 1969 Herald 13/60, which formed the practical part of the display. This was also on show at this event last year, but back then it was a rolling chassis with engine and bulkhead fitted. It has clearly moved on considerably since then, and work continued throughout the weekend. Pauline said that the goal is to be able to drive it round Silverstone in August.

The rest of the cars majored on red paint, lots of red paint! Tim Friell's TR4A (top right) was a Belgian-assembled car that had been sent abroad as a CKD in 1965, but returned to the UK for restoration in 2014. Tim has only owned it since 2024, but is a Triumph man through and through as he also has a Stag and a Spitfire.

Talking of Spitfires, the Mk3 on the stand was causing quite a stir. That's because, having been donated to the TSSC, this is being loaned out to a youngster via the Borrow A Classic scheme. The TSSC have previously loaned out an Acclaim and a Herald in this way, but the Spitfire is setting new standards – it had not even been advertised by BAC at the time of the show, but word had got out through the grapevine and they had already received no fewer than 42 applicants for it – and that is a record for the scheme, proving that the appeal of the

little Triumph sportster is as strong as ever.

Continuing the red theme was the Mk2 GT6 belonging to Kit Gunby, son of our Chairman Chris. This car had a body-off nut-and-bolt rebuild in 1986/87. Incredibly that is now 38 years ago, but the car still looks absolutely stunning. Apparently it had been used by the club during the 1980s and 1990s to test out components being sold in the shop and was a 21st birthday present to the lucky Kit.

The GT6 is pictured below, alongside the Spitfire MkIV of Nigel and Mel Hall. This car has a fantastic back story because Nigel owned it in 1978 when he was 18 years old, later sold it and then bought it back in 2022. He actually met Mel in the waiting area while having tyres fitted to the Spitfire in 1980, and the pair have now been married for 44 years. We reckon that car has to be worth a feature

in the magazine at some point!

The Club Shop was open for business at the show, helping to draw a steady flow of visitors to the stand. The Herald sofa from club HQ was there too for those who needed a rest from walking round the show, or indeed from manning the club stand – it is a long weekend for all the staff and volunteers, so let's not forget to give them a round of applause as well as the display car owners.



AUCTION REPORT



Brightwell's: 1963 TR4 – £20,160.

There were four Triumphs in Brightwell's sale that ended on 2nd April, and two in particular offered an intriguing contrast. Lot 52 was a lovely bright red 1963 TR4, an original UK car with all the desirable extras such as overdrive and a Surrey top. The money that has been lavished on this car over many years is simply staggering, and it still looked well worth the concours awards it had received in the early 2000s. Complete with its original registration of 9567 KV, it was estimated at £18,000-£20,000, which proved to be pretty much spot on as it cost its new owner £20,160 all-in.

Lot 48 was similar on the face of it – also a UK TR4 from 1963 with overdrive, though in a dark green rather than sales red. It had been in one owner's devoted care for 43 years before being offered for sale, and would again have carried an £18,000-£20,000 estimate were it not for one thing – it had been re-registered in 1976 with the number TR4. Yes, that is the registration number and not a show plate, and it meant that the estimate was more than doubled to £40,000-£50,000. And that too was spot on as it cost the buyer a cool £54,992.

The other two Triumphs in the sale were a 1973 Stag that was ripe for some gentle improving at £5000-£7000, and a TR7 V8 which had been quite extensively modified with a 3.5-litre V8 dyno-tested at 270bhp. It looked like an awful lot of fun for anybody who loves driving and is not overly worried about originality, the £8500-£10,500 estimate



Brightwell's: 1963 TR4 – £54,992.

suggesting there was a lot of car on offer for reasonable money. The Stag failed to excite buyers and was under offer at £3800 as we went to press, while the TR7 failed to sell.

At Anglia Car Auctions on 5th/6th April, a pair of Heralds made an intriguing contrast. The 1971 13/60 Convertible looked superb and ready to go. It had been changed from blue to red in the past as part of a comprehensive restoration, and while the Vitesse bumpers, burr dash and red-painted suspension and chassis were also not original, none of these need concern a future owner. Reassuringly it came with a fresh MoT despite being exempt, but since it was being offered with no reserve there was little to guide prospective bidders. In the end, it went for a premium-inclusive £5616.

This contrasted with a 1968 Herald 1200 in pretty blue and white with some very Herald-esque panel gaps. There was not much background to this car, but clearly it was a saloon that had been fitted with the Tristan (or similar) convertible conversion, the giveaways for this being the full-size back seat and the T-bar scuttle brace. Always a tricky one to value, the estimate was £2750-£3750 and it sold for a premium-inclusive £2700.

One of the other Triumphs in the sale that caught our eye was the 1977 Spitfire 1500. In one-family ownership since 1983, it had been in storage unused since 2016. No attempt had been made to get it running or otherwise



ACA: 1971 Herald 13/60 – £5616.



ACA: 1968 Herald 1200 – £2700.

prepare it for the sale, which meant that there was potential both to get an overlooked bargain or to come a real cropper. Selling for £1660, we suspect it might have been a good buy, but the jury is still out. And talking of Spitfires, the Puma-engined MkIV that Russell mentions in his Suffolk Area report this issue sold for just £2700 inclusive, having sold for £4860 back in January.

A couple of days later, H&H were in action at Duxford. Their sale included Lot 73, an original 1958 UK TR2. An early long-door version, it was a matching numbers car that had been meticulously restored by its engineer owner in recent years and deliberately kept largely standard apart from the desirable hi-torque starter motor and gearstick-activated overdrive. This is a car that could open up invitations to some of the more prestigious historic events. Displayed without bumpers (although those did come with the car), the £20,000-£25,000 estimate was only a small part of the restoration costs. It sold, but for an undisclosed sum.

Potentially cheaper in the TR stakes was the 1971 TR6. Looking pretty in Primrose Yellow, this was a LHD export car which had been brought back to the UK in 1992 and spent recent years in the Mediterranean – presumably in Gibraltar given the GBZ plate on the tail. Perfect for those European jaunts, it sold for £11,250 (inclusive).



ACA: Puma-engined Spitfire – £2700.



H&H: 1971 TR6 (LHD) – £11,250.

FBHVC SURVEY

This month is your last chance to fill in the National Historic Vehicle Survey organised by the Federation of British Historic Vehicle Clubs (FBHVC). The information you provide will be used by the Federation to support their defence of our use of classic vehicles.

As the Federation explains: 'The Federation of British Historic Vehicle Clubs will have to argue even more strongly for historic vehicles to retain their current access and freedoms on our roads in the coming years as we navigate the most challenging period in our history. To defend our freedom to use yesterday's vehicles on tomorrow's roads, we need your help completing this crucial survey.'

'We conduct this major research every five years, and more than 15,000 enthusiasts participated last time around. We want to make this survey the largest and most comprehensive of its kind in the world, so please take part, have your say, and help keep the historic vehicles that we love on the road for the benefit of everyone in the future.'

The survey closes at midnight on 31st May. Filling it in should take about 10-15 minutes, and you will find it at www.fbhvc.co.uk/survey



A POSITIVE AND PRODUCTIVE AGM

Thank you to all who travelled to the HQ on 12th April, especially those who arrived in a Triumph. Both the AO seminar in the morning and the AGM in the afternoon were well attended (including some members on zoom) with very positive vibes at both.

After a 'Car's the Star' picture quiz, the AOs spent time sharing their successes and helping resolve problems (more on this next month), whilst attendees in the afternoon were given the good news that the club finances are in a more positive position, the club reporting a very small profit. The club

shop continues albeit in a slightly different format, and plans are afoot for the TSSC National to be held in Lubenham in August.

Awards were handed over with South Warwickshire getting Area of the Year and Jonathan Chartres Member of the Year. The Cudmore Trophy for doing more with your Triumph went to Peter Barker and Christa Percival who competed in the Rallye Monte-Carlo Historique 2025, and TSSC 'Thank You's' went to retiring AOs Dave Smith and Danny Stroud who had clocked up over 50 years between them.

EVENTS

MAY 2025

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

17-18: Beaulieu Spring Autojumble, Beaulieu, Hampshire. Includes club displays, Automart and on Sunday the Trunk Traders. Tickets include entry to the event and 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. See p18 for more.

27-29: Cornwall Weekend Event. See p10 for details of this event.

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.

5: Triumphs at the Motorist. North Yorkshire TSSC and other Triumph clubs in the area have teamed up with The Motorist at Sherburn to put on a Triumph Day. All Triumphs are welcome. See www.themotorist.com for more details.

13: BL and Leyland Show. At the British Motor Museum in Gaydon, 10am-4pm. Entry to the museum is included in show ticket. www.britishmotormuseum.co.uk/whats-on

AUGUST 2025

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

8-10: TSSC National Weekend, TSSC HQ Lubenham. See page 4 and p59 for details.

22-24: Silverstone Festival. Don't miss out on your two-for-one ticket offer using the club code 25CCD024. See ad on p59.

SEPTEMBER 2025

7: All Triumph Day @ Shuttleworth. 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. Please email your Name, Triumph Model, Club and Phone contact to tourofdevon@tssc-devon.org.uk. See advert on page11.

HQ OPEN DAYS

Sunday 8th June
Saturday 19th July
8th-10th August
Saturday 18th October
Sunday 7th December.

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



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SEM 2025!

TSSC South of England Meet

50 TR7 YEARS

An event not to be missed!

Sunday, 11th May 2025

Camping available Friday afternoon to Sunday, Leatherhead Leisure Centre, KT22 9BL

For more information contact Mickey Hazell 07773 623807 or chippymickey@yahoo.co.uk



CLUB
QUALITY PARTS



SHOP
& MERCHANDISE

TSSC Club Shop will 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. Convoys 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

PEAK RUN

Weekend 35

19th to 23rd June 2025

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

Saturday daytime a chance to explore the local area.

Saturday night get together in the Marquee.

Sunday is the day of the 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

FRIDAY 27TH TO
SUNDAY 29TH
JUNE



HIGHER HARLYN
PARK

TSSC CORNWALL WEEKEND EVENT

Come and join us for a great weekend on the North Cornish Coast!

Friday night meet and mingle at the site. **Saturday** car run around the Cornish lanes for a lunch venue and then return to the site for a grand BBQ in the evening, bring your own food, table, chairs etc for a Triumphant gathering! **Sunday** drive out for a great roast dinner.

Standard electric pitch tent/caravan £28 a night, non electric £23 a night. Booking on line only at - www.higherharlynpark.co.uk. On the booking form quote "Cornwall Triumphs"

Both options include up to six people in one caravan or tent and an awning.

Dogs are £5 a night each with up to two dogs per pitch.

A deposit of £10 a night is payable when booking, with the rest payable 30 days before the event. You may book longer than the weekend.

There are static caravans to rent but these are privately owned. Look at Higher Harlyn on Facebook or use this link www.static-caravan.co.uk/holiday-park-higher-harlyn. Any other queries their phone number is 01841 520022 and ask for Michelle.



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.muschialti@ntlworld.com Pre booking advised!

THE TSSC

National Weekend

8th-10th August 2025

TSSC HQ Lubenham

Come and join us for the TSSC National Weekend!

Bookings now open - see the reverse of the address carrier sheet or the event page on the TSSC website for booking form.

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

TR Register SHUTTLEWORTH TRULION SPORTS SIX CLUB Parts & Bods Area

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: tr.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 SHOP TSSC Club Shop will be in attendance
QUALITY PARTS & MERCHANDISE

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!

CLUB SHOP QUALITY PARTS & 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 DAYS SHOP, MUSEUM AND A WARM WELCOME!

Next Open Day
Sunday, 8th June

HQ Open Days –
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.

MY SPITFIRE 1500 O/D AND ME

I started off life with cars at the age of 15 when I did work experience at a Mitsubishi car dealership in my home town of Barnstaple in North Devon. My job was to degrease new cars when they arrived and make sure that they were ready for the detailers to do their stuff. Then I got a job in a petrol station on the pumps. As time went on, they automated the pumps and I spent my time working in the shop and workshop learning skills in panel beating and spraying. It was whilst working here that I bought my first car at 16. It was a blue 1964 Triumph Spitfire 4 which came in as a part exchange that no-one wanted. I paid for it over 17 weeks at £5 per week, a total of £85. That car was the same age as me!

Unfortunately, I had to let it go when I joined the army in 1981 as I did not have a driving licence and there was nowhere to store it at home. After a 15 year career in the Royal Army Medical Corps as a Combat Medical Technician (the civilian equivalent is a paramedic), I left in 1996 and did lots of jobs such as a carer, bailiff, bank salesman, college lecturer, vaccinator, phlebotomist and self-employed trainer running my own

business from many years.

In June of 2023 I was looking for another Spitfire. I looked at a few, but they were all too far gone for my needs. Then with the help of a friend we found a Green 1977 Spitfire 1500 in Norwich, went up to have a look and found it was just what I was looking for. I called my wife, who said that if it was right, she would buy it for me for my 60th birthday – that wasn't until January this year, but she said: 'Buy it now and enjoy it while the weather is good.'

Over 2024 I replaced the roof with a mohair one with the help of a club member, Brian. I have replaced the steering column and controls for the indicators and wash/wipers with the help of another club member, Robin. I have also upgraded the radiator to a large twin core aluminium one.

I have attended many shows over the last 18 months. I have also taken part in the classic London to Brighton Car Run with



a fellow ex-medic Jim, and attended the Brands Britannia Day at Brands Hatch which gave me the great pleasure of taking my little green baby around the track. During all the shows and events, I have proudly flown the flag of the Royal Army Medical Corps from the back of the car.

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

Ian Hooper

VITESSE NUMBERS & A HERALD COPY?

What's all this on p13 of the March issue – only 20 Vitesse 2-Litres licensed according to www.howmanyleft.co.uk? That cannot be

right. I'm sure I can give you 50 numbers of currently licensed 2-litre Mk2 convertibles straight off, if not 100. What do you think?

On another subject, I've just discovered the BMW 700 (pictured). Have you seen this model before? It looks like flagrant plagiarism to me! Amusing, though. Especially as they thought to put a 700cc engine in – it must have sounded like a sewing machine.

Jonathan Del Mar

Fair point on the Vitesse Jonathan. I get so used to people making ever narrower definitions to make their car seem rarer ('the only one in this colour with the floral interior and only two gears

built by a guy called Fred on a Thursday in a month without an R...') that I didn't register how unfeasible that number was. Checking out the website, I can see how the mistake was made. They have two listings for the Triumph Vitesse, one simply as that and the other for the Vitesse 2-Litre. That must simply be a quirk of how the cars were registered at the DVLA, and while it is quite true that only 26 are listed under the 2-Litre tag, the catch-all TRIUMPH VITESSE category has a more realistic 2500 or so of all models. Dave Tunbridge will have more on this in a future Vitesse Register report.

As for the BMW 700, yes I have seen them before. Both it and the Herald were styled by Michelotti and launched only a few months apart. I guess it goes to show that 'all cars look the same today' is not a new refrain! In this regard, have you ever compared the Farina-styled Austin Cambridge/Morris Oxford family with the Peugeot 404? – Ed



A MODIFIED REGISTER?

Having just re-read some past Couriers, Robin Moore (Letters, p12 April issue) might be interested to know there was a Modified Triumph section many years ago. I ran it for a short while, but as there weren't many modified Triumph cars about at that time, there was not much to report. Later it was expanded to include Specials and Kit Cars, and Trevor Collett took over and has done a splendid job over the years.

Looking further back, the article about the Cox family in the January issue reminded me of a grand idea that I had of building a GT6 based around a fibreglass shell I bought from them. Had the project seen the light of day, it would have been very different. In fact a GT8 based on Stag running gear, but mated to a Spyder Cars spaceframe chassis!

Dave Bayliss

There may be more modified cars around these days Dave, but I rather suspect that the current system will probably work best with Register Secretaries feeding in both standard and modified versions of their models, otherwise it will be hard to know where to draw the line. We will see what others think, though – Ed



CRUISE CONTROL

Your Acclaim accessories article was interesting, however I would suggest that picture 4 clears up your issue with where the cruise control was fitted. The lever is clearly seen sticking out from the steering column, with its end out by the right side of the radio. My cousin had a new Acclaim in period, and had a third party wooden dashboard and door cappings fitted as he had moved from a Triumph 1500 and did not like all the plastic.

Jeff Baker



N. IRELAND TO FRANCE

Many of you who have been on our runs will know Ian and Brenda Maylin and their well-kept TR6. Ian is a master at working on TR6s, and so it was no bother to him travelling a while back to their holiday home in France, and I had the following reply when I asked him about the trip.

'Yes, a wonderful trip to France, and only a broken starter cable the whole time which was an easy fix. We took part in the local agricultural show display of historic vehicles too! I've attached a few pictures of France in case you can use them, one on top of the hill in Saumur next to the magnificent chateau,

and one of our holiday home.'

Nothing to do with the run to France, Ian has now taken on the following projects on the TR6 before the new season begins for him on our weekend away to Co Donegal in the middle of May. Of this he wrote:

'I'm still getting it back together after a major engine, gearbox, overdrive and diff rebuild. The engine and gearbox went in last weekend, but there is still quite a lot to do over the next few weeks. I hope to be back on the road again in May.'

Douglas Hogg
Northern Ireland AO





FLOWER FESTIVALS IN HOLLAND

In 1985 my wife and I discovered that the Spitfire Club Nederland had started to hold an International Spitfire Weekend every September. My own Spitfire, a Mk2 purchased in 1971, was languishing under a tarpaulin awaiting my being able to resurrect it after so many years of being battered through club motorsport. We had attended the 3rd International Spitfire Weekend in my estate car and were blown away by the hundreds of Spitfires from all over Europe, so we had to attend in a Triumph! By the next year we had found a beautiful condition, low mileage vermilion Spitfire 1500. We attended the ISWs from 1985 to 1990, and also 1994. This run included the 1988 Guinness World Record of 606 Spitfires in convoy! They were the best of events, and over time we took more and more of the then East Kent TSSC group with us, reaching something like 20 odd members some years.

Unfortunately, we sold the 1500 in 1995, feeling we had to buy a sensible saloon car

as our two young girls could no longer be squeezed in the Spitfire. We managed to buy the 1500 back as a restoration job in 2018 though (that is a story in itself) and the car is now totally refurbished. We hope now to go back touring in Europe, so we have entered the Laon Historique rally in July.

We also wished to perhaps rediscover a little magic to relive a bit of our Dutch adventures. The Spitfire Weekends haven't been run for many years, but we have often wanted to do the Dutch Flower Festivals, at Kirkenhoff and similar. These are early in the year, but we looked for events for summer and came across the stunning flower festival at Sint Jansklooster on Friday 15th and Saturday 16th August 2025. This is just a small village which runs an annual festival that has blossomed into a fantastic array of flowers, the floats often 50-60ft high and all moving. They have day and night parades, all free for spectators. When I contacted the organisers, they seemed to be aware

of the Spitfire Weekends and have invited us to attend their pre-festival tour of the various floats. This is a by invitation only and something they run on the Thursday evening before the event. They have also offered free VIP tickets with an invitation to their hospitality tents over the two days – they seemed quite keen to have international visitors and are offering brilliant hospitality!

We have arranged a week's tour to Holland this year, taking in a round trip up from Dunkirk, stopping at weird, wonderful and historic windmill villages. Below are a couple URLs for the flower festival, each just a short taster, so spare a couple of minutes to be amazed.

https://www.youtube.com/watch?v=cXnjlRAD_Q

https://www.youtube.com/watch?v=7h5C6kK2u_U

Jon Low

jonlow1@aol.com



MY FIRST TRIUMPH IS A BEAUTY

It was Father's Day weekend, Friday night, and I was doing another dream car search on AutoTrader as I am sure many of us have done. I have always been a bit of a petrol head and have worked in the motor industry for over 30 years in the UK and Europe. My dream car must have at least six cylinders, be rear wheel drive and a convertible.

Unfortunately, this led me down a path of more exotic vehicles which I would have to pay someone to service and maintain, so I had to rethink my dream car.

When I first started work in Essex I lived in Basildon, and during the summer the owner of a red TR6 on my road would start up his car, which would shatter the peace of the neighbourhood but was music to my ears. The TR6 had several firsts in its day, and back then I thought I would love to own one someday. Then during Covid I really got into watching *Bangers & Cash*, which is an easy to watch programme and I love the characters. On Saturday, I decided to log onto their website, started looking at their auction pages and found two TR6s – a red 1972 68K-mile PI and a yellow 1973 58K-mile LHD conversion with SUs from the USA. The auction closed on Sunday evening and the bidding was very similar to eBay, not a live auction as seen on the TV programme.

Both TR6s had a major restoration several years ago, both were very tidy and both came with a long history. As I searched deeper into



the details, photos and video of each car, one stood out as the car to me – I could not believe the red TR6 was registered on the same day as my wedding day to my late wife and she always loved red cars, so was this car The One? Besides, we all also know that red cars go faster!

I decided I would put in a bid at the reserve amount and had to wait until Sunday evening. That evening, I was on my laptop logged onto the Mathewsons website and as the end of the bidding approached, I made another couple of bids. Watching the clock tick down to the end, I held my breath. The bidding ended and I had won the auction and was now the owner of DXC 3L.

Now the fun could start! The first thing to do was to go and SEE the car in person at Mathewsons. The last time I bought a car it took me many months of searching, checking histories and test-driving before I found the right one, so this was completely out of character. I called my fellow petrol head Pete, who could not believe what I had done but was happy to drive me up to Mathewsons to see the TR6. After a three and half hour drive, we arrived to find it was just like the TV programme there – we saw Derek, the rest of the gang and a lot of other cars.

I collected the history of the car from the office, a huge ring binder of details, many receipts from restorations and old MoTs dating back to 1975, so missing only the first three years of the car's history. DXC 3L had been in the military Frostick family for over 30 years, travelling around the country (including Essex) and had entered several Triumph events over the years. The car was then passed on to the owner's son for 10 years. He sold it in 2017 to the last owner, who did just over 3000 miles in six years, and just 45 miles in the last three years!

We found DXC 3L at the entrance of Mathewsons' warehouse and it looked amazing. The overall finish and engine looked great, but it would not start because the battery was flat. Even with a jump pack



attached, it still would not start. A lot of head scratching followed, and it was getting late, so we arranged delivery of the car and headed back to Essex.

My first challenge was to clear out enough space in my double garage, which has never had a car in it in my 20 years of living there – buying the TR6 was the motivation to get the job done. A week later half the garage was clear and DXC 3L arrived on the back of a car trailer. Another week later and DXC 3L's fuel tank has been drained, a new battery fitted and, as the final fix to get the engine running, the timing reset (I'm not sure why the timing was so out). There was still an issue with starting as the cranking speed was very slow, and it would not crank at all when hot, resulting in a few jump starts from helpful passers-by when stranded outside a pub or lay-by. This final issue turned out to be a short in the starter motor windings, which has now been resolved by fitting a new high torque starter motor from Powerlite.

Because my car has had several sports upgrades, the only way to remove the old Lucas starter motor was to remove the inlet manifold with the injection system and the whole sports exhaust system to make enough space for the starter motor to come out. Thanks again to my friend Pete, who helped me fit the new starter motor and refit the exhaust system back together again.

Since then, DXC 3L has been out on many TSSC meets, meeting a lot of new friends and looking at their cars. Driving DXC 3L top down puts a big smile on my face and attracts many positive comments and knowing nods from passers by.

Tony Ho You

PICTURED IN WOODSTOCK

I can identify the background to Suzie's image in Oxfordshire on p47 of the March issue. The photo of Jane Birkin and the GT6 was taken in Woodstock opposite the Punch Bowl Inn in Oxford Street. At the time the A34 was designated the trunk road, but after the M40 was built it was reclassified the A44, which it is now. The location was, and still is, an awkward crossroads just 200m north of the entrance to Blenheim Palace.

I love these old road direction signs – 11¾ miles to Chipping Norton – so precise! I lived in Woodstock from the mid 1970s to the mid 1990s, so unfortunately I never had the chance to give Jane a lift.

Mike Cleaver

MEET MIKE HICKEY'S SPITFIRE MKIV

Mick Hickey has been in contact with some pictures and the story of his delightful looking MkIV Spitfire. I shall certainly be looking out for him and his car on East Midlands runs. Over to you Mick...

I came late to the party of classic cars and Triumphs. In 2020, as covid and lockdowns still had the country in their grip, I started looking for my first classic car. I had an open mind, but I was leaning towards an MG or a Triumph. My rationale was all based around ease of maintenance and availability of spare parts. In the end the extensive club network offered by the TSSC, availability of access for maintenance and low cost of spare parts was the deciding factor in looking for a Triumph.

Interestingly enough, the very first Spitfire I became aware of that may have been for sale was the one I ended up with some six months later. Due to the covid restrictions and the seller not being quite ready to move the car on, I had plenty of time in between to look around at Spitfires for sale. During this time I looked at a lot of Spitfires with a very varied price range, but eventually I got in touch with the original seller who confirmed that he was now ready to let the car go to a new home.

A home visit was arranged and the car was exactly as described, in much better condition than any of the others I had looked



at and the seller was quite obviously a very genuine gentleman with a passion for Triumphs. The car came with an extensive history folder, including the original purchase receipt and detailed maintenance notes from the original owner for the first 17 years of its life. On the original owner's death in 1991, the car disappeared for a while, only resurfacing again in 2005 at which point it was owned by a garage.

From 2005 until 2013 the car remained in the ownership of the garage, but only covered a total of 383 miles during all this

time. It was MoT'd every year though, and the MoT records determine that the only mileage it did was the 40 odd miles to the test station and back every year.

Sadly, and despite determined efforts, I have been unable to obtain any information about what happened to the car during the garage ownership. Quite clearly it had a respray and there is evidence of a few patches welded into the inner wheelarch and boot floor. I can only assume that the car was recommissioned, resprayed and then stored within the garage, possibly as a display item. The bodywork shows no evidence of repairs and would appear to be very original, testament to a mature original owner and having had a full rust proof treatment early in its life.

In 2013 the car was sold by the garage and purchased by the next and penultimate owner. Maintenance records were maintained and the car was quite clearly loved and cherished until it was replaced with a TR4A and I was lucky enough to become its next owner. When I purchased the car in 2020 the mileage was 52,849.

The car is now called Ruby. In the just over four years that I have owned Ruby I have covered in excess of 13,000 miles, testament to all previous owners. I've luckily only had one breakdown – when the rubber ball at the base of the gear stick collapsed.



My ownership philosophy is one of preventive maintenance and improvement in order to be confident in using Ruby at all times. To this end I have completely stripped and rebuilt both the front and rear suspension, replaced the interior with new seat covers and foams (even fitting heated seat elements – very toasty on cold days with the hood down), replaced the wooden dash and fitted LED lights throughout.

Currently I'm in the process of replacing the original 1300 large crank engine with a rebuilt 1500 engine, Mk3 camshaft and a rebuilt gearbox and overdrive from the legendary Mike Papworth – the original engine and box were getting a bit tired at 65,000 miles, and with my driving style leaning more towards the torque offered by the 1500 engine along with my desire for more continental long distance journeys, the 1500 engine seems to be the best choice. Given that the body and underside are in such good order, I'm confident that with the engine and box change Ruby will be good for many years and miles to come.

As you can deduce from the mileage covered in the last four years, I use the car almost every week, even if it's only a short trip to the supermarket or local cafe for lunch. I'm never afraid to take it out in inclement weather, within reason of course, or on a 150 mile trip just to drive some of the lovely roads around the Peak District or Norfolk and Suffolk coasts. With friends from the Leicestershire and Rutland branch of the TSSC I have been to the centenary



Classic Le Mans event in 2023 and Laon Historique in 2024. The ferry is already booked for Le Mans in 2025 and plans are in place for a return to Laon in 2026.

For the bucket list tour, one for another year, I have compiled a detailed road book including accommodation options for a 14 day tour of the Swiss and Italian passes encompassing both the Petit and the Grand

St Bernard's passes, the location of the opening sequence of *The Italian Job*, Furka Pass, Stelvio Pass, Great Dolomite Road and the High Alpine Pass. Hopefully I can convince my fellow Leicestershire and Rutland members to join me. If numbers allow, I will be extending the invitation to join us to other TSSC members if and when the trip comes off.

SPITFIRE BRAKES... AND MORE!

While writing the introduction last month, I got to thinking that as a relative newbie to the Spitfire, it might be interesting to write about the three most impactful changes that I have made to the car. (In all probability a fourth will sneak in too.) And while it might be an obvious place to start, for part one this month we are talking brakes.

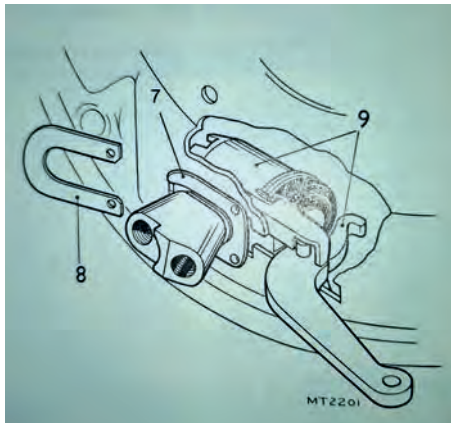
As previously mentioned, when I bought the car, it had been lightly recommissioned after a lay-up of approximately a decade and an MoT obtained. Yet it was quickly apparent that all was not well with the brakes – they needed a massive shove

on the pedal to act and really did not feel progressive or responsive. So, out with the calipers for dismantling and refurb. This turned out to reveal a bit of a horror show as the pistons were corroded and at least partially seized, requiring a degree of brute force to remove them from the calipers, plus removal of the seals revealed scale and gunk in the housing grooves. At this point, splitting the calipers might have been the easiest route. I'm sure Bern Littlewood has written about this previously, but that was later and at the time this was not something I had done before. So a lengthy period of

scraping, wire brushing and brake cleaner eventually got the seal housing grooves and caliper internals to a satisfactory level of cleanliness. The exteriors were wire brushed and all the apertures taped up before painting. The calipers were then reassembled with new seals, dust covers, pistons, bleed screws and flexible hoses, reinstalled and the system bled. A short road test showed a huge improvement, with the brakes being more sensitive, progressive and reassuring.

However, all was still not completely well as setting off in reverse always led to drama – release the handbrake, engage the clutch and, err, noise and a reluctance to move before finally leaping into action. What could be wrong? A gearbox oil change revealed no evidence of significant problems (no random gear teeth etc). Finally, after yet

another session of rear brake adjustment, it dawned that releasing the handbrake did not allow the car to roll down my gently sloping drive. Rear wheels off and a much closer look revealed a missing horseshoe clip on the nearside cylinder (no. 8 on the picture). This had the effect of allowing the rear brake shoe to act as a leading shoe when reversing until sufficient power was applied to overcome the effect. A thorough clean-up, replacement rear cylinders, horseshoe clips and springs together with copper grease lubrication restored proper operation.



A rear wheel cylinder and the missing clip.

Sadly, this still wasn't the end of the saga. I went to the car after a month or two of winter lay-up to find a puddle of brake fluid on the footwell mat, leakage from the master cylinder. This at least was straightforward – strip and clean the master cylinder and install a seal kit. At this point it seemed sensible to replace any questionable metal brake lines, rear flexible hoses, caliper and rear cylinder seals. The brake lines were purged with compressed air and the system filled with silicone brake fluid and bled. Finally, the brakes felt and worked as I believe they should.

What's the moral here? Firstly, a successful MoT is only a snapshot. In terms of brakes it confirms that there is a minimum level of efficiency and no obvious gross damage to pipelines or components. It is not a thorough detailed examination or clean bill of health for the system. Secondly, glycol based brake fluid does absorb atmospheric moisture. This impacts fluid performance via boiling point, and over time this moisture can react with metal components in the system leading to corrosion of pipelines, pistons and calipers. This was almost certainly the cause of the gunk in my calipers. Modern cars

recommend regular brake fluid replacement typically every 2-3 years for these reasons.

Lastly – recommissioning. In my view, after any sort of appreciable lay-up, a thorough system-by-system approach is necessary. Some things will be obvious such as engine oil and filter, spark plugs and points, old fuel and tank/carburettor gunk, tyre age and condition. Some are less obvious such as a deep dive into brakes (see above!), aged and crusty wiring, and the heater which could well be full of 30+ years worth of festering grime.

I appreciate this report is word heavy, so well done if you got this far. Channelling Suzie Singleton, here is a 'Triumph-related' sugar sachet we spotted when in the Italian mountains, though I can't claim my skiing to be Triumphant! (Groans).

Robert



Dolomite Sachet.

STANDARD TRIUMPH

THE TRIUMPH PICNIC AND MARQUE DAY 2025
 SUNDAY 22ND JUNE 2025
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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

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Many of you will remember the Vitesse Mk2 sales brochure with a Conifer Green saloon starring with a wedding party – just to remind you, here are the front and rear covers (above). As it is springtime and the start of the wedding 'season,' here too are some great Vitesse and Herald cars suitably decked out for the occasion, complete with blushing bride. They come courtesy

of Bev Gittins, and are from his daughter Estelle's wedding to Philip some 20 years ago. They include a marvellous overhead photo, as well as with all those Vitesse and Herald convertibles lined up to take the wedding party to the reception. Bev tells me that most of the cars came from the local Worcester group. What a magnificent sight!

Over the years there have been several

Vitesse featured at weddings, so I hope a 'wedding number' can become a regular annual feature. Besides, such photos always make one smile. So if you would like to see more photos of Vitesse in wedding mode, please write in and send some more.

Dave T





2017 INDEX

Resuming the Index, here is 2017 - thanks again Des.

January	Clean Screen - Washers	Development of wash/wipe system. Problem areas and how to repair.
February	Holidays, Events and Techy Stuff	A holiday in Kos. Photos of VitesSES at events. Different thermostats and radiator caps.
March	The Triumph Vitesse Six	Describes the unique engine features of the original Vitesse 6.
April	More facts from the past	Differences in valve springs used. A "Triumph Repair Time Schedule" publication.
May	Sufficient Capacity?	How to test a condenser. Difference between Vitesse and 13/60 front valance.
June	Brakes a bit of a bind	How to make a tool to adjust brakes without taking the wheels off.
July	Arcing back to last May	Function of the condenser explained. How to flush the cooling system.
August	That just about caps it!	How to renovate wooden door cappings and dash.
September	TSSC TriumFest UK 2017	Report on TriumFest with photos of VitesSES.
October	Winter Hibernation	How to prepare a car for winter storage.
November	Refurbs on Refurbs	More ideas about how to restore wooden cappings.
December	Is your banjo out of tune?	How to remove or replace the manifold banjo.

ROTOFLEX TO CV CONVERSION



CV conversion shafts collected at Stoneleigh.

As mentioned in my previous article on the Stoneleigh Spares Day, I recently purchased a CV conversion kit for my Rotoflex Mk3. I'd had an advisory on the MoT last November stating that the rubber Rotoflex couplings were both starting to deteriorate and although they still had some life left in them, it's better to sort the problem early and not risk a breakdown.

The genuine Metalastic Rotoflex couplings are now well over £200 each, and although aftermarket pattern versions are available for around £50, they don't last as long as the originals. The CV conversion is quite a lot more expensive, normally coming in at £780 for the two halfshafts (although I managed to get mine in a sale for £719). However, CV joints should be a much longer lasting solution. A similar CV joint solution is used on many modern rear wheel drive cars such as BMW. Having recently owned a BMW 3-Series for 14 years from new and covering 125K miles with no CV joint issues, I know just how good the modern solution is compared to Triumph's Rotoflex design.

The other advantage of the CV joint halfshafts from Classic Driving Developments (who supply most of the Triumph trade nowadays) is that the thread holding the hub in place at the end of the shaft is much larger. The original Triumph halfshafts have a 5/8 UNF thread, which is just under 16mm diameter, which is prone to stripping. The CV conversion shafts have a much larger 20mm diameter x 1.5mm TPI thread so are much less likely to strip. They also have a flange nut and groove retention system, which is a positive locking method rather than relying on nyloc nuts like the original. I must admit that I always used Loctite to supplement the nyloc with the originals just to make sure they stayed done up!

To fit the new shafts, the old ones have of course to be removed. As I have rebuilt my suspension in the past and used Copperease on the fixing bolts, they came apart reasonably easily, but if your car has never been apart and the bolts are seized and rusted, it may be a harder job. The best

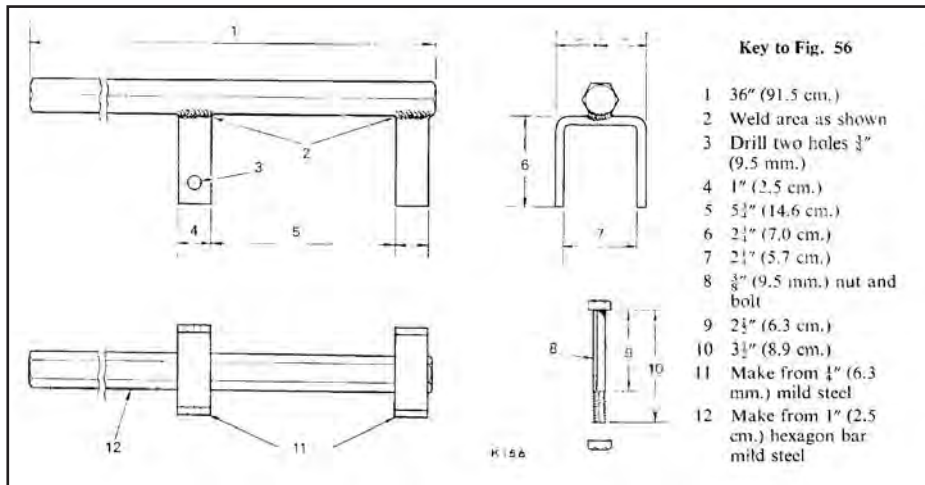
approach is to take the whole halfshaft assemblies off the car complete with vertical link and hub.

Jack up the car, secure it on axle stands, remove the wheels and work on one side at a time. Slacken the hub bolt slightly with the handbrake on, (it's easier to do this now). If you struggle to get it to move, then put the wheel back on without a centre and lower the car again so the weight of the vehicle helps stop the shaft from moving. However, I found that my handbrake was good enough to hold mine to shift the nut.

Next, disconnect the handbrake cable. Then disconnect the rear brake pipe, using a container to catch the leaking fluid. I also like to block the pipe off using a bolt on female connections or a blanking nut on male connections after disconnecting brakes. I also put some cling film under the master cylinder cap as that helps to restrict the flow of the brake fluid. Remove the brake drums – this can be done later, but I find it easier to do this while the halfshafts are still on the car.



1. Disconnecting the handbrake cable.



2. The spring lifting tool dimensions are available in the factory manual if you want to make one up.



3. Using the spring lifting tool.



4. Undo the bolts and release UJ flanges from the diff.



5. Release the tie rod from the vertical link.



6. Release the lower shock absorber mount.



7. Release the inner wishbone bolt.



8. Remove the spring eye bolt and drop the halfshaft down allowing removal from the car.

Next use the proper Triumph spring lifting tool (either buy one, borrow one or make one up) to raise up the spring and take the strain off the suspension. If you want to make one up, then use the dimensions shown in the factory manual, although it's better to use a stronger bar than the 1in hexagon bar suggested as that can bend. Once the spring has been lifted and secured, you can undo and release the various suspension fixings.



9. Using a hub puller to push the shaft out.



13. Attaching the inner CV joint to the diff flange

Once you have the halfshaft out of the car, remove the nut on the end and use a hub puller to push the shaft out of the hub. As the shaft and hub are splined rather than tapered, a standard universal hub puller should work fine, unlike the tapered shafts on non-Rotoflex cars that really need the heavy duty Triumph-specific puller. The hub may come off, but is more likely to stay attached to the vertical link held by the wheel bearing. If so, use a suitably sized socket on the inside of the hub to tap it out of the bearing.

If your bearings are in good condition, it's worth taking the inner races out of the hub/vertical link assembly, thoroughly cleaning the bearing and repacking it with fresh grease. However, if there is any wear/harshness in the bearing, then replace it with new. Whatever you do don't buy the cheap unbranded far eastern manufactured bearings sold by some of the Triumph



10. Using a socket to drive the hub out of the bearing.



11. Remove the distance piece and shims(s) from the old drive shaft.



14. Distance piece in place on the new shaft.

suppliers. Search out some decent branded quality bearings like Timkin or SKF. Follow my article in the March 2015 Courier (available to download from the TSSC website) on how to replace the bearings and how to adjust the end float shims. If you are keeping the same bearings, then there is no need to reshim, just remove the shim(s) and distance piece from the old driveshaft to re-use them.

While the halfshaft assembly is removed, check all the suspension bushes and



12. Getting the shaft into place using a jack on the spring to provide space.



15. The hub/vertical link assembly held on the shaft with the axle nut.

replace any that are worn. Also check the outer wishbone bushes and replace them if they are worn or seized. This can be a troublesome job if the long bolt is seized and hasn't been apart before, so good luck with that!

I found it easiest to fit the new CV halfshaft onto the car without the vertical link/hub assembly. I also found that the CV shafts wouldn't fit into place with the spring lifting tool in use, so temporarily use a trolley jack on the spring to allow space to get the shaft into position.

Attach the new halfshaft inner CV joint to the diff flange using the 3/8 UNF 3/4in long bolts and the Schnorr lockwashers that come with the shaft. Although a torque of



16. The Shaft in position with the inner wishbone and shock absorber all in place



17. The flange on the axle nut deformed into the shaft slot to lock it into place.

35lb/ft is quoted, it is not possible to use a torque wrench and socket so you'll have to just judge tightness! Put the distance piece and shims into place on the new shaft. It's then worth using a smear of copper grease on the splines to stop them seizing in the future. Then offer up and slide the hub/vertical link assembly into place, holding it in position with the large axle nut. Nip it up tightish, but don't worry about the torque at this stage as you'll tighten if fully later on.

Remove the jack and use the spring lifting tool to get the spring eye at a suitable height, then replace the inner wishbone bolt and the spring eye bolt. Smear the body of all bolts with copper grease as you fit them because this will make them easier to take apart next time. Unlike the struggle to get everything to align with the old Rotoflex couplings which have to be distorted to fit, the new CV shafts have a longitudinal sliding action so allow the bolts to align with ease!

Replace the lower shock absorber bush onto the assembly and the vertical link. Reattach the training arm onto the vertical link. Replace the brake hub, the handbrake connection and the brake pipes and bleed the brakes.

If your handbrake is in good order then you may be able to torque up the axle nut with the handbrake applied. It's torqued to 105lb/ft. Alternatively, if your handbrake isn't good enough to hold the torque, then refit the wheel without a centre in place, lower the car with the handbrake applied and the weight of the car helping to hold it,

torque up the nut. Once the nut is torqued up, then deform the flange of the nut into the groove in the shaft to lock it into place. It's worth noting that the axle nuts on the end of the driveshaft are 20 x 1.5mm thread and 30mm across the flats, as once you have distorted the flange nut into the groove to lock it, if you ever need to undo it you'll need

a new nut. I've found that some Fords and VWs use a similar size, so I've purchased a couple for my spares stash for any future use. Double check the tightness of all the suspension bolts you've had apart before replacing the wheel and lowering the car. Then repeat the operation for the second side and road test the car.

FROM THE ARCHIVES



I've rebuilt my rear suspension a few times in the past with new Rotoflex couplings and bearings. I found this old photo of the halfshaft on the bench whilst rebuilding in around 1990.

A halfshaft on my car being rebuilt from about 35 years ago!

Andy

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DIRECT DRIVE OR *Reduction Gear?*



The spares Acclaim was well rotten and got completely stripped, but it was still a shame to scrap it.

Last issue I explained how I'd taken the digital clock from an Acclaim HL I'd broken for spares and fitted it to my road-going L. Raiding the spares car also threw up a query that I'd like to run past your collective experience. In the Haynes workshop manual, there are two types of starter motor listed – a direct type which is similar to the pre-engaged units fitted to earlier Triumphs and a very different reduction gear unit – but no further information on when you might expect to find one rather than the other.

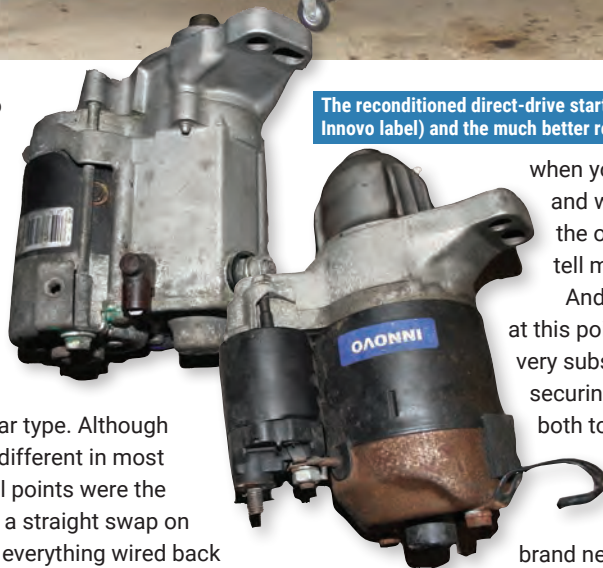
I have bought two reconditioned starters in the past few years for two different Acclaims. I honestly can't remember why I changed the starter on my old 1983 HLS, but I know that I changed the one on my 1984 L because it was very lazy. So now I have experience of four different starters – two bought as reconditioned units and the ones that came off two different cars, and all four units were the direct type.

However, my current Acclaim has long exhibited an annoying problem in that sometimes when you turn the key, the starter will just click and not move the engine at all. Turn the key on and off a few times and so far it has always started in the end, but that is no guarantee of future cooperation. I had checked and cleaned all electrical contacts with no change, so I thought I would try the starter motor from

my spares car to see if the fault was an internal one.

When I removed that starter from the spares engine, it turned out to be the reduction gear type. Although this looked very different in most areas, the critical points were the same and it was a straight swap on the engine. With everything wired back up, the starter spun the engine over with incredible enthusiasm, far more quickly than any of my direct-type units had ever done. And it does this immediately each and every time, so as well as curing the click of doom, I also have an engine that springs even more quickly into life.

But that leaves me with a question: does anybody know which cars got the direct type motor and which got the reduction gear unit? As explained, I've removed the direct type from a 1984 L and a 1983 HLS and have no reason to think they weren't the original units, while the reduction gear starter came from a 1983 HL, so it does not appear to be year or model related. The workshop manual makes no mention of



The reconditioned direct-drive starter (with the Innovo label) and the much better reduction gear unit.

when you will find one and when you'll find the other. Can you tell me the answer? And can I just say at this point how all the very substantial bolts securing the starters both to my engine and to the spares one came out looking brand new despite the passing of 40 years – this sort of engineering integrity is one of the things I love about the Acclaim.



After more than 40 years of use, the bolts holding the starters on were still nicely plated and without rust.

DUSTY BOOTS AND LUGGAGE VERSATILITY



This press photo shows an Acclaim on the dusty Gaydon test track that was supposed to simulate driving conditions in the developing world.

I dug this old press photo out of my files the other day. The car and driver are the same as the one pictured driving through water troughs on the test track at Gaydon in the February issue, and this one is described as: 'Triumph Acclaim raising dust on the Gaydon 'Third-World' test track.' That track was a series of unpaved roads with the occasional water splash which was supposed to mimic driving conditions in the developing world, though they were simply unpaved rather than being full of potholes – I reckon some of today's roads in the UK could give them a run for their money in terms of the damage they could do to a car!

The quip about 'raising dust' reminds me of the Standard Eight, predecessor of course to our own Triumph Herald. The Standard had been introduced without an external bootlid to help pare down the build costs so it could be sold at a rock bottom price. However, the PR guys and gals weren't above making a virtue out of necessity, claiming that this made

the boot 'completely water and dust proof,' no doubt ideal in dusty markets such as parts of Australia.

In case you were wondering how you got luggage into and out of an early Standard Eight, the backrests of the rear seats folded forwards and you gained access via the rear doors (below). This sounds a little awkward, but I am reliably informed by owners that it is no great hardship, and that it even adds extra flexibility to the design because you can carry larger loads with the rear seat folded down. If you needed even more luggage space, as the attached brochure



The early Standard Eight had no opening bootlid, but with the rear backrest folded down, carrying capacity was ample.



As can be seen here, the entire rear seat could also be folded up to make even more space for luggage instead of rear seat passengers.



Whereas the Acclaim had to make do with a folding hatch for carrying long objects, and that only on the more upmarket models.

shot (top) explains: '...with the two front seats occupied and the rear seat folded and tipped forward, the available luggage space is doubled. Access is through the rear doors and with the folding rear seats makes all the luggage completely accessible.'

I suppose that is true, and it is one advantage over the Acclaim which has a decent enough boot, but a fixed rear seat back. However, the Acclaim brochure did boast: 'An unusual and extremely useful feature is the fold-down hatch in the rear seat, which provides a useful picnic table, as well as through-loading from the boot for the carriage of long articles.' I've only ever heard it referred to as a 'ski hatch,' although it should be noted that you had to shell out for an HLS or a CD to get this particular feature.

Simon

RALLYING CALL - THE TRIUMPH HERALD COUPE AS A RALLY CAR

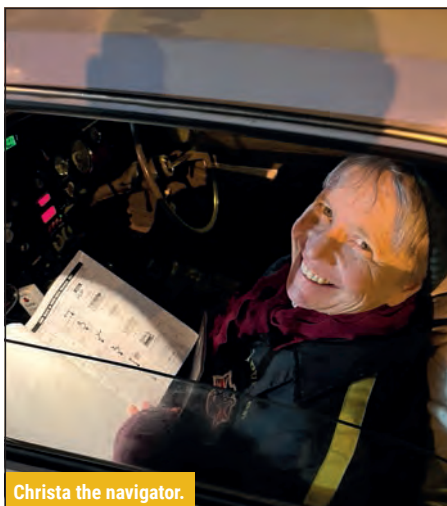
Recently I managed to coordinate my diary planning to be in Exeter for two Devon area meetings. You will not realise how significant this is as – and I hate to have to admit this – I had not managed to get to a club gathering for nearly 10 years! Meeting up with old club friends from the 1980s and introducing myself to all the others helped me realise that I really need to think about retiring so that I can concentrate on the cars and getting to meetings and events.

However, although both my visits were after the Monte Carlo Historique, I have yet to get to a meeting where Peter Barker and Christa are present. As you will have read over the past few issues, they achieved something truly amazing in getting their humble 948cc Triumph Herald Coupe to complete an international retrospective rally. I am in awe and have to congratulate them for their superb efforts to put a 948cc Herald Coupe back on the rally stage. In the 1980s I only engaged in local club rallying and autotesting in the South West. However, there is a link to my monthly articles as, having read one of my articles about the Herald engine in which I praised the Tipton Garage at Tipton St John, East Devon, Peter contacted me late last year to talk about using them to help set up the engine on his car. It would seem that with a decent tuning setup 6738 ME went well. Thus, when I finally manage to meet Peter and Christa, I hope to hear of their future plans for the car.

To keep the focus on their impressive achievement, I have included a couple



6738 ME on the Monte Carlo.



Christa the navigator.

of photographs from Christa's navigator perspective. However, their involvement in the iconic Monte Carlo Historique brought

to mind the early days of the Herald in international rallying, so I thought this month I would concentrate on reviewing Works Heralds in rallying. This is a subject close to my heart; I have always felt that from the introduction of the Herald, so much more could have been achieved with the new model in motorsport. Yet, as it was a relatively short foray between the use of TR3As and the arrival of the Vitesse, this was not to be. Obviously subsequently the Triumph Competition Department moved on to the big saloons and then followed this up with the Dolomite and TR7. Key references are in the writings of the late Graham Robson, who of course was himself directly involved for a while. I have many of his books, including the first *Works Triumphs* book and the later *Works Triumphs in Detail*.

THE PRECURSOR - 1958 MONTE CARLO RALLY

For this event the Works team consisted of three cars, two Works TR3As (TRW 219 and TRW 221), along with a Works Standard 10 (TRW 607). The latter was driven by Johnny Wallwork with John Beaumont. Of note there was also a privateer Standard 10 (TYR 598) driven by Cyril Corbishley with Phil Sinister. A key reason to start with mention of the Standard 10 is of course that the 948cc engine was to be carried over to the Herald, (see my March 2024 article). In fact, the Standard 10 had been relatively successful in rallying, including being campaigned

privately by Maurice Gatsonides, the inventor of the fiendish but clever GATSO speed camera!

With the Standard 10 being replaced by the Herald, the Standard Triumph Competition Department definitely wanted to keep a small Group 1 car in rallying. Although larger and slightly heavier than the Standard had been, the Herald brought the advantage of all independent suspension, (although of course for years afterwards many writers berated the swing axle rear setup – see my articles from July to

September of 2024).

As indicated above, despite the extra weight, the main advantage was the use in the two door Coupe of the Standard 948 twin carb engine, with 50.5bhp gross (circa 43bhp net); just think of all that power! As Peter indicated in his articles over the past two months, it can be a struggle with a 65 year old car to keep it in peak form; post the tune up at Tipton Garage, Peter's Herald was proven to have a reasonably healthy 44bhp (gross) on their rolling road. I will return to that later.

THE WORKS HERALDS THE END OF THE BEGINNING

I will start with the headline – the best result for the Triumph Herald Coupe in international rallying was with an overall win by Geoff Mabbs in the 1961 Tulip Rally. Actually, what needs to be pointed out is that over the very few years the Herald was used by the Works team, very little homologation took place. Indeed, it was almost rather ad-hoc. I am convinced so much more could have been achieved with more development. On that point, you should recall that throughout my 52 years dabbling and working on Herald chassis vehicles, (yes, I started when I was 10 years old,) I have always aimed to prove what might have been, or what could have been achieved. Most of my interest came by osmosis from my father; in fact, on his workshop wall were newspaper cuttings of the press demo cars and of one of the works rally cars, plus, as I have indicated before, he also



Geoff Mabbs' 1961 Tulip win.

went to the Earl's Court Motor Racing Show in 1961 and saw 55 RPE, the Jack Brabham Climax Herald demonstrator.

1959 FRENCH ALPINE RALLY

Bizarrely, apart from the intentions of the Competition Department, it could be said that it started with the activities of privateer motor trader and enthusiastic rally driver, Ian 'Tiny' Lewis, in his own car registered TL5, supported by Tony Nash navigating. As Graham Robson puts it: 'The story starts with subterfuge, private enterprise and confusion.' Thus, effectively the first Works Herald was that of Tiny Lewis because it was adopted by Ken Richardson after Tiny achieved a class win in the 1959 French Alpine Rally. Prior to the event he had been asked by Ken to join the Works team, but was asked to use a Standard 10 as the Herald had not been attended to by the

department yet. Tiny refused, stating that he would only use a Herald. Thus at this time Tiny Lewis did his own development and preparation, mostly the latter – or at least that is what is known! As a Group 1 car, technically all that was allowed was the blueprinting of a standard production engine. That said, my view is that it would have been difficult for scrutineering to really establish what had been done internally, so we may never know exactly how much was done to the engine.

I mention this as I am looking at what can be achieved with the 948cc engine; critically I am on the cusp of proving how well a six port head can flow, in fact better

than the SAH-developed eight port head and probably better, and at least as well as, the Triumph eight port head that came in with the Spitfire after the Le Mans development work. With regard to the negative comments from some of the motoring press, Tiny had adapted the rear transverse spring setting to give negative camber. A similar process was used by Jack Brabham on the Climax Heralds. This did influence the thinking of the Works team, but they also had the experience of having tried various options with the prototype cars. As I mentioned in my articles on suspension, they had already conceived the swing spring. In the event itself TL5 came through unpenalised and won a coupe (class win). Thus, the Coupe won a coupe!

INTERVENTION

Although it was not supposed to have been supported by the Works team, seeing how well it was going mid-rally but with some urgent maintenance required, Ken Richardson directed Works support. As there were no Works Heralds, this actually meant raiding some early Heralds that had been provided to some of the media representatives who were covering the event. Indeed, one poor press journalist was left stranded as a result. After 2047 challenging miles through the French Alpes Maritime and the Italian Dolomites the result was an impressive 9th overall position for Tiny and TL5.



TL5 in action.

1959 RAC RALLY

Following the success in the Alps, Tiny's car was rebuilt at the factory and fully prepared as a Works entry for the 1959 RAC. According to comments by Tiny when he was alive, the car came back with the same mechanical identity, but otherwise had been completely rebuilt. The other three Heralds for the RAC were all prepared at the Allesley unit, the specialist engineering facility near Meriden, NW of Coventry, that Triumph had opened in 1942. The Works entries were cars with registrations XHP 245, YRW 266

and YRW 267. It is vital to note that TL5 outpaced the Works cars; however, the event closed out with a furore over a closed mountain section when the leading cars took a longer route and finished out of time so were technically eliminated, but given top placings. The other cars were delayed for hours and were considered completely out of it and valid protests were not considered. For Tiny it was still a success as he finished 16th overall. However, it was later stated by John Gott, the BMC team captain, that if the

protests had been considered and upheld, TL5 would have finished 5th; furthermore, overall the Heralds would have won the manufacturers prize! If that had happened, just think what Triumph might have considered next? With the actual outcome being so limiting, it forced Ken Richardson to be rather considered in proposing anything too challenging or developmental for the Herald. Subsequently TL5 was dropped from Works support, yet Tiny was taken on as a Works driver.

THE WORKS HERALDS RALLY RESULTS

(WITH REFERENCE TO GRAHAM ROBSON'S WORK, WORKS TRIUMPHS IN DETAIL)

XHP 245

Driver: Cyril Corbishley
1959 RAC – did not finish
1960 Monte Carlo – 25th overall

YRW 266

1959 RAC
Driver: Peter Bolton – 25th overall

1960 Monte Carlo
Driver: Rob Slotemaker – did not finish

1961 Monte Carlo
Driver: Tiny Lewis – 25th overall

1961 Tulip Rally

Driver: Tiny Lewis – withdrawn at finish
NB Geoff Mabbs was battling with Tiny in works replica 111 LHW

YRW 267

1959 RAC
Driver: Keith Ballisat – 23rd overall

1960 Tulip
Driver: Tiny Lewis – 1st in class

YRW 268

1960 Monte Carlo

Driver: Tiny Lewis – 57th overall

YRW 269

1960 Monte Carlo
Driver: Keith Ballisat – did not finish

1960 French Alpine
Driver: Tiny Lewis – finished

YWK 534

1960 Monte Carlo
Driver: Annie Soisbault – did not finish

WHAT MIGHT HAVE BEEN?

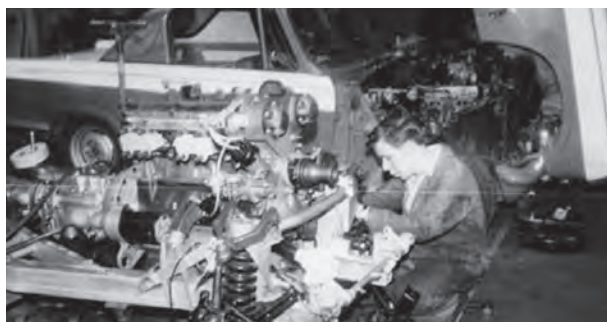
Consider the core facts that the Heralds were only run as Group 1 cars, standard factory models, but with blueprinting of engine allowed. Then compare this with the work done on the Vitesse 407 VC to be Group 3 for the 1962 RAC with triple SUs. Also look at what was then applied to the 1147cc engine to create the Le Mans Spitfire. The picture on the right shows an unknown early (smooth roof) Herald Coupe behind Pete Cox working on a Sabrina-engined TRS chassis; note the Herald has a tubular exhaust and an inlet manifold with four ports! I feel there was a missed opportunity as, at the time, Triumph were not completely financially constrained. Intriguingly I have unearthed an article that relates concerns in development of

the Le Mans Spitfire 1147cc engine over a weakness with the standard cast iron valve rockers. According to the article, to ensure no breakages at high revolutions they fitted pre-1957 rockers from the Standard 8/10 that were made of steel! I am still on the case to see what a 948cc engine could have delivered with more development; I believe 60bhp is easily achievable and am aiming for 65bhp.

Christa has published her story of the Rally in the online site Retrospeed, the link to which is: <https://www.retrospeed.co.uk/showfeature.asp?art=29664>

That is it for this month. Next time, unless I receive something from one of you, I will return to something more routine, perhaps to discuss gearboxes and differentials and the impact on drivability.

Adam



Pete Cox and unknown Herald in the Competition workshop. (Image courtesy of Bernard Robinson from a Courier article in 2009)

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FIRST MALTESE TRIUMPH RUN FOR 2025

The beginning of Maltese winter for 2025 was very dry, but towards late winter we had some rainy days and I struggled to find a dry weekend for an outing with our Triumphs. However, for a local Triumph outing on 15th March we were all so lucky as we were gifted a rare and very short heat wave. Incredibly the temperature hit 30°C for that day only – it was not yet spring, but felt like summer. Needless to say, most cars were enjoyed with their tops down.

We had a morning meet, and drove to the northernmost tip of Malta with spectacular views of the smaller island of Gozo. We drove past Mellieha Bay and beyond the village of Mellieha, going on to a ridge overlooking the ferry crossing to Gozo. There we parked by a derelict radar station which was used for detecting air raids and sending transmissions in WW2. The

station is to undergo a useful development shortly. Then, after the parking hassle of trying to get all cars visible for a group photo, we set off to a holiday complex in the valley for refreshments.

It was a great turnout and an event enjoyed by all. We had two TR7s, one TR4, one Herald saloon and two Herald convertibles, two Spitfires, one Toledo and one Vitesse. All these cars were assembled in Malta except for the TRs and the Spitfire 1500. Accompanying us we had the Vauxhall Nova hire car of visiting friends Brian and Anne Crook.

Driving back home, the heat reminded us of the intensity we can expect in the summer months, a time in Malta when our Triumphs

tend mostly to be locked away except in late evenings or very early mornings. However, this occasion brought us a very enjoyable event to be remembered by all. I guess Triumphs are the best bridges for making genuine friends and making life interesting. We are now looking forward to some spring events.

John



RETRO CLASSIC STUTT GART 2025



This trusty helper is still with almost the original rust!

The Retro Classics car shows are a series of classic car events that take place throughout the year in such locations as Essen, Stuttgart and Nuremberg. Andrew Pinchock reports from this year's event.

This was the 24th edition of the show in Stuttgart and the second time I attended as a member of the 1st German Spitfire Club. The event lasts four days from Thursday to Sunday, and caters to a wide variety of not only classic cars and motorcycles, but also utility vehicles (real ones that actually have a use unlike SUVs [Silly Ugly Vermin]), farm equipment and this time even a Huey helicopter! This year there were more than 2200 vehicles in total. There are also stands for companies who do their best to keep what in Germany is called 'rolling good of cultural significance' (*rollendes Kulturgut*) running as smoothly as possible and looking their best.

The 90,000 square metre exhibition located across the street from the Stuttgart airport is spread across seven halls and includes a swap meet with new and old products. Around 77,000 fans passed through the doors this year, exceeding expectations. As you would expect, any



The English Corner
Photo © Mirko Gross photography

show at the centre of Mercedes' and Porsche's worlds is going to have stands and vendors that cover mostly those and the other German brands. This year was the 50th anniversary of the Opel Manta, 70 years of the BMW 507 as well the Porsche Targa. Other brands, marques and countries were present, such as a fairly large JDM scene as well as Italians popping up here and there.

Most readers of this article though will be most interested in the English Corner (the organizers of the overall event insist on calling it the British Corner, though sadly no cars made outside of England have ever graced us with their presence). The linchpin of the stand are members of the Stuttgart branch of the 1st German Spitfire Club. Every year since 2004 they store, set up and maintain the stand which includes rolling out large rugs (other exhibition crews joked about English auto incontinence...), a small pavilion, some tables and of course the obligatory Mini pulling a Mini bar (note

the capital M and then lower case letters!). A cute and very original Herald 12/50 is usually part of the set up crew, but is always a bit too shy to show up on the big day.

There are always at least a pair of MkIV and 1500 Spitfires, and usually a Mk3 which has become more and more rare in LHD. A TR, usually a TR3 or TR4, is always there, and this year there was a TR6 that was roughly 40% done to see. Sadly TR7/8s have been extremely rare, though I have heard they show up in Essen from time to time.

Other Triumphs on hand are a manual Stag as well as an automatic of the same ilk. This year a modified GT6 Mk3 was on hand with a 2.7-litre inline 6, modified suspension and brakes. Because of the German TÜV (MoT) rules, the car must have a red license plate which means it can only be driven to keep it running, to official events or to places for maintenance and repair. Every single kilometre must be vouched for, and the time and distance travelled must be kept in a book that is in the car at all times. Quite a bit of effort to go through just because you had the motor bored out a bit and you upgraded a few things... It's for sale if you're interested!

The other common brands such as MG, TVR, Rover, Morgan, 'Spridget' and Morris were also on hand for the public to inspect. Have a look at the pictures, and if you are ever in the area when the event takes place (sadly the dates change drastically from year to year, next year it is 19th-22nd February) – check out the website at www.retro-classics.de/en/press-material and stop by!

HOME WANTED FOR A HERALD COUPE



I recently received an email from a good friend of mine to tell me that he has found on his land an abandoned Herald Coupe that a past tenant left when vacating his cottage. From the images it seems to be a genuine Coupe, but not having seen it in the metal, I cannot verify this. Anyway, my mate offered me the car free of charge if I wanted to restore it, but unfortunately at the moment I am not in a position to restore any more cars, so he has extended that offer to any TSSC enthusiast through yours truly.



There is no documentation with the car, but even if a V5 could not be acquired, it would be a source of many rare spare parts that would keep another Coupe on the road. It has a registration plate, but at the time of writing he had not had the time to visit the car and check for an old tax disc and commission plate. The car is currently located in the lost lands of Somerset, the images showing it at least being protected from the elements.

If there is anybody out there who would like this Herald, contact me in the first instance and I will then forward your contact details on to my mate. If nobody is interested, the poor little thing will be off to the scrapyard as its current resting place is required – unless of course I decide to rescue it myself, dig out my recently used MIG welder and spend the next couple of months restoring it. I must admit that every time I look at the images, my temptation to do so rises up a few more notches.

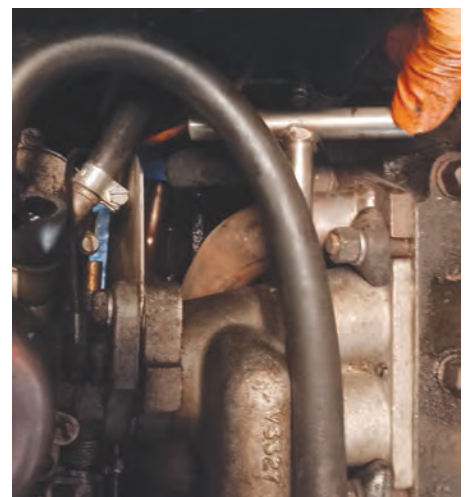
This little Coupe sends me cock a whoop!

THE HEAT IS ON *(or not as the case may be)*

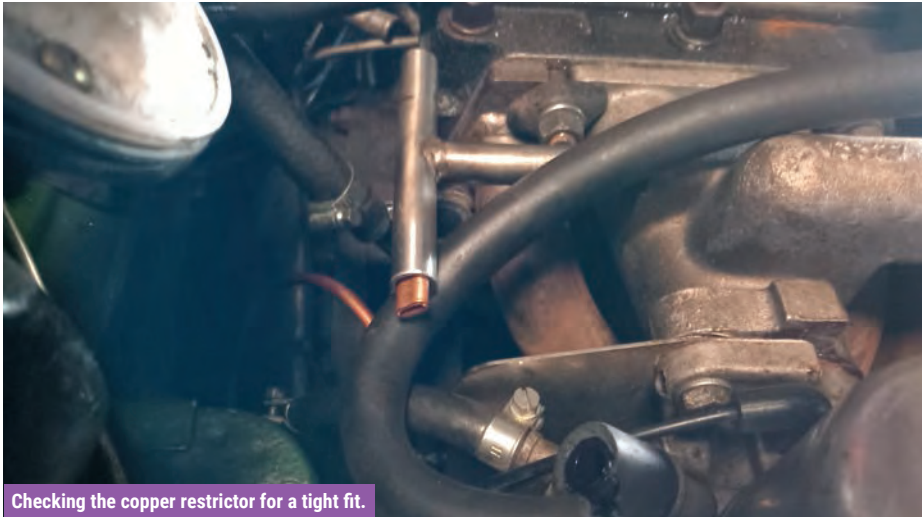
This is a short article that may help anyone who has fitted an inlet manifold that has been 'reconditioned' with a stainless steel (or other steel) cooling pipe fitted and then found that their car's heater blows cold air into the cabin.

South Wales member James brought his lovely Privet Green Spitfire to me for a service and safety check. With engine oil and filter changed, trunnions checked

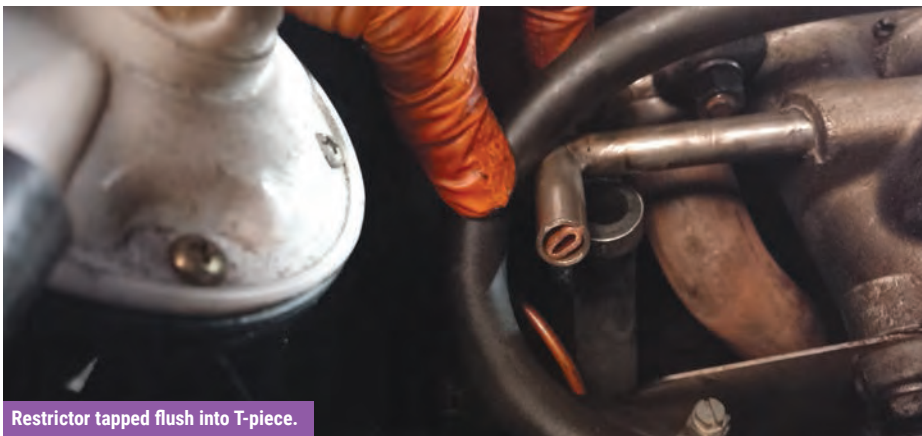
and lubricated, gearbox and differential oil topped up, underbody and chassis checked for corrosion, new fan belt, spark plugs, new distributor pinch bolt fitted (to replace the bent item), ignition timing adjusted, wheel bearings and handbrake cable adjusted and the car pulling to the one side under heavy braking solved by simply bleeding the brakes, I asked James if there was anything else he wanted looking at. The heater only



The pipe is turned to examine it for a restrictor.



Checking the copper restrictor for a tight fit.



Restrictor tapped flush into T-piece.

blows cold air,' he said, and as James uses his car throughout the winter months I said that I would have a look.

After the usual checks of removing heater hoses and blowing through them as well as ensuring that the heater control valve was not blocked and was opening and closing fully when the hot or cold knob was operated, I turned my attention to an all too familiar (for me at least) culprit. I had noticed that the car had an 'upgraded or repaired' inlet manifold cooling pipe, nice and shiny and made from stainless steel. I removed the three hoses from this pipe and turned it in the manifold so that I could see along the inside of the T-piece at the rear end. Problem found – it was one of the items that have been produced without any restriction or reduced diameter in the T-piece! ('So that's why my Spitfire or Herald etc with this type of manifold heater blows cold air,' I can almost hear people say.)

My theory is that as there is no restriction, the coolant follows the easiest path which is straight back through the water pump return tube and only a small volume of hot coolant reaches the hose that goes to the heater valve, while an even smaller volume

gets through to the hose from the heater valve to the heater matrix. As a result, when you check the hoses, they can feel warm indicating that hot coolant is flowing as freely as it should through the heater matrix. The exit hose from the heater matrix can also warm up because of its proximity to the engine and other hot areas, or from the very slight flow of hot coolant that manages to reach it, which can lead you to believe that

enough hot coolant is actually reaching the heater matrix for it to function properly when the truth is that it is not.

Anyway, only a very simple fix is required. Ex-AO AL donated a bit of copper fuel line which would fit easily into the stainless steel T of the manifold cooling pipe. I clamped this in my vice and crushed it so that it became elongated enough to be a tight fit in the bottom of the T piece and, using a small hammer, I tapped it in so that it was flush with the end of the T-piece. This restriction is usually enough to cause the coolant to flow through the heater valve and matrix and give a nice supply of hot air into the cabin or to demist the windscreen. In the past, when I have had more time, I have used a tap to cut a thread in the T-piece, drilled a small hole in a bolt of the same size thread (a bit fiddly unless you have access to a lathe), cut the head off the bolt and used a hacksaw to cut a screwdriver slot in its place to screw the homemade restriction valve in place, but with time against me, the copper pipe option was used. You can also fill the end of the T-piece with brazing rod or silver solder and drill a hole through it if you have the equipment to braze or solder, but the manifold should be removed to do this safely. With all the hoses reconnected, James started the engine, waited for it to warm up then pushed the heater control to HOT and gave a big smile as hot air came through the heater ducts. A simple fix that makes his car more practical to use in the winter months, and as a bonus he got a good price for his now redundant driving gloves on eBay.

Bernard

James needed restriction to feed his addiction (to drive his Spitfire all year round)!

TRUNNION-LESS VERTICAL LINKS FOR TR2-TR6

Repeated emails and phone calls to the company that have been looking into developing trunnion-less vertical links for TRs have only revealed that they are totally ignoring the TR owners who have shown interest in purchasing these units should they be manufactured. The company gave me a figure of how many people had to be interested in purchasing the links for them to go into manufacture. I carried out my part of the bargain by amassing a list of far more people who were/are interested in buying these units than that figure, but the potential manufacturers have not (up to the point of this being sent for publication) had the decency to reply to my emails etc. There is, however, a faint glimmer of hope as one of those who submitted their details to me has a contact who may be interested in looking into this project with the view to manufacture and supply. I will keep you informed of any developments.



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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

The clocks have changed and we've had a good few sunny days already to get us in the mood for another season of summer motoring! If the weather is warm and the roads are clear, then many of you will want to enjoy the thrills of driving a convertible – if you have one – with the roof down and the wind blowing through your hair.

DO YOU LEAVE YOUR CAR WITH THE ROOF DOWN?

I frequently get asked about insurance coverage for our Triumphs when the vehicle is left unattended with the roof down. Most mainstream insurers struggle to meet enthusiasts' needs in this area. They typically include a simple exclusion in your documents stating that they won't cover the vehicle if the windows or roof are left down.

The Club's insurance scheme is designed to be very much led by you, the members. To that end, we like to hear about your concerns around insurance and do our best to tailor your Club scheme to provide what you need. Covering retracted or removed convertible roofs was one such instance where we heard your concerns and acted swiftly to ensure the scheme met your needs. This is another hugely important benefit of choosing your Club's specialist insurer for your coverage.

TSSC Insurance now includes coverage for situations where the roof is left down, as long as you take 'reasonable precautions' to protect your vehicle. In other words, you've implemented all measures that one would reasonably expect a person to take in such circumstances to prevent accidental loss, damage or theft of your vehicle. Personal belongings, for example, must be secured in the boot, and we expect you to roll up your windows and lock your doors if locks are available. We understand that this may not completely prevent someone from stealing your vehicle, but it serves as a better deterrent than simply leaving it unlocked.

There is no prescriptive list regarding where you can or cannot leave your roof down when the car is unattended. It would be impossible to legislate for every single circumstance. While it is perfectly acceptable to leave your roof down for a couple of hours while attending a car show, it would clearly not be acceptable if you left it for a fortnight. A few minutes outside the corner shop might be fine, but several hours in a town centre car park or multi-storey would clearly not be. We simply ask you, as we know you will, to be sensible and consider, 'Would this be viewed as reasonable if I needed to make a claim?'

If you have a full tonneau cover, like those fitted to early Spitfires, it is considered equivalent to a hood. At this point, you wouldn't need to raise the windows, as it covers the doors; however, you would still be expected to lock the doors if locks are installed.

NEED A VALUATION?

Remember that TSSC Insurance Valuations can be done (if you can't get an authorised TSSC official to value your car) online by downloading the TSSC Insurance Valuation Form, filling it in and then taking a minimum of four photographs showing the front 3/4, rear 3/4, engine bay and interior. The completed form and pictures are then emailed to: valuations@tssc.org.uk.

For a full explanation of the details, see elsewhere in this issue of *The Courier Magazine* or visit the TSSC website at: <https://www.tssc.org.uk/tssc/valuations.asp>



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

- Insurance solutions for younger enthusiasts and family members.
- Member-to-member cover – club members are insured to drive each other's Triumphs with fully comprehensive cover at no additional charge.
- Optional reinstatement cover to increase the insured value to account for repair and parts costs.
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**Call our club's dedicated insurance line on
0121 274 5348 or visit www.tssc.org.uk/tssc/insurance.asp
for more details and to use our quick quote service.**

LOOKING BACK AT MY UPGRADES

I've had a an excellent run with articles over the last six or seven months, the Herald 13/60 members having excelled themselves and provided me with lots of excellent content to share with you all. However, for this month it's back to earth with a bump as I find myself needing to think of something interesting to write about. As the deadline for the Courier loomed I was struggling for ideas, so I've decided to look back over the years at the upgrades and modifications I've done on my own 13/60. I won't be going into full detail about each one, these are just overviews and my thoughts for you to consider. If there's a link available, I'll include that should you want to investigate further.

ALTERNATOR CONVERSION

There's little to argue against doing this upgrade, unless originality is the be all and end all of owning your car. My early days of classic car ownership seemed to involve too much time fiddling with control boxes and setting polarity on dynamos, so once I'd done the conversion for the first time (on a Ford 100E), I didn't think twice when I bought my Herald, it was the first job I did on it. If you want to add halogen headlights and other electrical accessories, then you'll definitely need to do it. See how to do it here: <https://tssc-devon.org.uk/technical/alternator-conversion>

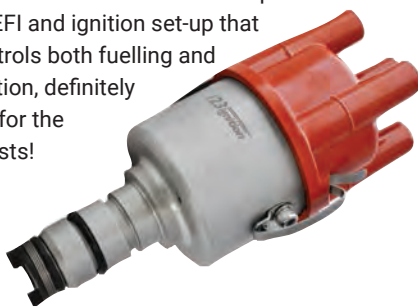


ELECTRONIC IGNITION

Ditching the points and condenser for me is an easy decision – just do it. I read regularly these days people arguing the case for keeping them, the two reasons being that you can on occasions fix them on the roadside (true I guess) and failure of electronic ignition modules. Let's deal with the second defence, failing electronic ignition units. This is just my opinion and based on my experience, but my guess would be most of those that have had bad experiences with electronic ignition have bought the cheap units from eBay. I'm not



going to name them here, but I think you know who I mean. There are suppliers of better quality units out there – H&H Ignition, Aldon/Petronix to name a couple, or if you want to go up to the next level again there is 123 Ignition who offer a range of distributors. My own journey started with an Aldon kit which lasted for many, many years before I installed Megajolt and then a Microsquirt ECU. Megajolt is an ignition-only ECU that uses a crank position sensor, Ford coil pack and EDIS unit and makes the distributor redundant. Microsquirt is a full-on EFI and ignition set-up that controls both fuelling and ignition, definitely not for the purists!



HALOGEN HEADLIGHTS

An extremely popular upgrade of course, which makes driving in the dark so much easier. If you're still using the original sealed units and thinking of doing this upgrade, do add relays as well to ensure you're getting full voltage at the bulbs, as those old light

switches taking the full current are a source of power loss. See how to do it here: <https://tssc-devon.org.uk/technical/brighter-headlights>

FREELANDER WHEEL STUDS

Only really necessary if you are fitting alloys to your Herald – keeping the original studs and fitting alloys is marginal at best and I would be concerned if this is your current set-up. On the front hubs it's a simple job, but a bit trickier on the back. See how to do it here: <https://tssc-devon.org.uk/technical/wheel-stud-upgrade>



SEATS

Some years ago when I still had the original seats, I had to replace the rubber diaphragm, only for it to fail again within a year. Not wanting to make this an annual event, the second time I chose to use Pirelli straps (pictured), which worked really well. For some added support and comfort I did fit MGF black leather seats, which were a welcome upgrade. To allow them to tilt forward and allow passengers in the back, I



removed the MGF seat runners and welded on brackets so they fitted to the Herald runners. I also added heater elements to them, which was very cosy during the winter months. When I finally get round to getting my Herald back on the road, I have some MX-5 seats ready to fit.

HEATER BLOWER

Herald heaters never seem to be that effective, but in an attempt to improve this I first fitted a heater blower motor from an early VW Polo, as I had read online that it fitted and was a three-speed unit. It did fit (with some fettling), but what the article didn't mention was that it rotated the opposite way to the Herald one and was therefore even less effective. My second attempt was much more successful – this time I sourced a blower motor from a Nissan Micra (pictured), just a single speed this time but it did spin the correct way.



GEARBOX

When the three-synchro/three-rail gearbox that was in my Herald started to get a bit tired, I chose to get an exchange unit from what was John Kipping back then. This was a four-synchro box which was a welcome luxury, but as the Herald was getting more use I really wanted to add an overdrive. So after some patience I managed to track down a good used three-rail gearbox with D-type overdrive which thankfully worked as it should. If you use your Herald on faster

roads, the overdrive is so worth doing, but units these days don't seem to be that plentiful and sell for strong money.

You could also consider fitting a Ford Type 9 gearbox which would give you a true five-speed unit, but from what I've read the conversion is not always straightforward and the availability of these 'boxes as donors is drying up a bit too. I've no firsthand experience of these, but when done correctly they do seem to work well and are more robust than the originals.

WIPERS AND WASHERS

The single speed Herald wiper switch has long been unavailable, so when mine died I had to fit a two-speed switch from a Spitfire. This prompted me to make use of the extra switch position and to find a way of adding an intermittent option. I tried two different ways for doing this. Version one was using a self build kit from Maplin, version 2 using a universal wiper relay. You can read how to do both versions here: <https://tssc-devon.org.uk/technical/intermittent-wipers-part-1> & <https://tssc-devon.org.uk/technical/intermittent-wipers-part-2>



Adding an electric windscreen washer pump is easy enough, but as the Herald was a manual pump most people just add a separate switch. Fellow Devon member Malcolm Huxtable came up with a novel idea – he used the original pump switch to operate an electric motor by using a washing machine pressure switch.



FUELLING

I ran my Herald with its single Stromberg for some years, but who doesn't love a twin carb set-up? So I ended up with a pair of HS2s for a few years (below), then went to HS4s. This is a common and easy swap, so no need to say too much about it here.



But where to go from twin carbs? My interest was piqued when I stumbled across a blog about a fuel injected Spitfire using a Microsquirt ECU. It took a year or so of planning, but I really wanted to do it. This was my biggest, most challenging but most enjoyable modification, and once a few gremlins were ironed out it made for a really flexible and low maintenance set-up (pictured below). This upgrade was featured in a series of technical articles in The Courier during 2017.



OTHERS

There were a few other modifications as well, including Hi-Torque starter, custom wiring loom, stub axle/bearing mod, stainless exhaust manifold and probably more which I've forgotten!

WORKSHOP UPDATE

Miles' Spitfire is starting to take shape. As you can see from these pictures, everything is now painted, nearly all of the wet flattening and polishing is complete and a few bits are starting to get refitted. We needed to do something with the dashboard, though. The easy option would have been just to

buy something new, but instead I thought I'd try and bring it back to life. The old lacquer was sanded off, the wood stained a little with the Russet Brown on a rag to give it some more depth, then three coats of clear. Initially this didn't look great as the clear seemed to soak in quite a bit leaving

a rough finish. I left it to harden, sanded down again and added three more coats of clear, and this time it had a smooth finish with a nice depth of shine (below). You may also notice from the picture that an additional hole was added so a clock could be fitted.



See you next month,

Darren

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PUTTING A STOP *to the wind*

Here's something for the summer months if you have a convertible, whether it be an Equipe, Herald or Vitesse. Alistair Montgomery has provided the following

information on Facebook for making a wind deflector for his Equipe 2 Litre Convertible. He writes:

'Bit of a Marmite situation, but I have been



looking at some form of wind deflector as it was my wife's pet hate about the Bond. 'Why does my hair fly forward?' Apparently, putting a head scarf on and pretending you are Audrey Hepburn was not the answer.



DATES FOR YOUR DIARY

A reminder for those in the south of the country about SEM – the South of England meet at Leatherhead Leisure Centre on the 9th-11th May, the show day being on Sunday 11th. We usually have a good showing of Equipes on Sunday so please bring yours along. We should be there with a few spares for the autojumble, so if you are coming and need anything, please let me know beforehand. The same is also true of the Beaulieu Autojumble on 17th and 18th May – we have a stand R118 on Red field, come along and see us.



'So you start looking. Audi do a good range, but even those for the A2 are far too wide without a lot of chopping down. Most are plastic and fold up for storage (handy), but that entails chopping equal amounts off each side, and of course the flat area that covers the rear seat. The Audi TT has a fancy glass one that rises – too complicated, but the width was better. (It also led me to the leather rear seats that are hidden under the screen, and which I subsequently fitted to my car.) Most of the VAG group cars share the same chassis, so again the Beetle and Golf are too wide.

'So I found this one, a metal framed (aftermarket) part for a BMW MINI. It doesn't fold up, but thoughts of trimming the frame seemed a better bet than the plastic ones. It came with four spring-loaded bolts that normally fit into recessed sockets in the door pillar on the MINI. I looked at ways of fitting said bolts, maybe into the door cards, but that wasn't my preference.

'Shopping in Lidl, I found they had some angle brackets in the middle aisle next to the MIG welders that looked strong enough. The width – once I threw away the original brackets – was spot on. The thing sits on

the rear hood frame loop with a thumb screw in each side. So two holes and a stainless Rivnut are the only modifications to the car. The rear mesh had two tabs that are 1/2 inch too short, but it sits on the hoop with a bit of foam. I thought about adding a bit to the tab, but didn't want to burn a hole in the mesh. It fits back to the rear seat squab as if made for the job – my rear seat sits maybe an inch or more forward after using the TT seats, but you can just move the whole thing back.

'Personally I don't like the wavy hoop and would have preferred the flat top version, but it was buy to try as no-one gives the sizes when selling. Yes it makes a big difference – my wife would have been happy.'

I hope this is of help. Please let me know of any interesting developments or tweaks to your cars.

Guy

AN EQUIPE FOR SALE

Finally, if you do not have one and are looking for a 2 Litre Convertible, I have heard of a nice one for sale near Milton Keynes. The owner is looking for £10,000 for it. If you are interested, please let me know and I can put you in touch with the owner.



WHAT THEY HAVE ACHIEVED SO FAR IN PAKISTAN

Here are the last few photos I picked up of the Spitfire being rebuilt in Pakistan, from the Facebook group 'The Fault in our Cars', along with a reminder on what they started with. These pretty much show the point they had reached when the last update was put onto Facebook last May. We contacted Asim Mohyidin, who had been posting the updates, to ask how it was going. He told us: 'It's the finishing that is taking time as all we have is photos to work from.' He was waiting to get to the paint stage before putting up another update, but continued: 'The problem is that we need the bonnet clasps and tail lights to start finishing the sides, after which the body will need reinforcing to keep any flexing at bay. As it is, the panel beaters were getting a bit fazed by these niggly issues so we have taken them off this particular build. There is just so much missing, but we are soldiering on! There is no interior for a start, no windscreen either, so maybe will get a local one made.'

It's amazing just what they have been able to achieve – the panel beaters really are magicians with sheet steel. We're hoping that one day we might see a further update, although the number of cars they have there to be worked on means that it may well be a long time before that happens.

THAT GT6 PICTURE

Thank you to everyone who has been in touch confirming that the photo of Jane Birkin and Serge Gainsbourg with their GT6 was taken in Woodstock, some with current images they'd taken or found of the Punchbowl Inn which the building behind them is now. There are also articles from the Telegraph and the Guardian available online if anyone wishes to look into this further. And by way of a coda, I also found a picture of them with the car that replaced this one, a GT6 Mk3, on the Isle of Wight, on Facebook by the British Leyland Chronicles in 2022.





TRIUMPH SPORTS SIX CLUB

AND NOW FOR SOMETHING COMPLETELY DIFFERENT



And finally, we have regular deliveries of a fruit and veg box. It's from a company relatively local to us and contains a lot of local ingredients (although I acknowledge that any bananas or pineapples are probably grown somewhere other than Wiltshire). A couple of weeks ago the box would have included some Packham's Triumph pears. Unfortunately we had to skip that box, being away at the time, but seeing them listed I did have to go looking for images and this is what we missed out on.

Suzie

TRIUMPH AUTOMOBILIA

We recently came across an auction by H J Pugh & Co, and one of the lots was this Triumph Light Box. It is difficult to tell if it was an original period item or of more recent manufacture – I suspect the latter as they also had Austin Healey and Mini Cooper versions for sale. It seems they each sold for about £400, a nice item but not exactly pocket change.





Area News

THIS MONTH'S REPORTS FROM THE TSSC AREAS

Triumph Sports Six Area Liaison Officers: Paul & Christina Girling

Email: tsscareas@gmail.com Tel: 07584 000442

As we write, the sun is shining and the promise of days out with our Triumphs beckon. To those of you who have continued to use your Triumph through the winter, I say 'Well done!' To the rest of you, I hope you were able to get the season started on Drive It Day. As we look forward to the summer months, don't forget to take a look at the weekenders happening across the country. These are always a good chance to catch up with friends from other areas,

and usually include a run through some of the beautiful countryside our areas have on their doorsteps. These weekends involve a lot of work so please try to support them if you can. By the time you read this, the Isle of Wight weekend will be in full swing, followed by the South of England meet in Leatherhead. Here's to a full season of being able to 'do more with our Triumphs.'

Paul & Christina



On the Isle of Wight Weekend.

ANDOVER

It was a little warmer for our March lunch meeting than it had been in February – the heating was fixed in the pub, and it was also a nice bright day, although a bit breezy. We'd had a hectic morning and hadn't got any of the Triumphs or Bonds out (Guy had hoped to take the Renown) so jumped into my 1989 Honda Civic, almost a classic in its own right, but did feel we had let the side down a little not bringing one of our older cars when there were six other classics in the car park.

The turnout of 13 was good, and it was lovely that Graham joined us again after an absence of many years. It would be tempting to say that he was waiting for a sunny day in order to bring his lovely Spitfire Mk3, but he has just been busier since he retired than when he was working, which often seems to happen.

Richard was somewhat frustrated that he had managed to lock himself out of his garage with his Spitfire and the spare garage key inside it! So he had to come in the modern. Looking forward to the weather being good again next time so he can use the Spitfire again.

Ed has been busy trying to get his son's TR6 fixed so he can give it back and get back the use of his own, which he prefers. He says: 'Finally got the TR6 ready for the road, but didn't get very far before I realised the brakes were binding, so back in the garage again for strip down. I've converted my

TR7 ignition system to the US spec Lucas distributor and AB14 amplifier. The changeover was simple and the new distributor plopped into position with the rotor arm pointing exactly where it should for TDC. The great thing now is I have an electronic ignition with a distributor I can actually remove or adjust without being a contortionist.'

Events start to come along more often in May, starting with Beaulieu where we'll be on Red field as usual. Do come along to see us if you visit the event. We won't be visiting Durrington this year as we have a family wedding that week and a trip to Northumberland with Guy's brothers, but it's usually a good event.

EVENTS

Sunday 11th May – SEM at the South of England Meet, Leatherhead Leisure Centre, KT22 9BL.

Wednesday 14th May at 12.00 – Regular lunch meeting at the Clatford Arms, Goodworth Clatford, SP11 7RN.

17th-18th May – Beaulieu Spring Autojumble, SO42 7ZN.

24th-25th May – Durrington Vintage Vehicle Event, SP4 8HH.

Guy and Suzie

AVON

Hi everyone. The first meets of the season are nearly upon us, and for some in this area, Weston Super Mare Beach Lawns on the 19th or

Coleford Festival of Transport on the 21st will see them blowing off the cobwebs for a drive out.

As every year passes there seem to be more and more shows to choose from. Some shows choose to charge attendees with cars to show, and this has often raised debate.

Do you have an ongoing project? I know I do and although I have a plan of what to do next, the schedule often shifts!

It was good to welcome a 'new' member recently to the Bristol monthly meeting with questions about his Vitesse. There is so much knowledge in the club it is great to be able to help others on their journey of classic car ownership.

When this news comes out in print we will have enjoyed Drive It Day, a countryside run with a coffee/lunch stop. As I type the sun is shining, but I guess there are no guarantees for the 27th. Following this, a weekend visit to the Castle Combe Steam Rally is always a favourite.

Happy driving,

Dave

CAMBRIDGE

A great sunny March spring day meant we had a fantastic turnout at the Plough in Fen Ditton with 16 of us assembling to chat all things Triumph. After a good while chatting over lifted bonnets whilst we all admired the collection of Vitesse's, a BRG TR3, a Dolomite and a Spitfire and Herald, we all

wandered in to fill our little corner in the pub. Andy was talking about having overcome the wiring issues on his electronic ignition and turning his attention to the possibilities of fuel injection using Toby's old Weber manifolds and some throttle bodies.

Mike told of the woes of the fitting of his windscreen on his big estate called Winnie which needed three attempts to try and keep the rain out of his footwells. Mark and Howard's Coast to Coast trip was chatted about, but the forthcoming NC500 trip group formed a subgroup to talk about routes.



A lot of us seemed to have had a rough winter with health with bad knees, sick other halves and unknown virus attacks flooring

a selection of us. However, we all seemed to have made some progress on our cars with Steve now reporting his gearbox is in and shifting gears neatly with just some wiring and then tidying up the seats and steering wheel before he can take it out for a spin. Toby might even get his newly acquired Spitfire out for his NC500 trip, but our money is on him using his Honda S2000.

All in all a great meeting with us all looking forward to the good weather to enjoy our cars in. The next meeting is May the 5th at 8pm at the Plough.

TOM

CHESHIRE

Adrian and I braved the perils of the M6 (and the speed cameras) to attend the Practical Classics Classic Car & Restoration Show at the NEC. We saw a lot of shiny cars, talked to a lot of people, including on the Club stand, where Adrian suggested Capesthorpe Hall as a good venue for the mobile Club Shop. Adrian came with his collapsible trolley, which was filled with parts from a certain Lincolnshire vendor, and some relatively inexpensive 20/50 oil which we believe is the right viscosity for cars of our vintage. We were parked in the furthest part of East Car Park 5, which was a considerable hike from the NEC itself, but made locating the car on the way back very simple. We won't mention a navigation issue on the return journey.

We had (at least) four Triumphs in the car park for our meeting – two Heralds, a GT6 and a Bond. The weather was kind enough to allow ragtops to have the hoods down, a little cool on the way home but no rain (I acknowledge that most of Britain would like some rain at the moment). Two attendees were complaining about aches and pains. One was due to snowboarding and we're not talking about the other issues.

Phil has now become a member of the TSSC, and his GT6 project is still making progress. The thermostat housing is apparently a little moth-eaten, but these are readily available from at least three emporia. Phil then mentioned chrome plated nylocs for all three of the rocker cover studs, and I pointed out the lack of clearance at the front of the engine, and tales in the past of little bumps in the front centre of the bonnet where Triumph put

a bolt at the front of the rocker cover. I believe John and Adrian were talking about heat pumps, which is obviously a critical technology for use in old cars.

Matthew updated the status of the Spitfire project, with the engine now consisting of mostly assembled parts instead of individual parts. The inlet manifold is likely to travel somewhere to have its water pipe replaced.

Richard also mentioned that, following his speedo change, he had encountered a recalcitrant oil pressure light (often described as the light not coming on at all). Apparently this was mentioned last month and apparently I had pointed out that the oil pressure warning light was earthed via the oil pressure switch which lurks somewhere on the side of the engine (often surrounded by leaked oil, at least in my cars). Changing the switch resolved the lack of warning light.

May has a number of events. Classic Cars at Gawsworth Hall on the 5th (booking needed), Smallwood Vintage Rally on the 24th-26th (booking needed), Capesthorpe on the 25th and 26th, and Youngtimer at Gawsworth Hall on the 26th (again booking needed).

Our next meeting is on Thursday 1st May at the Cock and Pheasant. Runs out start in June.

Henry

CORNWALL

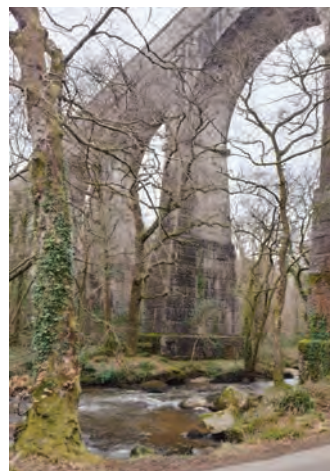
Hi all. What a very busy start we have had this year, and here we are going into May! Lots of great events are planned for our area. Our Cornwall Event in June has all been planned and lots of us are looking forward to a great weekend of Triumph gathering with old and new friends at Higher Harlyn Park, St Merryn. We have also had really good attendance at our club nights, thank you to all those that have come along, lovely to see new members also.

In March, Des and Wendy led us on a journey, and here is a brief overview of the day.

The run started at Hawkesfield (on the A39 near Wadebridge) after coffee. Twelve cars lined up, with the oldest being Adrian's TR2. The aim was to drive across the county with lunch being approximately the same distance away from members' homes as Hawkesfield. A quarter of the run was on A and B roads, with the other roads having no

classification. Roche is a small town that we drove through, with the majority of habitations being villages or hamlets.

We stopped for a toilet break in Luxulyan, and to reduce our car number to eight to accommodate us in our next destination car park, which was at the entrance to the Luxulyan Valley, part of the Cornwall and West Devon World Heritage Site. It is now a nature reserve, but with ample evidence of its rich mining heritage. The minerals that were mined were copper, tin, china clay, lead ore and granite. The industrial remains are the products of one man's enterprise, Joseph Treffry. With his team, he built the Treffry Viaduct, a magnificent granite structure 200 metres long that stretches across the valley. It is the only viaduct in Britain to combine a tramway with an aqueduct inside. We enjoyed one of the three designated walks in the valley before heading to the Crown Inn at Lanlivery, where 24 of us enjoyed an excellent roast lunch. Many thanks to all that joined us for an excellent day out.



Thanks go out to Des and Wendy for organising this lovely day out. We look forward to more such wonderful drive outs in the future.

No more news from me this month, but please if you would like to contribute to your magazine on your Triumph adventures, just get in touch and I shall gladly add to an edition.

UPCOMING EVENTS

May

3rd-4th: Callington Vintage and Country Fair.
5th: CMC Riviera Run Open Car Show (www.cmcriveriarun.co.uk).
8th: Club Night.
11th: Bude Motor Show (Jems) book via website.
18th: Car run and lunch out being organised by Nigel.
23rd-25th: Tredinnick Rally.
23rd-25th: Run to the Sun Newquay.
24th-26th: Launceston Steam & Vintage Rally.
25th: Wheels at Wheal Martyn St Austell from 10am. Static show.

June

12th: Club night.
13th-15th: Cornwall Tractor Club Vintage Rally at Penhale Fraddon.
27th-29th: Cornwall Triumphs Event weekend at Higher Harlyn Park St Merryn.
27th-29th: St Merryn Steam & Vintage Rally.
29th: Trewithen Classic Car Show.
29th: Wheels at Wheal Martyn from 10am. Static show.

Happy and safe motoring,

Carol

DERWENT VALLEY

For our May meeting we are looking to do a small fish and chip shop run, this will be on our normal meeting date (Tuesday 6th May).

The Practical Classics and Classic Car and Restoration Show at the NEC was well attended. I was there on the Friday.

As the days get longer, we will be planning on doing more short evening runs.

Bryan

DEVON

We have exciting plans for the summer and beyond. Devon Area Club Nights will continue at the Star Inn, Liverton TQ12 6EZ on the third Wednesday monthly – so Wednesday 21 May. Please let us know if you are coming along.

On Sunday 18 May, join us at Exmoor Zoo. Organised by Andy Luckhurst. Our zoo trips are always popular, but we have not been to Exmoor Zoo as a group before. Well, now we will be! We're hoping for a good turnout of people and Triumphs, and there will be an area of the car park reserved for us. Exmoor Zoo is located near Bratton Fleming in North Devon (EX31 4SG) and is the home of many animals including the Exmoor Beast (black leopard). They have a well-stocked cafe serving a variety of meals, and picnic areas if you want to bring your own food. It promises to be a great day out. If you would like to come, then please let Andy know (arluckhurst@gmail.com). You will need to send payment for your discounted entry ticket no later than 8th May to the club bank account – TSSC Devon, SC 20 87 94, Acc 83764737 quoting Zoo/Name. Adults are £14 each and children (up to 15) are £10.50 each.

On Sunday 1st June we have an Area Treasure Hunt, starting at Moto Motorway Services Exeter, Sandgate EX2 7HF, M5 junction 30. Arrive 10.30am and depart by 11am. Finish for carvery lunch booked for 1.30pm at Hare and Hounds, Putts Corner, Sudbury EX10 0QQ. We need to know if you are coming at least a week beforehand please. This one is being organised by Graeme and Barbara.

Sunday 6th July will see the Sunrise to Sunset. Starting at Haytor Rocks for sunrise, breakfast is booked at 9am for 20 people at Ullacombe Farm Shop & Café, while dinner is booked at the Blue Ball Inn, Lynmouth at 6.45pm for 20. Then we'll head to the seafront car park for the sunset, if we cannot see it from the pub. There is also a provisional booking at Grist Mill, a working wool mill and museum, for around 1pm for a tour. Their coffee shop will be open for drinks, but bring your own picnic for lunch as the Mill is opening specially for us. There will then be a suggested run/route from Ullacombe to Grist Mill, and then from Grist Mill to Lynmouth. People can join us at any of the stops. We will need numbers by the end of June to confirm, and we will advise if any prepayment ordering is required. There will be some free time to rest/sleep if you are planning to do the whole day.

Powderham will be on 12th-13th July. Have you sent your entries in

to Shane Botham? Closing date is this month! £17 entry covers you and your car for both days.

Finally for now in 2025 there is our Triumph Tour of Devon on 21st September. Register on tourofdevon@tssc-devon.org. uk now – there are lots of entries from far afield, but as usual our Devon members will do it 'dreckly'!

Planning for our 2026 trip to Brittany is well under way – thanks especially to Steve Woollett and Lorraine and Julian who are researching routes and trips. It is provisionally scheduled for 1st-6th June 2026 with a similar format to last year – out on overnight ferry on Monday, four nights hotel and back on an afternoon crossing on Saturday. We will not confirm until the ferry schedules are published in July. We are planning to stay at the Hotel du Chateau in Josselin and visit the impressive automobile museum in Loheac (<https://www.manoir-automobile.fr/accueil/>). Contact Steve on 07870 587713 or via email at stevewoollett@hotmail.co.uk Steve has renamed our WhatsApp group for the trip Triumph Brittany Trip 2026.

In other news, the March Club Night was well attended with several Triumphs out to play. In addition we had Richard's MGA and Greg's Jag Special. Dan's 1960 Herald Coupe was out for the first time, alongside Richard B's, Rob's and Bob's Vitesses. John L brought his 1500 Spitfire.



23rd March was our rearranged Inter Club Skittles at the Waie Inn. A large number of TSSC, SOC and Dolomite Club members played for the trophy, and unbelievably it was a case of MISSION ACCOMPLISHED because we retained it! Not only that, but Jane Frost was the highest scorer too. Particularly nice to have two Juniors playing again – 8 year old Ruby versus 7 year old Daniel. This time Daniel won, but hopefully these two will be playing each other for some years to come. Lots of Triumphs out to play for the day too.



Finally, remember that all your Devon Area Organisers can do valuations of your Triumphs, at a meeting or event. Contact us for details.

Keep Driving on all 4, 6 or 8 and enjoy your Triumph.

Sue & John

NORTH DEVON

The April North Devon meeting at the Crealock Arms saw rainy weather again, which was disappointing given the long run of dry weather that we'd had up until the previous day. In the car park was Robin's Vincent Hurricane, which he uses in all weathers. The usual suspects were present including Lee, Malcolm, Darren, Geoff, Dawn, Alan, Janet, Robin, John, Kay and myself. Darren is currently working on a Spitfire belonging to local member Miles, and John has been busy working on his TR4 and is about to paint it. He was quizzing Darren at length on painting techniques as he has previously only painted with cellulose.



Robin's Vincent Hurricane.

The main Devon article includes details lots of forthcoming events, so I won't repeat the details here, except to remind you that if you are coming to Exmoor Zoo on 18th

May, we will require payment by 8th May at the latest.

Last month I made reference to the Merton Rally on 4th May. Unfortunately I have since learned that it is sadly CANCELLED this year, which is disappointing.

Please join us on the first Thursday of each month at the Crealock Arms, Littleham EX39 5HN from 7pm. We are glad to welcome anyone, whether you are in a Triumph or not!

Andy and Darren

ESSEX

Our March monthly meeting was well attended with 24 members for lunch and coffee at The Astronomer. We gave out a lot of show information and some great suggestions were given as feedback. The display of cars in the car park was good and we are getting more of a variety of Triumphs with TR6, TR3, Dolomite and 2000 as well as the Spits, GT6s, Heralds and Vitesses.



National Drive It Day on 27th April we did as a charity run for prostate cancer, thanks to all those who organised and those that took part. A full write up of this event will be in June's Courier.

On Friday the 4th April, Sue and I drove up to Suffolk for a weekend away and stopped for lunch at The White Lion pub in Woodbridge. We found out that they were holding a car show at the pub on the Saturday, so that gave us a plan for the day. It was a good show with many pre-war cars, a few Triumphs, a beer tent and a jazz band and 1940s singers.





That evening we drove up to Bridge Classics for a whisky tasting evening. As we drove in we saw Karl and Louise in their classic Porsche. We had a great evening – it was nice to taste the COACHBUILT whisky and to see the only post-war RA4 Vanguard.



Stewart Grant has penned the following words about parting with his Triumph.

So, after 11 years, we finally said goodbye to Kaylie, our beloved 1966 Vitesse 6. For various reasons we weren't really using her much. We all know old cars need to be used, so it was a sad decision but the right one.

I'd always wanted a 6, as opposed to a 2 Litre, as that was my very first car. I just fell in love with the engine note. So for my 50th, we found Kaylie in Belfast. After a spirited test drive with the Northern Ireland Area Organiser kindly giving up an afternoon to have a second pair of eyes on her, we bought her. She didn't miss a beat on the drive home to Essex. Much work was done to her over the years. Engine, gearbox, 3.63 diff, carbs, suspension, brakes, interior etc. Finding some original Dunlop 5.5J steels was a real highlight. The only thing I never really touched was the bodywork.

We both still feel sad, but reassured that she's gone to a good Triumph man in Devon. I'm sure he'll have lots of fun with her. Over the years we've had some lovely days out with her and the good folks of Essex area. I still have a trophy of Best Sports Car at an Essex show where she beat £200k Lambos! We'll definitely still go out with the Essex guys, but have sold out and bought a modern convertible to have some fun with in the summer. It's just not the same though in the garage – no smell of oil/petrol. Vitesse are great cars.

Essex Diary for May

Sunday 4th: Ipswich to Felixstowe Road Run.

Sunday 11th: Monthly Club Meet 10am-2pm, Lodge Coaches.
Sunday 18th: Battlesbridge Breakfast Meet.
Sunday 25th: Wings & Wheels, Stow Maries Aerodrome.

ESSEX DIARY FOR JUNE

Sunday 1st: Cars at Hertford Castle.
Sunday 8th: Aldham Olde Tyme Rallye.
Sunday 15th: Battlesbridge Breakfast 9am.
Friday 20th-Monday 23rd: Area Weekend Trip to Leamington Spa.

Mike

GATWICK

Well March did us proud, pretty much wall to wall sunshine! April's looking very good too.

There was a classic car meet at The Moat Wrotham, Sevenoaks on the 8th March and the car marque this month was Triumph, so it was a must for us Triumph nuts – Richard, Trevor, Al and myself along with a few others. The photo shows only a few of the Triumphs that turned up – sorry I couldn't show you all the photos.



The Crown car park looked a little sad in comparison to the Moat, but at least we had some Triumphs at last after the horrible January and February weather.

My Mk3 had been at VG since February to have the Ashley top fitted along with some other bits and bobs to be done, but is now home at last. Bizarrely while there the battery changed polarity which destroyed the dynamo and the voltage regulator?! So with the help of Phil we're rebuilding the original dynamo, which wasn't on the car at the time. Hopefully very soon I'll be out and about in her.



Home at last.



Chris has a redressed rear, and looking very good for it too!

EVENTS

2rd to 5th May: IOW.
11th May: SEM.
3rd-6th July: Le Mans.
13th July: BL & Leyland Show at The British Motor Museum, Gaydon
27th July: Bromley Classic Car Show. Gatwick Area will be having a stand so get in touch if you're interested in joining.
8th-10th August: TSSC National Weekend at club HQ.

Let me know of local shows worth going to. Our next meeting is on Tuesday 13th May. Get out there and use and enjoy your Triumphs; I know I will!

Tony

HANTS AND BERKS

The sun has finally made an appearance and some of the local Triumphs have come out of hibernation – we had five cars for our April meet.



Next meet is straight after the May bank holiday, plus I will be attending the IOW camping weekend with a few of the local members. The monthly meets at the Departure Lounge have started again – I'm not sure about the May date as they have not published it yet, but I would guess it will be over the Bank Holiday weekend. More details can be found at <https://thedepartureloungecafe.co.uk/car-shows/>

See you soon,

Alan

HERTS AND BEDS

Hi folks – spring is round the corner and it's time to get the tank topped up and get some miles in the car.

We have just done our Blow The Cobwebs run on March 23rd from sunny Luton to Stoke Bruerne, a speedy blast up the old A5 to have lunch at the Navigation Inn. 14 members made the effort with me, Jill, Mick, Audrey in my 2000 Mk2, Johns and Chris in their Stag, Raphael's and Alex's Spitfire, Alan and Ann's 2500 estate and Paul and Gill plus Barry and Viv in two moderns. All seated and fed with a 30% discount which saved us £73. Some covers got a bit mixed up and the steaks Mick and I tested were worse than mediocre, but it all worked out with a bit of rain on the return home.



April 27th is national Drive It Day and we will join in with our local Lea Valley TR area for a run to Sywell aviation museum for a picnic. However, with print lead times, this will be next month's report.

We have a run planned for a visit to The Pitstone Green Museum on June 8th, which is one not to be missed. There is also Fawley Hill Steam Collection booked for July 27th, so don't go on holiday then! Details will be on my local emailer, so watch that space.

Peter

ISLE OF WIGHT

Depending on whether the postie has a Triumph or an MG will make the difference to if you're getting this before our big weekend. If so, we look forward to seeing you. Otherwise, we hope you had a great weekend and hope to be sharing lots of photos and stories in the next edition.

Jo and Roxy Hawkins

AREA NEWS

LANCASHIRE

Well, after our winter hiatus we started the monthly meetings again in March. It's always a worry who might turn up, but it wasn't too bad as although some of our regular were missing with a couple of them having work or with holiday commitments, two not-so-regular members came along – Malcolm who's been a member for years, and Richard who I don't think has been to a meeting before. To his credit, Richard turned up in his very low mileage GT6, thereby being the only Triumph in the car park. Both he and Malcolm (also a GT6 owner) had a right old chat.

Also arriving was Bernie, a recent re-joiner to the club who used to be a member even before Dennis – and that's a long time ago! He's planning to do the Le Mans trip this year, but I'm not sure what in. He had a good chat with Andy who is now a regular to Le Mans.

Maybe when the nights become lighter we will see more Triumphs on the car park. Which reminds me, I'd better get mine out of their winter hibernation.

As always I will post out emails if anything of interest occurs. That's about it for now. Cheers,

Kevin

LEICESTER AND RUTLAND

The May meeting will be on a different date due to the Bank Holiday, still at the Curzon Arms in Woodhouse Eaves but on Monday 12th May.

Wonderful weather through March and early April, so a few members got out to various local events that have all just started for the season – Gate Hangs Well at Syston, Man with Compass at Whitwick and Huggy's Speed Shop at Mallory Park. Some of the group went for a drive in the early April sunshine up to the Peak District and did a lovely drive round Snake Pass, all spurred on by the possible threat of the Council closing the road due to upkeep costs.



Here are the details of the regular meets we try to get to, weather dependent, and some

more specific events later in the year. If you fancy joining us, drop me an email.

1st Sunday of the month am: RPM Motorsport Meet, Culloden Farm/Dreamy Cow, Norton Juxta Twycross, CV9 3QJ.

2nd Sunday of the month: South Leicester Cars & Coffee, Jenno's coffee shop, Carlton Park, LE19 0AL (a new event this year).

3rd 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.

16th May from 5pm onwards: Little Markfield Farm, Forest Road, Markfield, LE67 9UQ.

3rd May: Leicester & Rutland Area are displaying at Donington Historic. If you are attending, please come and say hello.

1st-3rd August: Sunshine Rally. L&R TSSC event held in Greetham, Rutland. please email J.muschialli@ntlworld.com for a booking form or download from the Area Events section on the website.

Jason

NEWBURY

Hello folks. After the very cold first two months of the year, early March turned out to be both warm and dry. This resulted in several of our members getting their Triumphs ready for a run out, but a close look at the roads revealed both the edges and the centre were covered in a thick layer of road salt. The conclusion was it was too risky to take the Triumph out after so much work has been put into preserving it. Fortunately, by the end of March the road salt had dispersed enough for Tim to have a drive out in his Spitfire, which he said he thoroughly enjoyed. The better conditions also resulted in Nigel bringing his TR7 to the meeting at the Craven Arms on the 26th. I am sure from the exhaust note that Nigel has a V8 under the bonnet. At that meeting it was also good to see Peter back in circulation after recovering from his operation. Nice loud sounds were heard from Chris' Aston Martin in the pub car park!

After several setbacks Steve is now progressing well with the CV conversion on his Vitesse. I understand some of the problems may have been caused by previous work carried out on the

original Rotoflex setup and less to do with the conversion. From my own experience, the Rotoflex setup does work well, but time, cost and problems are generally four times greater than that of the swing axle setup.

Moving away from the Vitesse, when time permits Ian C is making progress on the rebuild of the rear suspension of his Spitfire.

Last year Phil L decided to buy a replacement door strap for Winnie, his Spitfire. He says: 'I have only recently got round to fitting my cheap eBay purchased door check strap. All looked good and it didn't take long to do the replacement, but on opening the door the check strap did not work and the door swung back shut. When I removed it, I realised the metal spring clip was not made of springy metal and on first use the spring part stayed bent open. I went back to eBay and could no longer find the seller. I then purchased a slightly more expensive door check strap from a place called Lemans R Triumph Spares. This one works perfectly. Hopefully this summer the door will stay open while getting in and out without them swinging back.'



Thanks Phil. As for me, I fired up my Herald which ran up without any problems, NAD has that friendly feel about her.

Don't forget the South of England Meet (SEM) at Leatherhead – if you are looking for spare parts there is always loads of autojumble. Remember too that from May until October for our first meeting of the month we are roaming, so watch out for emails and our Facebook page for more information from Ian N as to what's happening. Please note the second meeting of the month is still at The Craven Arms.

Well, that's it for this month, but don't forget the May activities:

MAY'S MEETINGS

Weds 14th: We are roaming.

Check your emails and the Newbury Facebook for details. Weds 28th: At The Craven Arms, Skinner's Green Lane, Enborne, Newbury RG20 0HG.

EVENTS

2nd-4th May: IOW. See the TSSC website.

Sunday 11th May: SEM, Leatherhead. See the TSSC website.

Keep them flying,

Dave

NORFOLK

Our final meeting at the World's End before we move around the county during the summer months was the first in BST, and it was blessed with sunshine which brought out 17 Triumphs and a classic Mini. Amongst the varied selection of Heralds, Spits, TRs, Vitesse and Triumph 2000 we had a Bond and a Dolomite (along with a couple of late Spitfires) making their first appearance at a meeting. It was also great to see some of our younger members bring their Triumphs out to join us, it made for a great meeting. There's not a lot of room here for photos, but there are more on our website – Norfolk.tssc.org.uk



Our display at Earsham Hall on Sunday 4th May has 17 cars entered, so if you're twiddling your fingers that Sunday, come along and take a look.

Our next run is to the Prickwillow Engine Museum on Sunday 25th May, leaving Queens Square car park in Attleborough between 10.45am and 11am for a 40 mile run to the museum. We do need to give an idea of numbers the week before, so if you would like to attend, could you just drop me an email to let me know

(paul.norfolktriumph@gmail.com). Instructions will be on our website – norfolk.tssc.org.uk – by the time you read this.

Note that due to our Treasure Hunt on the Sunday before our usual meeting day and Earsham the Sunday after, we have decided not to have a meeting in May. The next meeting will be a BBQ at Old Buckenham Airfield on Thursday 5th June, where Station 144 Bistro will be opening up just for us. You can come along just for the get-together, but for those wanting food, we will need to give an idea of numbers the week before. This will be slightly earlier than our usual meetings with a 6.30pm start.

We're thinking of getting a Triumph area at the North Norfolk Railway Golden Years Weekend which replaces the usual Transport Festival. Details are still being finalised, but the cars will probably be at Holt as usual and will cover the 60s, 70s and 80s. Again, let me know if you'd like to join in.

Sorry, but our mid-day meeting idea has still to come to fruition, but if you're going out for a drive, by all means put a post on our Facebook page in case there's anybody on there who fancies joining you.

FORTHCOMING EVENTS

- NO Club Night in May
- May: Run to Prickwillow Museum (to be confirmed).
- Thursday 5th June: Club Night, possible BBQ.
- Thursday 3rd July: Club Night, fish and chip run to Cromer.
- Sunday 17th August: Tea and Cake afternoon.
- 12th-14th September: Camping Weekend and Mile of Triumphs.

Paul & Christina

NORTHANTS

It has been good to see a steady number of new attendees at our area meetings over the past few months and the enthusiasm that they have brought with them is good for us all. Over the past few years our venue has had several changes in management, which has been a bit frustrating on a communication front, but with a new manager starting in April hopefully we can achieve some level of organisation. We have a packed events list this year, to the point where on occasion we have had to be selective about which events we

are supporting. As usual we have a very active camping group in our area which means that sometimes we will be supporting a camping weekend whilst also supporting a local event for the non-campers. As I have said in previous reports, the best way to find out about events or to get advice is to come along to our meetings. We don't mind what car you bring, but we would like you to get the best from your membership. Hopefully see you soon. Cheers,

Nigel

NORTHERN IRELAND

Thankfully the good weather has now returned as I prepare this month's report, nearly too warm as I sit here in the conservatory. I hope that you like the 1969 Triumph Mk1 1200 with the Vitesse engine and gearbox and the lovely setting at Killyleagh Castle Towers for the photograph. I thank Tracy (D) for the use of the photographs, and I hope to see it or her other car, the Herald Convertible, on the road soon on one of our runs.



I think that the only other famous photograph that we had, club wise, was the one of Alan (F)'s Vitesse outside premises in Bridge Street, Antrim. This photograph was taken to re-enact the photograph that Triumph had

used for their publicity on the introduction of the Vitesse 1600 (6) at the beginning of the 60s. His photo was used on the front cover of the Courier. In fact, Alan has had three photos of his cars used there over many years.

Saturday 15th March saw our first run for the season with us meeting again at Dunsilly, Antrim. Not a bad turnout for the start of the season, even with a few pulling out over the dreaded lurgy. Whilst not all Triumphs were on the road yet, I had hoped for a few. Knowing that Philip (A) was coming, I knew I would have company. Imagine my surprise when he turned up later at the ECOS centre in his Rover!

On the move to M2 towards Belfast then onto Ballynoe Road to get a good view of Tardree Forest, we made our way to Moorfields and on to our first stop at the Secret Gardens Cafe at the ECOS centre, Ballymena for a bit to eat and meet up with Philip (A). Then it was on again, crossing the River Maine at Kildowney Hill followed by five and half miles through the Craigs and Lisrodden areas to bring us to the outskirts of Portglenone, Ballynamuckley Forest and then our stopping place at the local marina.

We then made our way towards Randalstown before heading towards the Newferry area and Lough Beg as the Lower Bann joined Lough Neagh. Criss crossing a few roads brought us back on to the main road again before following the River Maine, keeping it on our right, as we made our way towards Ballymena, crossed over the Kells Water and headed to our evening meal stop at Rococo at Kells. Once again, we had a good meal there to round off our run. A big thank you to all who turned up.

You may have heard that we are now going to Co Donegal for our weekend away. This is mainly due to the very good offer Alan (H) received from Kee's Hotel, Stranorlar for the weekend stay. We have a few places left so if you wish to come, please contact Alan (H) asap to book your room. Alan can be contacted on 07545 655879 or alanjhayes1951@gmail.com

EVENTS

- Monday 5th May: Shane's Castle, Antrim.
- Wednesday 7th May: Area Meeting. (Nortel – 7.30pm).
- Saturday 10th May:- Area Run –

Sperrin Area (Douglas H). Saturday 17/19th May: Weekend Run, based at Kee's Hotel, Stranorlar, Co Donegal. Book room ASAP.

Wednesday 4th June: Meeting at Carrick Castle at 7.45 pm, to Rinkha, then Brian Spurle for tea etc.

Saturday 14th June: Area Run - North Down – (Alan French) also BBQ.

Douglas

NOTTINGHAM

I must apologise to our Notts members as I haven't put anything in our area. here though is a catch up and new dates for events. So January is always cold and wet, but a few brave souls made it to Larch Farm at Ravenshead. The new year was a bit rough at the start as we had to reschedule for the following weekend, but we raised a great amount for the charity RNLI and this is being taken to our Yorkshire camping weekend in aid of Alan Heaton who sadly passed last year.

Our February meet saw us at the Royal Oak (newly refurbished) at Watnall. Warm and lovely food, and we filled the room with so many Notts members. We have been busy for the club at the Stoneleigh MG and Triumph Show, to which we took the shop – and what a success it was.

In March we have been at the NEC Restoration Show which is always a winner. For our meeting in March we went back to our original pub, the Nags Head at Woodthrope. Discussion was had for the trip to the Isle of Man Tour 2026. Some of us booked as places are going fast. This is a TSSC event. Look out on the Facebook website pages for local events.

Thoresby will be on the 5th of May, and you do need a ticket. Let us know if you want to go.

As the warmer weather appears so do our Triumphs. Hope to see you all soon.

Nigel & Di

PETERBOROUGH

The weather was slightly better for our March meeting, but Dave's TR6 was the only club car in the car park this time. By the time this goes to print, we will have had our April 27th Drive It Day run and the show season will be underway. One of the first events of the year, for a few of us at least, will be

AREA NEWS

the Uffington Scarecrow Festival, taking place on Spring bank holiday weekend May 4/5th.

As the cars are being woken up for summer service, reports come in of jobs to be done and those start of season niggles. Mike's clutch is stuck and Steve has no brakes! Colin is preparing to restore the seats on his Spitfire. Speaking of which, I was delighted to receive a copy of Classic Cars mag from Colin, the May edition contains a lovely seven-page article on Colin's 1980 Spitfire, which he has owned from new.

Some of our members are looking forward to the upcoming Le Mans Classic. Colin has offered to be the area lead for this event so please liaise with Colin directly if required.

The May meeting will be on Monday 12th at The Gordon Arms, starting at 7.30pm. All the best, and hope to see you there.

Steve

SCOTLAND WEST

As you read this, we will have just completed our Drive It weekend in the Aberdeen area – look out for a full report in the June edition of the Courier magazine. The Club AGM meeting will have happened too, and I will give an update at our next meeting.

March has seen a big debate for Iain with a choice of Cosmic or Cobra wheel on his Vitesse, the Cobra wheels having been on the car for the last 20 years. I think the car looks great with the new wheels.



The Cosmic wheels on Iain's Vitesse.

May is the start of a very busy period for the Club. We have Stirling Show on the 11th May and Doune Classic and Hillclimb on the weekend of the 18th of May – please follow the events tab on our Facebook page for details of the events our club is attending this year. In June we have Thirlestane Castle and Moffat shows, July is Glamis Castle, in August we have decided to attend the Tatton Park show near Manchester for the first time, and

in September we are looking at a new show at the Pyramid Business Centre near Bathgate. We are also looking at the Carhailes Show with the east coast team.

Can I also remind you that you can get your car valuation done at any of the shows or at our monthly club meetings – our next meeting in Glasgow will be on Thursday 1st May.

Dave

SOMERSET

Hi everyone. Drive it Day will have taken place by the time this lands on your door mat, so look out for a report and photos next month – though as I write this we've only six cars from a membership of 150, which is a bit disappointing. The trip on Sunday 1st June to Litton Cheney only has two attendees (including me), so unless I get some more takers, this will not be viable although I may open it up to the TR Register members. Let me know if you want to come.

There have been a few posts on Facebook with cars being readied for the summer; UJ/suspension upgrades and repairs seem to be favourite. I have resolved the rumble on the Vitesse – the worn yoke was the culprit, but having got that sorted, the TR overdrive decided to pack up on the way up to Clevedon Cars & Coffee. After going through the various checks it was not resolved, so I took the gearbox and overdrive out. Upon dismantling it I found some 'loose bits,' the remains of the uni-directional clutch. There is some damage to other parts, but luckily Overdrive Spares in Sheffield had it all in stock, and also provided some very helpful advice on the telephone. I hope to have it back on the road by the Easter weekend.



2025 DATES FOR YOUR DIARY:

Abbey Hill, Yeovil 2nd-5th May
Steam on the Levels
17th-18th May
Visit to Litton Cheney Gardens and picnic 1st June
Burnham Car Show 7th June
Sedgemoor Show 12th-13th July

West Somerset Railway 2nd-3rd August – I have booking forms for this show, so let me know if you would like one.

John Haynes Classic Car Show
7th September

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

Next club night is Thursday May 8th.

See you soon,

Steve

SOUTHERN

Hi folks. Our last Sunday lunch at the Golden Lion in Winchester was a great success. I think there were about 12 of us there enjoying a very nice meal. A very nice Spitfire 4 did turn up, turned around and left but came back a little later. We did manage to have a quick chat with him before he and his wife left.

Our regular meet saw the club cars coming out. I think there were nine in total. This included Kenna and Peter's new acquisition, a Mk2 2000 saloon in Saffron, a very clean example.



The Classic Car Sunday has now resumed with a vengeance. This is due to the lovely weather we've been having. I did arrive early, and just as well because according to Dave and Wendy the queue to get in stretched back from the Departure lounge to the Alton junction. The field was full, so poor Wendy had to park in the visitors parking. I checked on the Classic Car Sunday Facebook page and they had uploaded over 600 photos. Quite a few were of the fronts and backs of the cars as they went in, but I think they gave up after a while.



Dick has kindly informed me that the Hinton Arms classic car show will be Sunday 7th September. Unfortunately, this clashes with the All Triumph at Shuttleworth. If you do go to the Hinton show, make sure you get there early as I left it a bit late and there were only a couple of places left to park.

UPCOMING EVENTS

May

4th: Magnificent motors, Eastbourne.
6th: Regular meeting, The Seven stars, GU32 3PG.
10th: Awbridge village fete and classic car show.
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: Waterlooville Classic car Show.
25th: Haslemere Classic car show.
24th-26th: Loughton Cuckoo Fayre.

June

3rd: Regular meeting, The Seven stars, GU32 3PG.
7th-8th: Stokes Row Steam Rally RG8 7PU.
14th: Bishops Waltham classic car show.
14th: Blackbush.
14th-15th: High Weald.
15th: Hollycombe classic vehicle show.
15th: Fathers Day classic car show, The Hampshire Hog PO8 0QD.
19th: Roaming meet. The Milbury's SO24 0PD.
22nd: Harts Classics, Tweseldown Racecourse, Bourley Road, Fleet GU52 8AD.
21st-22nd: Dene Rally, Ropley.
27th-29th: Cornwall camping weekend.

July

1st: Regular meeting, The Seven stars, GU32 3PG.
6th: Godalming Classic car show.
6th: Drive Through Time, Bognor Regis.

12th: Wallops Wings and Wheels, Army Flying Museum, Middle wallop SO20 8FB.
 13th: Swanmore Village fete and classic car show.
 17th: Roaming Meet, The Elsted Inn GU29 0JT.
 25th-27th: Netley Marsh.
 26th: Worthing Classic Car Show.
 27th: Bromley Pageant, (Ardingly). Thanks to Kenna for the photos from the 7 Stars.
 That's all for now folks. I should have some nice photos from Drive it Day for next month's blurb. Take care,

Mark

SUFFOLK

Our April Fool's Day meeting was the first at the Sorrel Horse under new management. Thankfully very little has changed and there was the same great food, but it did seem much busier than normal, which must be a good thing. We still had our reserved table for the 12 of us present to huddle round. There were seven Triumphs in the car park, and Pete's Daimler.

Mathew has been cracking on with the TR6, welding in and repairing new floors where necessary. The fuel pump is in, and brake pipes all routed correctly. Interestingly, his Puma-powered Spitfire that he sold earlier in the year at Anglia Car Auctions is back in the same auction again. Apparently, the new owner couldn't get on with it and even offered it back to Mathew at a cut price.

Mike has had a hydraulic failure with the oil cooler pipes on the GT4, thankfully spotted before they caused too much damage. A replacement set made by Anglia Hose and Hydraulics, who constructed them originally, set him back just £44, and this time they used a stronger pipe material. He has also had an alternator failure, replaced with one from a rival non-Triumph car club who had a sale on. We won't punish him too hard for that.

Other Mike has been getting on with the Vitesse and hopes to have it on the road this year. The windscreen is in, with no real grief. That's one of those jobs that either goes well or takes days to complete. The fuel tank is in, and he's had the car running with good oil pressure. He's still not quite happy with the alignment of the driver's door, which needs a little more fettling and shimming to get a good fit. Also, the new soft top

needs fitting, which is a job for warmer weather.

Chris has the Mk1 GT6 up at Mathew's for paint and has also been given grief with fuel filters on Pls again. After swapping out a few expensive injection components on the TR5 due to lack of fuel pressure, it turned out to be the glass filter just after the output from the tank – the rubber seals had collapsed, creating a one-way valve and not letting any fuel through. More than one of us have had issues with these cheap filters, both the glass and plastic ones. I've certainly had some where the paper element has just come unstuck from the body. I think it's time to avoid these unbranded ones.

Brian has been looking into his lack of hazard lights on Lightning. After trying two different switches, he's replaced the flasher unit, which has given him working lights all round, but he's not happy with the flasher pattern, where the indicators seem to stay off longer than they're on. Colin has recommended another flasher unit, which may give him the pattern he requires. He's also added a new permanent jacking point to the car, to enable his new low entry trolley jack to lift the car without getting stuck between the exhausts. This has been fabricated from the finest 3x3 hardwood, creosoted and professionally cable tied into place, with channels carved into the wood to stop it falling out. (This is not an April Fool, honest!)

In other news, in celebration of 40 years of Live Aid, Justine has been knitting a recreation of the Queen performance for her local post-box topper. The meeting was attended by all four members of Queen, plus some audience members. I've attached a picture and will leave you to work out who's who.



Best wishes all and see you on May 6th.

Russell

SURREY

Hello all. This may or may not drop through your letterbox before we all head off to the IOW, but either

way I can't tell you any tales as they haven't happened yet.

Well, the engine is back in with gearbox and accoutrements although, at the time of going to press, I cannot rotate the engine which is strange and a little alarming! I will park that story until its resolved.

More great summer/spring drive outs in the Spitfire and we were lucky to have three Bletchingleys in March, as ever a terrific turn out. On Saturday there was a 1920 Vauxhall (1390) in red which resembled a Bentley – amazing, and it heads off to France for shows. Chris has had a brilliant boot repair carried out to Dolly, his Spitfire – a whole new rear section welded on and beautifully sprayed. Trevor and Tony were in attendance with tales of derring do.

I shall be taking the Spit to IOW as time constraints on the Vitesse have kicked in. I need to change a track rod end, get the tracking done and an MoT sorted, but I have time for that. Paul has his GT6 on the road but still needs some attention on the diff. Thanks to Adam and Will for their help with the red fellow, a pint is on order.

Drive It Day was April and I am assuming it was good fun. I shall probably be going to Chiddingstone Castle with a few other folk in Citroens. I'm going back to my fan and front bolt-on V now to attempt a rotation, so short and sweet this month.

All the best and see you on the ferry,

Cliff

EAST SUSSEX

With the passing months, there have been a few more outings to write about. The Blokes Breakfast on Thursday 13th at the Happy Diner at Holmes Hill was well attended. Quite a few Triumphs turned out in the fine weather, and after gathering in the car park we proceeded to the café door, only to be overtaken by a load of fluffy legged chickens who shot past the door and round the back. Perhaps they had seen the crowd and decided a few more eggs would be needed. A nice venue and also the food was good, so we could be going back soon.

The Old Barn Nursery in Dial Post welcomed us back again for breakfast on Sunday 16th March. As usual the service was excellent and so was the food. Afterwards

people milled around in the car park admiring all the various classic car models, as this is a multi marque outing. Afterwards Wendy and I went on to Bognor Regis for lunch.

A new venue for some of us was the Classics and Coffee Morning at The Plough, Plumpton Green on Sunday 23rd. Wendy and I got there fairly early, only to find Andy, Lynn and Kevin already there, while Pete drove in soon after us. The car park was beginning to fill up and with cars arriving all the time I began to wonder where everybody would park. I didn't have long to wait. An old recovery truck pulled in and parked towards the end of the car park smack in the middle, blocking in loads of cars. It wasn't long before the whole car park was full up and looked like a four lane M25 traffic jam. Well obviously nobody was going home in a hurry, and so to get out of the drizzle, we all piled into the pub for bacon rolls and coffee. With the drizzle easing off, everyone wandered amongst the cars and chatted away. Slowly cars began to leave (last in, first out) and eventually there was space to make an exit. The trick with this get together was to time your arrival just right so you could find a spot to park at the pub car park entrance, and then you could decide when you wanted to leave.

Our April meeting, held on Wednesday 2nd, was again well attended with 20 people enjoying the banter and the food. Once again it was pleasant to drive there in the daylight/dusk as the days are getting even longer.

EVENTS IN MAY

Saturday 3rd: Magnificent Motors, Eastbourne.
 Sunday 4th: SCS Breakfast Meet at Shoreham Airport.
 Wednesday 7th: Monthly Meeting at Halfway House Pub.
 Sunday 11th: South of England Meet at Leatherhead.
 Saturday 24th to Monday 26th: Cuckoo Fayre, Laughton.
 The photos this month are from the ladies group tea and cakes afternoon at the Garden Centre near Kingston, Lewes and from The Plough classics and coffee.





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

Geoff

NORTH WALES

A couple of months ago, to my surprise and pleasure I had an email from a TSSC member from a different region, Peter, who has a Vitesse. He had read my monthly article mentioning our driving the NC500 last September and wondered whether I could give him any up-to-date information – places to stay, costs, road conditions, availability of petrol, places to visit etc. Naturally I replied and have given him the information he required and I wish him good fortune if he makes the decision to go. It was a spectacular holiday, one to fondly look back on in years to come. For our readers, I am happy to help anyone who would like information on our adventurous outings, holidays and visits.

Having just had two eye operations this past month, I feel that age is a real pain. However, I am hoping that life will now become clearer! It does seem to be, and friends don't recognise me without the usual specs perched on my nose. It's the stopping driving until the optician has been consulted that has been the real downside, and of course, being driven around – I hate it!

The one interesting thing that came out of the procedures was that rather than having the ops in Wrexham, my local venue, they were outsourced to Shrewsbury and not enjoying the prospect of a 40+ mile trip down the A5 at silly o'clock in the mornings, we stayed overnight in the little market town of Much Wenlock. What a gem, a real characterful place with a ruined priory, a small museum, interesting hostels, tiny, ancient terraced houses and market buildings that must date back at least to the 15th Century, if not well beyond, and not to mention a lovely old church that records the names of the dead in the World

Wars – ideal for history buffs. Also, just the perfect jumping off point for day trips to Bridgenorth, Ironbridge and a host of other sights including Market Drayton and Wenlock Edge. We stayed at The Fox, a small, very friendly hostelry with good food, and floors that wouldn't help those who might have had touch too much of the evening bonhomie. We rated it excellent, but perhaps not for everyone.

Later in the month an interesting day was spent at Andy's well-equipped lock up doing minor repairs ready for the spring. It is a marvellous facility that he kindly lets the club have the use of every so often. Well attended, with a yard full of classic Triumphs and MGs, much work was achieved with the added benefit of good company. Everyone enjoyed themselves and went home well satisfied with the day.

So, having just acquired a C-reg MGB roadster (my son's) to look after for a while, I can see my time will be taken up yet further with the trials and tribulations of keeping our lovely classics safely on the road. Yet another car for my diva Spitfire to be jealous of – I wonder what problems she can come up with to create attention? Hmm.

If you are interested in our up and coming events, please refer to Border Classic Cars website where all events can be viewed in the Calendar section. See the Directory page at the back of this edition of the magazine, where you will also find club meeting information and my details for contact.

Happy driving,

Julia

SOUTH WALES

The Clevedon Cars and Coffee run started the evening before when my mate Evo, who was riding shotgun in my TR4A, called. 'You realise that Clevedon is in The Lost Lands, don't you?' he asked.

'Oh yes,' I replied, 'that means inclement weather.'

'I've brought some fresh chicken drumsticks from my butcher's, meet you by Castle Coch at midnight,' said Evo.

So, throwaway BBQ stowed in the boot of my TR I left my house at 11:30pm on the night before the run and met Evo, where in the light of the moon the drumsticks were cremated on the BBQ. Fast forward to 8am, and Evo arrived

at my house in glorious sunshine. After stopping to fill the TR up with E10, we took the private road near my home and the TR delivered the Ton of the Run, then it was onto the M4 to the rendezvous at the Scottish restaurant just off the Coldra roundabout where we found Kalib's Herald 13/60, John's red MkIV Spitfire and Andy's red MkIV Spitfire parked up.

We went into the Scottish restaurant to find Andy, John and Kalib ordering their breakfasts, and were just in time to order our coffee before it was time to leave. As we walked out to our cars, a Privet Green 1500 Spitfire pulled in, Yes, James had got there just in time.

I led our select few along the M4, then onto the M5, all the cars looking great in the springtime sun, all running smoothly and getting admiring glances from those in the modern vehicles as we passed them – until the Clevedon turn off, when we noted with dismay the traffic that had come to a standstill on the opposite side of the carriage way for many miles. Evo's sat nav guided us straight to the venue and we were marshalled into a small car park and told that we could not leave until 12:30pm if we wanted to park there. (For those wanting to leave early, there was plenty of street parking available.) As Evo and I had decided that we would try to book into a hotel to avoid the M5 queues, we had no intention of leaving early in any case.

As we got out of our cars, one of the organisers approached us. 'The South Wales Triumph club?' she asked.

'Yes,' we replied. With this established she gave each of us a £10 voucher to spend in Scarlett's café on the promenade. Fantastic.

There was a great variety of cars and motorbikes to look at, a really great selection of quality cars to peruse as we strolled down to Scarlett's Café where we only had to add £5 each to the voucher to have a very large English breakfast and two coffees each (one, who will remain nameless, presented his voucher and asked for a glass of tap water and his change), sat outside in the beautiful sunshine overlooking the Bristol Channel.

Evo and I told the others that we were not going to queue along the M5 and were going to stay over in Clevedon if we could find

a hotel with vacancies. 'No need,' said Andy, 'I know of a coastal route that will avoid the queues.' 'Fantastic,' Evo and I replied.

We strolled back up to the main Classic Car parking area and found to our surprise that it was 12:20pm and that we had to move our cars at 12:30 to allow those parked behind to leave. Where had the time gone? It's true that time flies when you are having a good time. We jumped into our cars at 12:30 and, with Andy leading, we wound our way along a very scenic route, all Triumphs looking and sounding beautiful in the springtime sun, passing through many villages and getting friendly waves from the locals.

We joined the M5 to find that we had by passed the queue, and it was then a legal speed limit cruise along the motorway, over the Prince of Wales Bridge. As I turned onto the private road near my house for a second ton of the run, Evo said: 'What a great time that was, and what we lacked in numbers was more than made up for by the quality of those who attended.' I couldn't have put it better myself.

Thanks to those who were able to support this run.



Bern

SOUTH WARWICKSHIRE

Hi All. What a difference it makes having the clocks go forward! Loads of Triumphs in the carpark this month – apologies to those not pictured, I'm limited to three photos and the cars were all dotted around the car park, but we had Ashley and Leanne in Gerald the Herald, Betty my Vitesse, David



in his red Mk3 GT6, Ian in his blue Mk2 GT6, Dave H in his Vitesse (or was it Philip's Vitesse?), Lewis in his Dolly Sprint, Dave T in his TR4, Ed in his Herald convertible, and new group member Nathan Ward in his Spit 1500.

It was great to see Nathan, and finally to meet Jonathan Fallowell who we bombarded with questions about our cars' various maladies all evening! Lewis also had a Triumph friend with him who's name I didn't catch, but hopefully will get a chance to speak to properly next time. It is great to see new people coming along – all are welcome, regardless of whether you have a Triumph at the moment, or whether you've joined a club yet, we're just happy to see you and talk cars!

Conspicuous by its absence was Owen's Spitfire, which we hoped might be ready in time, but we've since seen on the Whatsapp group that it is all back together and looking great – nice work Owen! Just a bit of a rattle at idle that we're all pondering on, hopefully nothing serious, and we're hoping to see it (and listen to it) at the Gaydon Gathering on 8th April. Fingers crossed that the dry spell of weather will last (the GG was becoming a bit notorious last year for bad weather). I hear also now that the Banbury cricket ground shows are starting up again on 9th April, which is the second Wednesday, so the one after that should be on 14th May. The Southam cricket ground show should be starting back up again soon too – I'm expecting it to be the first or second Thursday of the month as normal.

EVENTS

Referring to the list of events that I put into last month's news, the next ones are:

Drive It Day – 27th April

(planning to go to the Piston Club near Stratford again, but by the time you read this I should have planned it on the Whatsapp group and it should have happened).

Isle of Wight Camping Weekend - 2nd-5th May. A fantastic weekend with usually about 60-70 cars and convoys around the island, mostly caravans these days cos we're all too soft to stay in a tent!

South of England Meet, Leatherhead - Sunday 10th May. Well worth the trip down for the autojumble and the usually large display of our cars, with camping available from the Friday night onwards.

Cars at the Spa - 1st June. We have a parking area reserved for South Warwickshire TSSC area, so mention when booking if you can, but I'll be gathering people's details and emailing the organisers with a list of our registration numbers so that we can all park together. Keeping it (relatively!) short this month, the next meeting is Tuesday 6th May from 7pm (the first Tuesday of the month as ever) at Harbury Village Club, Crown Street, Harbury, near Leamington Spa. Set your satnav for the BullRing Garage CV33 9HL and follow the short one-way section to the car park on your right. As per last month, we'll probably be in the back room annoying the crib club with the noise of our banter!

Mark

WESSEX

We always get a reasonable turnout for our monthly meetings, and now the clocks have changed and hopefully the weather will improve, it will tempt more to venture out. A Sunday run and lunch to start the season is/was organised for the 27th April – a

short run followed by lunch at the Fish Inn, Ringwood.

The organisation for Le Mans is well under way with tickets and ferries booked. The only thing to have changed from the early years is that there's no preparation of classics! Partially due to economics, it is better to pile into fewer modern cars. Also, have you noticed how much more you need to take the older you get? How we used to get all our camping gear etc in the Spitfire I will never know, and we had a dog!

Christchurch Quay dates are as follows:

Mon 5th May (B Hol)

Sun 8th June

Sun 22nd June

Sat 12th July

Sun 28th Sept

All vehicles must be pre-2001. There is no need to book, and oil drip trays are required.

Other Diary Dates:

17th-18th May: Beaulieu Spring Autojumble.

30th May-1st June: Stockton.

1st June: Hardy Tour.

3rd-6th July: Le Mans.

13th July: New Forest Car Show, Bransgore.

6th-7th Sept: Beaulieu Autojumble.

5th-7th Sept: BPPC Swanage Rally, Nordern.

I have only listed a few events here so as not to take up too much space, but a full list has been sent via our Wessex email. All dates need to be checked first so that an unwanted trip is not taken; as an example, last month I listed the 26th May for Christchurch Quay – where this came from I do not know, or it might have been cancelled!

Martin

NORTH WILTSHIRE

We had our usual lively meeting at the Foxham in early March where we welcomed a new member, Ken who has a TR6. Craig demonstrated to everyone how to access the Area Calendar on WhatsApp, which he has updated to include information on all local shows that he has been made aware of. This is a very useful resource which should help in improving our turnouts at meets.

Updates on our cars are as follows. Jim's Sixfire has a new battery, but its thermostat controller for the fan has failed and a replacement has been ordered. The GT6 is getting a new horn, new front springs and a

lowering block for the rear spring to reduce the ride height. Pete's Spitfire is running at last with its refurbished carbs, but having been fitted with Canley wishbones now need a wheel alignment.

Andy's GT6 now has correct 5.5J rear wheels which don't hit the wheelarches. Ben has run-in his new souped up Spitfire engine and is scheduling a rolling road appointment while enjoying the rasp of his new exhaust. Dad Colin's Herald convertible has had a tune up, but currently has a rear brake fault and trunnions that need oiling.

Ken tells us that his TR6 seems to have too much brake pedal movement. He suspects a knock back on the back brakes and has tightened his wheel bearings accordingly. Geoff has had his Herald laid up over the winter and is going to fit a new water pump before bringing it out of hibernation. Lastly, Callum has converted his Herald Coupe to negative earth and retro-fitted an alternator. The front drums have been replaced with discs and Type 1 calipers.

That's all from North Wilts,

Craig and Jim

WORCESTER

Hi everyone, and welcome to springtime. Looks like the weather has improved slightly and hopefully those of you with convertibles have been getting out in the sunshine. Not me though, as I've just got my carbs back so will be a while yet. I've got to get everything back together then the car on the rolling road and tuned for maximum performance and efficiency.

26 members ventured out for our latest meeting, some in their classics and Richard even arrived before the raffle! However, we had devoured the chips and sarnies so was a little late. Vicky announced a lot of events and she subsequently sent out an email with all of these listed for April. However, there are a couple of events which will happen in further months:

Evening meets at Stoke Prior Sports and Country Club (B60 4AL) on the second Tuesday each month from 4pm.

Stratford Armouries on the first Sunday.

Triumph Picnic on 13th June (details to follow).

Treasure Hunt with the TR Drivers Club on 28th June (details to follow).

AREA NEWS

Stoke Prior steam rally in September.

Drive it Day is on Sunday 27th April, and we are meeting at Rowberrys, Chaddesley Corbett and ending at SVR Highley – keep an eye out for more details. (Come along in your modern car if your classic is off the road.)

I went to Malvern on 6th April, but not to the car show. However, I noticed through the fence a lot of beautiful classic cars shimmering in the lovely sunshine. Looked like they had a reasonable turnout and owners were being urged to bring their cars to be viewed in the ring.

Anyway, that's about all for this month, hope you enjoy your cars whilst this weather lasts and see you at the next meeting at The Oak (7th May).

Take care everyone,

Stef

NORTH YORKSHIRE

This past week we have had a good start to our motoring year with dry sunny weather, so I hope you have had chance to get your Triumph out. This last weekend we had a good Triumph day at the Motorist. This was organised by the TR Register, but I asked our local group to come along so we had a mixed bunch of around 40 Triumphs on display.

Speaking to Julian based in the north of our area, he suggested that we ought to have another go at arranging meetings in the northern part of our area, maybe Malton, so please get back to me if you are interested in joining in.

Our monthly meetings are going well at both venues – the one at the Motorist is staying on a Wednesday evening for the summer months, so if you haven't joined us yet please either come



along or contact me.

Thornton le Dale Show Sunday 25th May

Castle Howard Sunday 15th June

The Motorist Saturday 5th July

Newby Hall 20th July

Just repeating what I wrote last month, we have a big event

local to our area on the 5th July in Triumph Day at the Motorist.

This is going to be an event for all Triumph clubs, so please pass this around to owners that you know.

Hope to see you soon,

Keith

NEXT ISSUE DEADLINE

All contributions for the June 2025 issue of *The Courier* must be received by 8th May, please. Email: editor@tssc.org.uk

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THE TSSC

National Weekend

8th-10th
August 2025



TSSC HQ
Lubham



Photo courtesy of Wikipedia

Come and join us for the TSSC National Weekend!

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

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

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

Bookings now open for camping – see the reverse of the address carrier sheet or the event page on the TSSC website for booking form.

Please note some items need to be pre-booked – please use the booking form if you're attending but not using the camping option.

Silverstone Festival

22-24 AUG 2025

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Area Directory

For area meetings please check with your AO

SCOTTISH AREAS

SCOTLAND CENTRAL WEST

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

SCOTLAND CENTRAL EAST

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

SCOTLAND NORTH EAST

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

NORTHERN AREAS

CHESHIRE - 1st Thurs, 8.30pm

Henry Jones: T: 01625 425845
E: rheny.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: rullloyd@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: nigeljohnehawes@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,
Cams, 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: triumphsportssixstaffs@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, Streeley, 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, Cams,
CB5 8SX - 1st Mon, 8pm

ESSEX - 2nd Sun, 12 noon

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

M25 EAST - 3rd Sun, 12 noon

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

NORFOLK - 1st Thurs, 7.30 for 8pm

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

SUFFOLK - 1st Tues, 8pm

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

SOUTH EASTERN AREAS

EAST BERKS - 2nd Tues, 6pm

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

BODIUM - 2nd Tues, 6pm

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

SOUTH BUCKS - 3rd Wed, 8pm

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

CANTERBURY

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

GATWICK - 2nd Tues, 8pm

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

HANTS & BERKS - 1st Tues, 8pm

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

HERTS & BEDS - 4th Mon, 8pm

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

ISLE OF WIGHT

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

W: iow.triumphsportsix.club

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

WEST KENT

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

SOUTH LONDON - 1st Tues, 7.30pm

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

NEWBURY

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

SOUTHERN - 1st Tues, 7.30pm

Mike 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@bondequipe.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
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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 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

CoM MEETINGS – 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
92 Lascelles Drive,
Pontprennau,
Cardiff CF23 8NQ.
T: 02920 315260
E: tr4-tr6@tssc.org.uk

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

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

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

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

TSSC Officers

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

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

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

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

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

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

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TRIUMPH TR5 2.5 - 1968

Fast Road Triumph TR5 with overdrive. The engine built to fast road specification produces 180 bhp with forged piston and steel conrods. A 4 row alloy radiator and electric fan help cooling along with an oil cooler. £44,500



TRIUMPH TR5 CONVERTIBLE - 1968

Triumph TR5 PI with Overdrive and Surrey top. Having had a body off chassis restoration completed 3 years ago the car has only covered 240 miles since. It is a clean on the underside as it is on top. £52,000



TRIUMPH TR4A IRS - 1966

TR4A IRS car that had a full body off chassis restoration completed in 2000 and has covered less than 2000 miles since then. The car was initially purchased from TR Bitz and the body and paintwork was all done by us. £26,500



TRIUMPH GT6 2.0 - 1971

Left hand drive ex US car restored to an extremely high standard with lots of work being carried out by TR Bitz. The car has recently returned from a trip to Santorini which it achieved with no issues. The interior has been custom built in black leather. £21,500



TRIUMPH TR6 2.5 PI - 1973

UK Car with overdrive. Having had a previous body off chassis restoration the car is in very good condition in body and chassis with no rust. Upgrades fitted during the restoration include: Spax shockers all round. £21,000



TRIUMPH TR6 2.5 PI - 1970

UK 150 bhp car with Overdrive, specification includes, Spax shockers all round, Bosch fuel pump conversion and a stainless steel exhaust system. A nice driving, solid, usable example. Supplied fully services with 12 months MOT. £18,750

This is just a selection of our current cars for sale. For a full stock listing and pictures visit our website.

CONTACT US Tel: 01925 756000 email: info@trbitz.com www.trbitz.com

Appleton Autodrome, Swine Yard Lane, Appleton, Warrington WA16 OSD

CARS FOR SALE

2000/2500/2.5



1971 Triumph 2000 Auto
 One family owned before I purchased in 2022. Mileage 69,172. Power steering, new stainless steel exhaust. Original condition. Reluctant sale. TSSC valuation £10k. **£8500 ono John S Rai (Berkshire) Tel: 07971 124125**

GT6



GT6
 Needs new home for summer classic miles. Fully refurbished by previous owner with full folder of works completed. **£13,000 Nick Horder (Market Harborough) Tel: 07958786235**



GT6
 Great condition. This gorgeous car in Valencia blue, fantastic engine and a great interior, is for sale. **£16,995 Sarah Bush (Ascot) Tel: 07827 25875**



GT6 Convertible
 2.5L, overdrive, tuned engine, recon 3.27 diff. Non-roto. Cloth seats. SS exhaust, brakes replaced. Needs sills but not full resto. **£1750 Chris Hewitt (Dunoon) Tel: 07747 623213**



1971 GT6
 One previous owner. Current owner for 50 years. Carmine Red. 67,000 miles. Long MOT. Some rust around rear of front wheelarches. **£9500 Clive Jones/I West (Beaconsfield, Bucks) Tel: 07801 471840**

HERALD



Herald 13/60 convertible
 Reluctant sale. Converted to unleaded. Used regularly. Always been garaged. Very original, not concours but good condition. Only 3 previous owners, two in same family. **£4500 David Dewar (Exeter) Tel: 07723 043514**

SPITFIRE



1977 Russett Brown Spitfire 1500
 UCH 466S. 98,000 miles with service history. Valued at £7500 (A2+). Owned since 1989. Comes with hard and soft top. **Offers Stephen Morris (Knaresborough) Tel: 07855 326599**



1979 Spitfire 1500
 Overdrive. Semi-complete project car. Full 'nut & bolt' rebuild from bare chassis. Project approx 85% complete and done to high standard. Call for full details and photos. **£3995 Paul Mustarde (East Sussex) Tel: 07791974761**



1976 Spitfire 1500
 Garaged/dry use only. Superb Pimento paintwork. Excellent interior/hood. Genuine fine runner. Thousands spent keeping in top condition. Copious paperwork history. Club valuation £12,000. **£8950 Alantframe_2348 (East Sussex) Tel: 01580 200696**

TR

Triumph TR5
 Beloved TR5 in red. Complete body and engine restoration in 2021, 93,667 miles, current owner for 40 years.



£55,000 Mike Turner (Wolverhampton, West Midlands) Tel: 07765 187544



1971 TR6
 12 months MOT, much work done, TSSC Insurance valuation £28K, North West England, all enquiries welcome. Revotec fan, new hoses, new radiator. **Offers over £18,000 Andrew Wallace (North West) Tel: 07702 564566**

VITESSE



Vitesse Mk2
 Overdrive convertible fitted with Mk2 2000 engine, but Vitesse Mk2 engine included. Good overall condition. Last 10 MOTs with no advisories. TSSC valuation £12,500. **£9500 Robin Hill (Hertford) Tel: 07894 173149**

PARTS FOR SALE

GT6
 Mk1 sealed beam headlights, including inner and outer bowls and chrome rims. **£15**. GT6 Mk3 windscreen rubbers Two, unused. Also LH and RH windscreen trims in plastic silver finish. Unused. **£30**. Two Mk3 sealed beam headlights, good condition. **£10 K.horlock_2229 (Bordon) Tel: 07954180245**

Early Herald Hubs
 Front hubs and drum brakes, rear hubs and driveshafts. **£40 a pair Clipper_v8_1257 (Bristol) Tel: 07796 141126**

Eclipse Outdoor Cover
 Spitfire/GT6. Bought new in December 2024 for £157.48. No longer used. **£80 William Mccutchion (West Midlands) Tel: 07906 974289**

Herald/Vitesse
 Various new and secondhand parts – door skins, side valances, tread plates, sills, bonnet catch, interior door latch. **Gary Flinn (Derby) Tel: 07825b269136**

Standard Ten
 Standard Ten block head maybe crank. Gearbox casing and internals. **£40ea lot Clipper_v8_1257 (Bristol) Tel: 07796 141126**



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One Ton Folding Engine Crane
 Best seller. Used once. As new. **£125 ono. Peter Game (Berkshire) Tel: 01344 420198**

PARTS WANTED

Herald 1200 Solex carb & gearbox
 Solex B30 carburetter body, or complete, in good condition. Decent gearbox, ideally reconditioned. **Robert Angell (King's Lynn) Tel: 07831 095508**

Spitfire Mk3
 Triumph Spitfire Mk3 hardtop fitting kit wanted, mainly the B post. Any help much appreciated. **Steve Cox (Saltburn) Tel: 07717 136170**

Vitesse 2-Litre Mk1
 Triumph Vitesse Mk1 inlet manifold, must have carb breather connection in centre. **Jonathan/j Saunders (East Sussex) Tel: 07910 173685**

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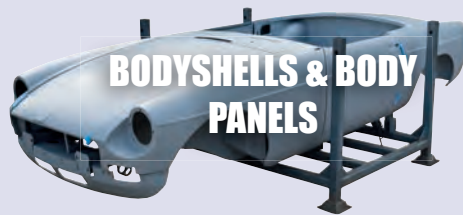


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