THE COURIER

THE MONTHLY MAGAZINE FROM THE **TRIUMPH SPORTS SIX CLUB**

ISSUE 544 NOVEMBER 2025

A BRAND NEW STAG

Never registered for the road, just 178 miles – and in the TSSC museum!

BACKGROUND TO THE VITESSE COUPE | THE TR STORY FROM TR2 TO TR8 | SPITFIRE: WHEN HEART RULES HEAD

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FROM THE EDITOR

Welcome to this bumper issue of the magazine. With 84 big A4 pages, we've really managed to pack the features in. Among them is the first of a series looking at the stories behind some of the cars in the TSSC museum. I'd admired these in the past without necessarily appreciating their true significance, and I dare say I am not alone in this shortcoming, so all I can say is turn to page 18 and prepare to be amazed.

That is just the tip of the November iceberg, though. As well as a great Spitfire restoration story which will undoubtedly resonate with many owners and a potted history of the TR family, our Register Secretaries and Area Organisers have provided their usual rich and varied takes on Triumphs and the Triumph ownership experience. So whether you prefer the nitty gritty of the workshop, the magic of history, the social side of events and tours or simply meeting up at the pub to share notes and opinions, you're sure to find something in these pages that is right up your street.

However, next month we will be doing it all again, so if you have a story to tell, then please don't be backwards about coming forwards. The Register Secretaries and AOs would, I am sure, be delighted to receive suitable input, and I know that I welcome any contributions for the Letters pages and potential features. Often people will be a bit shy and assume that nobody else wants to read their story, but my answer to such concerns is always the same – if you enjoy reading other people's stories in the magazine, what makes you think that other people won't enjoy reading yours? Perhaps writing it could be a project for this winter when the nights are long and chilly.

Simon Goldsworthy

Editor
editor@tssc.org.uk

PHOTO OF THE MONTH

This month's choice is a wonderfully moody shot sent in by David Driscoll, who says: This photo of my TR7 was taken in early July. It was a very lucky shot taken with the sun setting at Cromer cliffs. We had just completed the Fish and Chips bit of the Norfolk region's Fish and Chip run, and a quick iPhone snap turned out quite reasonably I think. Great run, and great fish and chips too!

THE TRIUMPH SPORTS SIX CLUB

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

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CHAIRMAN'S COMMENT

NEW VOLUNTEERS FOR KEY ROLES, AND IMPORTANT DATES TO PUT IN YOUR DIARIES FOR 2026 AND 2027.

This month I would like to welcome Dave Beardsley into his new role as Club Archivist and I look forward to his musings in *The Courier* with a new archive section planned to be in print when space allows. Also of course a big thank you to Ben Carney for looking after this post for several years.

This month we also have some new Young Member co-ordinators with Harris Horner and his mates looking after our under 25s, helped along by Roxy and Jo Hawkins, and with our youngest ever co-ordinator Jack Robertson at the ripe old age of 14 volunteering his time as well. I am really excited to see the enthusiasm that this group of young people bring to the TSSC and the classic car movement as a whole; it can only be a good thing.

Looking forward to next year, our AGM will be held at the TSSC HQ and on Zoom on Sunday 12th April, with everyone welcome to attend. We are also looking into organizing a North of England Meet (NEM) to complement our South of England Meet (SEM) that is held in Leatherhead, Surrey. Our events team are working hard to find a suitable venue and date, so watch this space. We also hope to be returning to Classic Le Mans, and are waiting to find out from the organisers whether we can continue to fly the Triumph flag at this major European event and offer our usual hospitality and camping package. If we get the go ahead and you haven't been yet, maybe next year is the year to try it out? You will not be disappointed.

Finally, looking even further ahead to 2027, the weekend of Friday 23rd to Sunday 25th July has been earmarked for the TSSC 50th birthday anniversary party in and around TSSC HQ following on from a very successful event held there earlier this year. This really will be the big one and something not to be missed – you have 18 months warning, so please put it in the diary and look out for further details to come nearer the time.

Chris Gunby

TSSC Chairman

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NORFOLK CAMPING WEEKEND
AND THE MILE OF TRIUMPHS

Well that seemed to go well! Campers began to arrive at Forest Park campsite from Wednesday, and all 13 of the pods along with 32 pitches were booked for the weekend. It was great to see so many people (and Triumphs) staying at the campsite.

The weekend started on the Friday with a meet and greet in the bar at 5pm and carried on into the evening with bingo and a meat raffle. There was a drive out on the Saturday as well as a walking treasure hunt from the campsite to Overstrand, both of which were well supported.

On the Saturday evening the results of the picture quiz (won by Dirk and Sue) and the treasure hunt (won by the Muschialli family from Leicester) were announced and prizes awarded. This was followed by 64 of us sitting down for a meal. The evening was rounded off with a live band playing covers from the 1960s and 1970s.

Sunday morning saw bright sunshine for the run to Holkham Hall. After the initial rush of cars at the entrance to the Hall, things settled down to a steady stream of Triumphs. We managed to make just over the 1/4 mile, made up of 84 Triumphs. Results were given for the teddy naming and won by Nichola and Ian, while the People's Choice was a TR2 owned by TR Wensum member Helen. Sunday evening saw 20 odd remainers getting together in the bar for a final drink or two, before leaving on the Monday.

Combined with our tea and cake afternoon, we raised over £2000 for East Anglia's Children's Hospices. Thanks for the weekend must go to Forest Park staff for their great hosting and organisation, to our band of Hi-Viz wearers – you know who you are and we really are very grateful for all your hard work – and all the Norfolk Triumph owners and TSSC members from further afield who made the trek to sunny Norfolk. Judging by the comments, folks had a great time. Will we be doing it again? Watch this space…

EVENTS

NOVEMBER 2025

7-9: Classic Motor Show. NEC, Birmingham. See advert on p81.

FEBRUARY 2026

8: MG & Triumph Spares Day. Stoneleigh Park, Warwickshire.

APRIL 2026

12: TSSC AGM. At HQ and via Zoom. More details to follow.

HQ OPEN DAYS

Sunday 7th December.

Please email events to editor@tssc.org.uk

WANTED: AN ORIGINAL MKIV SPITFIRE

Richard Dredge, a TSSC member since 1987, writes about cars and photographs them for a living. He is currently helping James Taylor with a book that will be published next year – an originality guide on the Spitfire and GT6. Richard's role is to source examples of each Spitfire and GT6 to photograph them for the book. The only one that he still has to do is the Spitfire MkIV, but Richard is really struggling to find something very close to original and in good condition. Do you know of someone in the club who has a suitable car and who might be able to help? Richard is based near Worcester, but can travel a reasonable distance for the right car. If you can help him locate an original and unmodified car, please email **mail@richarddredge.com**

AUCTION REPORT

WB & Sons: 1934 Gloria – no sale.

WB & Sons: 1970 TR6 – £16, 622 inc.

WB and Sons' auction on 13th September had some interesting Triumph-shaped lots. One that particularly caught my eye was Lot 111, the 1934 Gloria. I photographed this car for a feature in *Triumph World* magazine in 2018. It was a peach back then, if a little smoky, but the Coventry Climax engine was said to have been rebuilt, and knowing the owner this would have been done properly. Certainly the engine bay now looked just as good as the interior and exterior. In fact there really didn't look to be anything left to do except enjoy it, making the £12,000-£16,000 guide price look very cheap to us. Surprisingly it failed to sell, and as we went to print was about to go through WB's next sale on 25th October with the same estimate. Hopefully it will have better luck this time around; it deserves to.

Another that was waiting for a second run past the rostrum in October was Lot 34, a 1977 Triumph Stag. Looking lovely in bright yellow and with great shut lines, it was not quite so tidy under the bonnet, but not bad by any means and a car to be used. The guide price was £8000-£10,000, but maybe the loss of all paperwork in a recent house move concerned buyers. It was bid up to within sight of the valuation at £7500 but failed to sell, so clearly the vendor was sticking to his guns.

A pair of TR6s had better luck. Lot 20 was a 1970 car in dark blue. Still running on the original fuel injection, it came with a large folder of invoices and receipts for a restoration in 2016 and looked gorgeous. It had been fitted with retrimmed MX5 seats and Minilite style wheels, but we were pleased to see that the original seats and wheels were included in the sale. Guided at a fairly wide band of £12,000-£16,000, it deservedly breached the upper end to sell for £16,622 once commission and taxes had been added.

Lot 30 was another fuel-injected 1970 car, this time painted sales red. Presented in very original condition, the vendor reckoned the car had never been restored. Recently recommissioned after a period off the road, it had clearly been stored well and looked extremely usable. We don't usually like non-standard wheels, but will always make an exception for period Woolfies. All this one needed was the bootlid stripping and repainting. We expected it to break through the £10,000-£12,000 guide price, and it got close, settling at £11,445 all-in.

If that was a little rich for your tastes, you might have preferred Lot 191, a 1977 Triumph TR7 Coupé offered with no reserve. The catch here was that it would have been a very brave restoration. You can never say never, but we reckon it was more likely to be a source of spares. The bidding ended at just £120, and even after commission and taxes had pushed this to £210, it was still surely good value for that purpose. However, we'd love to hear from the new owner if they do plan on restoring it.

Down in Leominster, Brightwells had five Triumphs in their sale on 17th September, and we have picked out three of particular interest. First up was Lot 23, a 1971 2000 saloon that had been built as a replica of the 1970 London-Mexico World Cup Rally car XJB 305H, which Brian Culcheth and Johnstone Syer took to second place. The replication work was detailed and the car certainly turns heads, though you would have to get used to explaining the background to the car and its status as a replica. But how do you value something like this that is described as a ghost car? As things turned out it was more than an equivalent saloon in standard guise would have garnered, but not stupidly so with an inclusive sale price of £12,833.

Just four lots later was another unusual Triumph, though in this case more to factory standard spec. Lot 27 was a 1950 Renown TDB, a rare and stately beast indeed. This one came from a deceased estate, being a well-known car in the Razoredge Owners Club and winner of many awards. Constantly fettled and improved over many years, it came with the reassurance of a fresh MoT gained shortly before the sale. This is another car I have previously photographed for *Triumph World,* this time back in 2012. I also shared some pictures with the late Graham Robson for use in his book, *Triumph Cars – The Complete Story.* It was in lovely condition back then and looked even better today, but £19,976 inclusive was still impressive enough to surprise us. So strong money, but imagine how much it would have cost if it had been wearing Rolls-Royce or Jaguar badges!

A short while later Lot 36 – a 1976 Dolomite 1500HL – passed the rostrum. This too looked in super condition. It came with a slightly complex one-family ownership history and only 43K miles on the clock, not to mention an advisory-free MoT for added peace of mind. It had the manual/OD gearbox making it a practical driving proposition. Clearly a car like this was not going to sell for peanuts, and the £6134 (inclusive) sale price was knocking on the door of Dolomite 1850 territory.

Brightwells: WCR replica – £12,833.

Brightwells: 1950 Renown – £19, 976.

Brightwells: '76 Dolomite 1500 – £6134.

DISTINGUISHED GENTLEMAN'S DRIVE

The Distinguished Gentleman's Drive is an annual event held in various countries in which money is raised to support prostate cancer research. John Pullicino reports that this year's event in Malta was limited to 70 cars participating and scheduled for Sunday 30th September. The event was threatened by the first rains on Saturday, a relief after a hot, dry summer but which brought no fewer than five inches of rain on the island of Gozo! The streets were reasonably dry though, and the drive was escorted by local police to a reserved parking space in Mellieha, the most northerly village in Malta providing glorious views of the Gozo Channel. There were eight participating Triumphs – four Spitfires, one GT6, one Herald, one glorious TR3 and John 's Toledo. The event raised in excess of €3500 and provided not only driving fun, but a great opportunity for John to invite new Triumph enthusiasts into the local TSSC group.

MILE OF TRIUMPHS
2026 CALENDAR

It's back to Norfolk now with news of the 2026 Mile of Triumphs calendar – over 80 different Triumphs spread over the 12 months, all photos taken at the TSSC Norfolk Mile of Triumphs event. Double A4 in size and professionally printed, it is yours for just £15 per calendar (plus P&P) and only available by pre-order. For more details and to order yours, email Christina: **tsscnorfolkweekend@gmail.com** by Sunday 9th November. Is your Triumph in it? If you attended the MoT, then yes it will be. Check out the pages under the news tab on **norfolk.tssc.org.uk**

A TSSC valuation lasts two years and guarantees you'll receive its true worth – not just market value – in case of theft or write-off. TSSC valuations are accepted by Peter James Insurance, as well as some other classic car insurance companies.

The cost of valuations is increasing on January 1st to £25 for members and £50 for non-members. Valuations can take several weeks, so request yours well before Christmas to get the current rate.

If you can't get an Authorised TSSC Official to value your car in person, members can easily request a valuation on-line via www.tssc.org.uk. Just fill out the online form and attach a minimum of four photos.

! Don't miss out – secure your valuation before the **price goes up on 1st January 2026.**

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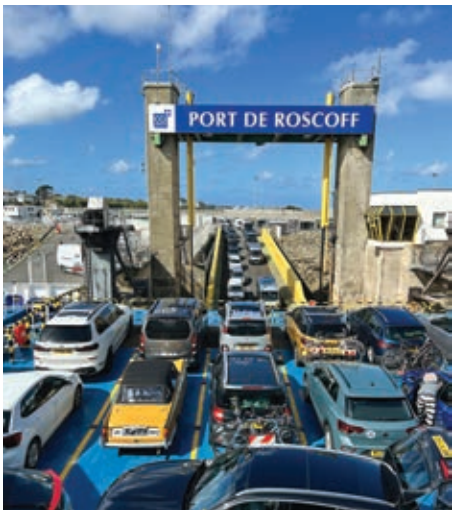

NOTES FROM A SMALL ISLAND

We live on St. Martin's, Isles of Scilly, a small island off the end of Cornwall. We have less than a mile of road, however we own a Vitesse Mk2 convertible which I have had for over 40 years, a GT6 Mk2 at present in pieces, a Bedford CF1, five tractors, a quad and a Series 2a Landy which is our daily driver! Amongst other jobs, we run the island campsite which means that we are very busy in the summer months, so we only ever get our 'summer holiday' in November.

However, this September we decided that enough was enough and we needed a break. So, handing the campsite reins over to our son, daughter-in-law and grandchildren, we escaped over to Cornwall with the view of popping over to Brittany.

We found a lovely gîte on AirB&B – booked. Ferry tickets from Plymouth to Roscoff – booked. AA Europe recovery cover for six days – paid for (how much!). Halfords Europe driving pack – purchased. Extra lead additive and ethanol stabiliser – purchased. Pounds – exchanged for euros. Let's go!

Now to fit the headlight deflectors. Bizarrely enough the instructions didn't cover Triumph Vitesses, but no worries as I'm sure that our excellent Cornwall Area Organiser Carol will know the answer, or at least know someone that will. So I pinged her an email. In the meantime, a quick search on the club forum gave us the answer – sorry Carol, should have looked there first. Headlight deflectors – fitted.

The first leg from Penzance to Plymouth took under two hours, the Vitesse running sweetly. Whilst going through customs, one of the guys wanted to buy our number plate as we had his initials. It also transpired that he ran a Mk3 Spitfire and is in the process of restoring a Mk3 GT6.

The ferry crossing to Roscoff in a force 8 wind gusting 9 was far better than expected, then we were there, in Brittany with the sun out. The roof came down, and with our passports stamped we exited customs and sped off, both grinning and so pleased with ourselves as we had 'done a thing.' (Apologies, but we do live on a very small island with only 120 or so other people, so for us this was indeed 'a thing.')

Brittany was fantastic – empty, smooth roads, no litter, well looked after without being manicured. In most towns you don't have to pay to park, the fresh food in supermarkets was out of this world, (again, we live on a small island with only one shop). We spent the first day just meandering our way south, stopping for relaxed coffees in ancient villages, the Vitesse purring along

and enjoying it as much as we were.

Our gîte was perfect, and only five minutes drive from a beach where we could whiz down, have a swim and drive back in just our cossies and bare feet. We explored each day, nothing was too far away and with the roads being so quiet and well maintained as well as driving in such a great car, it was a real pleasure.

On our six day escape we did just over 550 miles without a single hiccup. We attracted many a complimentary wave, even in one car park a note under our windscreen wiper (in French) inviting us to a car meeting at his garage. All in all we would highly recommend a jaunt over to Brittany; we will certainly be going back.

Fortunately our drive back to Penzance was in glorious sunshine, so we were able to wash the sea salt off from the return ferry trip. Then by the time we got to our lock up, the Vitesse was good and dry, which is a big bonus as we only get to use her about once a year. So now she is stowed away, still with Brittany sand in her footwells, ready for our next adventure in a year's time.

Ben and Caroline Gillett

ANY OTHER **CELEBRITY** TRIUMPH OWNERS?

Whilst parked in the tax exempt car park at the recent Goodwood Revival meeting, I got chatting to a French chap who, seeing my Mk2 GT6, told me about his white Mk1 undergoing restoration in France. He then sent me a photo of the late Serge Gainsboroug who owned a white GT6 with his then girlfriend Jane Birkin, who died recently.

It was my first visit to the Revival and the sheer scale of the event has to be believed. I managed to count three GT6s in the car park amongst the usual TR6s and Stags.

Do any other readers have examples of other celebrity Triumph owners?

Peter Shaw

We actually ran that picture of Serge Gainsbourg and Jane Birkin on page 47 of the March 2025 issue, plus a follow-up on page 15 of the May 2025 issue giving details of the location. It is worth running it again here though, and it will be interesting to see what other ownership histories it helps to pull out of the woodwork. So please do get in touch if your Triumph has a story to tell ***– Ed***

A SPITFIRE 1500 CALLED ALGIE

This is my Triumph Spitfire 1500 which I've owned now for over two years. I was 23 when I started driving it, making it about twice as old as I am. It is my only car and serves as an all year reliable daily driver which I maintain and work on myself, learning how to make improvements as I go. I don't have a garage yet, so the car is very much a driveway restoration. The car was purchased in Corsham and has previously lived in Bristol and Paisley, but was registered in Chester 47 years ago in 1977.

The car has since then been painted in a metallic orange throughout. My plans are to prep and re-spray the car myself once I have the facilities and funds to do so, in either Topaz Orange or restarting the existing paint job as it is looking very tired. Mechanically though, the car is very lively indeed. Last summer it managed 1050 flawless miles in a week during a holiday to Cumbria, darting around beautiful mountain passes and making the long motorway runs up and down the country.

Major work I have carried out other than standard maintenance and tuning includes:

- Converted to an overdrive gearbox.
- Re-shelled the big ends and main bearings, end float was corrected with

thrust washers.
• 3.63 differential complete overhaul project nearing completion.
• Sill and floorpan corrosion repairs.
• Starter motor rebuilt.
• Period correct stereo cassette and sound system installed with Bluetooth module integrated.
• New clutch, slave cylinder, master cylinder and release bearing assembly.
• Stainless GT6 Mk3 exhaust system fitted.
• Original steel wheels, rocker cover, airbox and steering wheel sourced and restored.
• All dash gauges overhauled and calibrated.
• Convertible roof refitted; catches replaced.
• Countless small improvements and electrical jobs that I've probably forgotten!

All this work has been accomplished either on my driveway, kitchen floor or at my desk where applicable!

The picture below left was taken by a friend on the morning of December 23rd following my group's annual Christmas get together. The car is parked outside my mate's house in the lovely Wiltshire village of Tisbury, just off the A30 between Shaftesbury and Salisbury. I was caught red handed by my friends while doing some quick tinkering, but they got me to pose for the photo opportunity you see now.

The second picture was taken on a February morning when I spotted a great place to pull over on the A303 adjacent to the prehistoric wonder that is Stonehenge. I live right by the monument, so I often forget that it is there. I used a fair bit of zoom while standing back in a field to bring the background into better view with the subject. The car still has a set of Minilite style replica wheels in this picture, which I ended up replacing with the standard steel wheels as the alloys were in quite poor condition. The roof was also quite ill-fitting here before I sorted it out. The car is very happy to keep pace with modern A303 traffic and then some with the overdrive I fitted.

Kristian Kolb

These pictures were originally sent in for our Photo of the Month competition, and either would have been a worthy winner. However, Kristian also provided a great story to go with them, too much to fit in our POTM slot. So I have used them here – and my apologies to Kristian for the long wait to see them published in The Courier ***– Ed***

CUTTING IT **A BIT FINE!**

I was amused to see the wedding theme appearing in the earlier Courier issues as when they appeared, I was frantically working on DPK 939J to have it ready for my daughter's wedding on 9th August. I made it with a week to spare and Erica's wedding to Zeke was a great success on a sunny day in Poole. The Vitesse makes a brilliant wedding car!

Professor John Fletcher

IRISH SEA TO NORTH SEA

The TSSC Cumbria September Tour this year took us from St. Bees Head on the west coast to Robin Hood Bay on the Yorkshire coast. We took an adventurous route through winding country lanes, high up mountain climbs, deep into the depths of unfathomable gorges and across bleak and unforgiving moorland wastes to achieve our objective of traversing England, stopping in a few comfortable accommodations and pausing to enjoy sumptuous meals en route.

The first day was largely on familiar territory as we trundled through the Lake District fells past Buttermere to Castlerigg stone circle and across St. John's in the Vale to Thirlmere before ascending The Struggle and down again to Ullswater. The day ended at the picturesque Cumbria market town of Alston where we stayed in a delightful remote country house hotel.

Next morning we headed out in heavy rain, taking to the high roads in a southerly direction and wending up onto moorland through Nenthead to visit the High Force waterfall. Then it was into the Yorkshire Dales, scaling the fells from Weardale over to Teesdale, and again to Swaledale pausing to sample Wensleydale cheese and fruit-cake at Hawes – purely in the interests of gastronomic research of course. Our destination via Ribblesdale that evening was Skipton, at a canalside location where we watched narrowboats cruising by at a sedate 4mph – even slower than our Triumphs.

The following day brought more torrential rain, but having nearly run out of Dales to visit we decided to try just one more and headed up the absolutely delightful Wharfedale, going east by way of Grassington, Whernside and Ripon. We had to avoid the dreaded and challenging Sutton Bank incline which was experiencing a road closure, to end up at the small village of Huby in the salubrious Burn Hall Hotel that evening.

The final leg to Robin Hood Bay involved for me a fairly lengthy visit to the outstanding and unbelievable Fountains Abbey site, whilst other members stopped at other historic locations on the way to the high Yorkshire Moors. Driving on, the sight and smell of recent moorland wildfires with multiple fire warnings reminded us of how fragile was the beautiful environment we had been passing through for the past few days. On arrival at Robin Hood Bay we celebrated with a group photo before scattering for various routes back to Huby for our final night together.

I took the tough moorland route from Whitby to Rosedale, traversing the ford at Egton Bridge, climbing on single track roads with few passing places and passing Rosedale Abbey, before gathering energy to climb the improbably severe hairpin bends and 1 in 3 ascent of Chimney Bank. Despite the prominent dire warning signs and hazard notices, the reliable 2000 engine slogged its way all the way up in a low gear without hesitation, a tribute to Triumph engineering.

Our final evening at Huby was celebrated with a dinner out at the nearby Sidings Railway Carriage where we all rejoiced in a Pullman-style meal whilst watching the mainline trains rush by from York to Newcastle. It was a great way to celebrate that nobody had any serious mechanical issues on our travels, and to enjoy sharing tales of the trials and tribulations of our road tour together. We all also expressed our appreciation to Rod Moore who put so much work into planning this expedition, and his patience when any of us decided to go on our own little detour despite his exasperation!

Nigel Entwistle

BRANDS BRITANNIA

Let's start with a history lesson! Next year sees 100 years of racing at Brands Hatch, which started as a grass track for motorcycle and cycle racing. In 1950 its first paved track opened, and with a significant extension in 1960 it became the host for the British Grand Prix, alternating with Silverstone between 1964 and 1985.

Brands Hatch has seen more than its fair share of some of the best British cars and drivers from across the twentieth century. In keeping up with this tradition, 11 TSSC Essex Group members arrived in bright sunshine in a prime position for Brands Britannia to show the cars as well as having a great view of the track. Best of all, owners of British classic cars get free entry on the day!

Brands Britannia is a car show with a difference. We all enjoy driving our cars, showing them and chatting to like minded owners, but with Brands Britannia you get the soundtrack of race prepared internal combustion engines along with the intoxicating aroma of fuel fumes. The world makes sense again for a few short hours.

The facilities on site are great and the day started with a bus ride round the track followed by a cooked breakfast before we headed over to our pitch. Whilst there were many different marques on display, the two that had most cars were Triumph and Jaguar, with a number of Triumphs from other groups on display. Within this freebie day, we were treated to 13 different races of classic British cars from the 1960s through to the 1990s, plus a demonstration on track of the Jaguar XJ220C Le Mans and TWR XJ-S. The day ends with all the diehards on display driving a procession lap. Oh, the

joy of unleashing all 39bhp of my little Triumph Herald 1200 to belt round that track – at 20mph!

Like many others, my little Triumph has its own special story. It was bought for me by my late mother when she knew her time was nearly at an end. I'd cared for her for several years and she wanted to leave me with something that I could care for that was just for me. Whilst that little drive round the track might not offer the greatest adrenalin rush of life, on a personal level it brought the same gratitude that I feel every time I sit behind the wheel – I hope my mother is able to look down and see how much that little Triumph has enriched my life, along with the new friends I'm making along the way.

Talking of which thanks to Mike and Sue who were so very welcoming (as were the rest of the members) for my first activity with the Essex Area. It's quite a jaunt from where I live, but the lovely people I spent the day with make it worth the miles.

Malcolm – the Bluebeard

THE **PROFESSIONAL** TOUCH

I have completed many Exmoor Classic Tours with the Minehead Motor Club, and this year well over 100 cars took part on a very hot August Sunday morning. It was a successful 176 mile round trip for my 1967 2 Litre Vitesse saloon, (which was the only one on this year's Tour, alongside one convertible belonging to my uncle-in-law). I always wanted a professional photo of my Vitesse. I asked at check-in (bacon butty and a mug of tea before the off) if there would be a photographer in attendance and was told: 'There might be one, but we can be sure.' As you can imagine, I was thrilled to spot the professional photographer, Sarah Hailstone, on the route. She was kneeling low to the tarmac some way ahead of me. I flashed the headlights and she captured us brilliantly. I later ordered the high-res image, then had it enlarged and framed – it is now hanging in my hallway.

Garry Hellings

*Thanks for sharing that Garry, a great picture. And thanks also to Sarah for kindly allowing us to reproduce it here. Check out her website at **www.exmoorwithjack.co.uk – Ed***

THE END OF A VERY LONG ROAD

Angela Coward's Spitfire restoration has been featured in the Workshop Update section of Darren Grove's regular Herald 13/60 Register reports. Now it is finished, and Angela sent us this letter ***– Ed***

We were very pleased that our invitation to hold one of the summer's final events at Leawood was so enthusiastically received by the local Devon TSSC areas, and that so many members were able to join us. Disappointingly, after a glorious August, the weather forecast was to be wall to wall miserable, so the advanced decision was taken to cancel the planned BBQ and focus on picnic lunches and tea instead.

Members gathered at two separate venues before congregating at Sourton prior to driving in convoy down the A386 towards Tavistock. Here cars were much admired by the general public, many of whom stopped to chat and agree that there is nothing quite like a line-up of classic cars to make you smile. Engines fired up and my son Miles then led the way in his GT6, through Sourton village to the Bridestowe turning at the Fox and Hounds pub. This took the cars via the renowned Beech Tree Avenue, providing a wonderful photo opportunity in a unique backdrop. Fortunately the sun had made a brief appearance, and remained out just long enough for additional photographs to be taken of a line of gleaming bonnets as cars parked on the lawn in front of the house.

Parking my own Spitfire 1500, Kippers, alongside so many other much loved Triumphs, no doubt all with their own survival stories, is the culmination of many months of work. Those of you who have been following his restoration in the very capable hands of Darren Groves in *The Courier* will be aware of the level of distress Kippers was in prior to Darren's intervention. I am intending to write the full back story shortly for the Courier's wider audience, but I'm sure you will know from your own efforts with your cars that seeing him at home, with the sun bringing out that extraordinary colour and surrounded by his peers, was a special moment for me. Thank you Darren.

Apart from the Triumphs, we had a couple of guest cars; a rather beautiful green Morgan particularly caught the eye, while our new neighbour Stuart joined us in his MG – we had assured him he would be completely forgiven; after all, a classic is a classic at the end of the day. He is keen to meet other enthusiasts in the area and loved every minute.

Chairs were soon out, picnics spread, tea poured and good conversation ensued. We loved that people were taking strolls around the garden and kindly asking so many questions about the house and its history. A few brief showers encouraged everyone to take cover indoors, where again we were able to show the interior and encourage you all to enjoy cake, scones and more tea. With the showers over, out came the lawn games. There was fierce competition around the Swingball from the ladies – take on Zoe at your peril – and I noticed some very ungentlemanly shots in the croquet game that fortunately missed the cars!

Brian and I, Sam, Ned, Miles, Hazel and Harry would like to thank you all for making the effort to come to this meet, in some cases travelling quite significant distances. Thank you also for your many kind comments, and not least for the bottle of wine, Sue! Many thanks to Darren, who organised and coordinated the day and generally pulled the loose ends together, making firm decisions when we were indecisive! We thoroughly enjoyed the day and sincerely hope that you did too. Roll on next year when we will endeavour to arrange better weather.

Angela Coward

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IN THE TSSC MUSEUM

No.1 THE TRIUMPH STAG

The museum at TSSC HQ in Lubenham has countless artefacts of interest, but also a wide range of cars. Many of these are in superb restored condition, making them ideal reference points for anybody carrying out a restoration of their own. However, the Stag that belongs to Holly Scott takes this concept of originality to a new level as it has never been registered for the road and has a mere 178 miles on the clock – and that's from new!

Story told by **Holly Scott** and **Julian Rowell**

HOLLY: My father was Robert Richards. We can't quite remember exactly when, but he bought the Stag in either 1987 or 1988. He always told me that the Stag was a christening present for me (and I was born in 1987), but dad was always a big collector of things; cars, motorbikes, memorabilia, autographs – you name it and he collected it, especially if he thought it could turn a profit eventually! I was probably just a good excuse for him to buy another car.

Dad was actually in the car trade. He owned a secondhand car dealership, Smithy Garage at Ardlington in Cheshire, which he bought the same year as I was born. Obviously the garage came with a showroom, and the Stag was kept there for many years. It was never for sale though, just on display as a talking point for customers. He also had an MGB and one of the last of the classic Minis – my brother ended up inheriting those.

Dad rarely turned down a good offer for anything, but the Stag stayed. I don't know for sure why, but it must have been partly because it had been promised to me – when I was small, dad would regularly show me the car and tell me that one day it would be mine. But he probably also knew just how rare something like this was, an unregistered Stag that was exactly as it came from the dealer, and the collector in him simply didn't want to sell it.

As for how he got the Stag, I have a document that says the original supplying dealer was Taggarts of Motherwell. The story as I understand it – though I am happy to be corrected – is that they sold it to

somebody who had a large private estate, and that person used to occasionally potter about their grounds in the Stag. That would explain the low mileage and the fact that it was never registered for the road, but I don't know more than that. How my dad first came across it, sadly I don't know.

As I was growing up, I didn't see too much of the Stag because it was always at the garage and I didn't tend to go there too often. I do remember sitting in it when I was little, but I don't think it ever became a topic of conversation with my friends as I was growing up. However, when dad remodelled the garage, the Stag ended up being brought home to where he lived at the time. He had a barn there with a room that was converted into a sort of showroom. By then I had some friends who were car enthusiasts and they came to see the Stag in its new home. The Triumph was there for some years before dad passed in 2019 and I inherited it, but I didn't have anywhere suitable to keep it. Then chance stepped in and it ended up at the TSSC. This was largely because of Julian, so I'll let him pick up the story here and explain how this came about.

JULIAN: I had a Triumph Stag myself which was exactly the same as this one. Well, not quite in the same condition, but it was a nice one. I'd been in the automotive trade all my life, and for the last 17 years of my working career I did automotive apprentice training for various manufacturers. The last ten years was with Toyota, who had apprentices all over the UK. One dealership was RRG Toyota in Macclesfield. The apprentices all knew I'd got my Stag because it was a common talking point in the classroom to give them a break from the learning, and they would pick my brains on the old cars.

Anyway, I turned up this particular day to see my apprentices there, and got very quickly directed towards the workshop foreman, Chris. He happened to look after Holly's Stag, (and I think he'd also looked after it for her dad before that). He couldn't believe that you had to take the power steering pump off a Stag to get the battery out and asked me if this was true. I was able to tell him that yes, unfortunately you do! We had a bit of a laugh over the fact that anybody could build a car like that, got chatting and he started to tell me a little about Holly's car.

To be honest, I didn't believe him. Not that I thought he was lying, but I did wonder whether he was sure that he'd got things quite right. A Stag that had never been registered? Never even been on the road? And her dad was the second owner?

Anyway, he then said that I might be able to help Holly because she had inherited the Stag and had no idea what to do with it. I suggested she might like to get in touch with me. In due course she did, and we had a chat about the car. That backed up everything which Chris had said, and that the 178 miles were genuine. The funny thing was that Holly confessed she didn't even know how to start the Stag, so I talked her through using the choke and so on. Then I said that really, for the sake of the car she ought to figure out a more suitable place to keep it. I remember having to get my Stag into a small domestic garage and it was a struggle. That's when I floated the idea that maybe the TSSC could help.

I suggested that she go away and have a look online to see what the club was all about. While we were talking on the phone, she sent me a picture of the original carbon-copy paperwork that the dealers used to send to the DVLA in those pre-computer days to register a car, a hand-written form stating that the car was unregistered and

wasn't going to be registered. At least that pairs the car with its VIN number and so on. From that, I started researching the chassis number and it was something like the tenth from last Stag produced.

Holly and I chatted a few times after that, and in the meantime I had approached Chris Gunby to see if there was anything we could do to help her out. Not surprisingly, Chris was dead keen and soon got in touch with Holly. As a result, the car arrived at the club towards the end of 2021 and was there in time for the Christmas Open Day. Bernard Robinson knocked up a pair of number plates which were copies of the ones I remembered from back in the day in the dealers' showrooms, and they were the finishing touch. I went over to the HQ before the Open Day to polish the Stag up and make sure it looked its best for the occasion. When Holly got there and saw it in our museum showroom under the neon lights, it looked a million dollars and she was overjoyed.

HOLLY: Chris, the mechanic at Toyota in Macclesfield, is a family friend. He did indeed work for my dad for many years, and kindly still services and MoTs all of our cars for us. And yes, it was wonderful to see the Stag in the museum. I am so happy to have the car where people can see and appreciate it rather than being hidden away in a private garage. When my step-mum sold the house after my dad passed, the Stag had come to our place and was in a single domestic garage. That just wasn't an appropriate environment for that kind of car – cold, damp and with other stuff stored all around it. The fact that it is now being so well cared for is wonderful. Whenever I go to see it, the Stag looks fantastic.

It's funny, but I had never thought of registering it for the road until I met some of the people at the TSSC. I'd always thought that its value lies in the fact that to this day it has never been registered, and that if I put it on the road, although it would still be a lovely example it wouldn't be quite so special. I've since had some interesting conversations with people telling me I was wasting it and that I should use it on the road, but I think I've now got to the point that I wouldn't ever be tempted to do that.

The other question people always ask is whether I could be tempted to sell it. I always had to stop and think about this one. Part of me thinks that I am my dad's daughter and he always had an eye for a profit, and to be perfectly honest the Stag is essentially just a huge ornament. However, it also has a lot of sentimental value for me, so unless I needed the money to put bread on the table, I think it is unlikely to be sold. Besides, I always go to the TSSC Open Day at Christmas and it is always so nice to see it again. It is also lovely to think that people travel to see my Stag and that they take such an interest in it – I know my dad would really have loved that. It is particularly exciting to think that this year it might be at the NEC show on the TSSC stand. I will have to go and see it there too.

LABOUR OF LOVE

This Spitfire was the second car I ever owned. I was only 19 years old at the time and insurance would have been expensive, but I was at that stage in life when there was only me to worry about – I'd pay mum for my board, but the rest of my wages were mine to do with as I pleased, and I wanted something nice to drive.

The Spitfire was only four or five years old at the time and it was the envy of a few mates, but I never drank alcohol or smoked and this was just what I chose to spend my money on. I was halfway through an apprenticeship at the time, but like a lot of the lads I used to work seven days a week

Nigel Hall's wonderful 1974 Spitfire MkIV looked fantastic on the TSSC stand at the NEC Restoration Show back in March. That was its first outing after a meticulous restoration, and here Nigel tells the story behind it all.

doing extra jobs at the weekend. It would be: 'Young Nigel, we want this roof putting on...' or 'We're doing an extension and need some doors hanging...'

I still had a chance to enjoy the Spitfire though because back then it was my everyday car, not a toy like it is today. Luckily I didn't have to use it piled full of my tools because I lived furthest away from work, so usually ended up taking the company van home so that I could pick everybody up on the way into work the next morning.

Then I met my wife Mel and life changed. The Spitfire played a part in that meeting, though. At the time it wanted two new tyres on the front. My Uncle Edward worked in a tyre shop down in Worksop, and he told me to come down on the Saturday and he would sort me out. So there I was having a coffee in the waiting room while he put the new tyres on when two girls came into reception. We got chatting, and just before leaving, I asked Mel if she wanted to go out that evening. The Goose Fair was on in Nottingham, and we agreed that I would pick her up and we'd go together. That was our first date, and her first trip out in the Spitfire.

The rest is history! By the time I was 21 we had decided to get married and needed a house. The Spitfire was no longer practical – Mel was learning to drive but refused to learn in the Spitfire – so I sold it and bought a Vauxhall Chevette. Then after Mel had learned to drive in the Chevette and passed her test, she wanted another sports car. I was happy enough with that, but it had to be something practical enough for me to get my tools in the back, so we sold the Vauxhall and bought an MGB GT. It was great fun, but rotten as a pear.

Going back to the Spitfire, I'd sold that to a friend of mine, Mitchell, who lived next door but one. He kept it for a year, but wrapped it round a lamp post, damaging the driver's door. He then moved on to a Fiat X1/9 and sold the Spitfire to the father (David) of a girl (Gillian Thomas) we used to go to school with. David only lived in the next village three miles along, so it didn't go far. Fast forward 40 years and I happened to bump into Gill and asked her whatever happened to her dad's red Spitfire.

'It's still in dad's barn!' she replied. I couldn't believe it. Gill went on to say that she was going to be visiting her parents that weekend, and did I want to tag along and have a look at the Spitfire? How could I say no! I had no intention of buying it you understand, it was purely for sentimental reasons that I went along to see it again. When we got there, David came out of the house, saying: 'Alright, Nigel? Our Gillian says you've come to look at t' car. It's not moved in 35 years, mind.'

Well, we pulled the covers off and the memories came flooding back. He'd had the bent door replaced and pop-riveted a cover sill on, but had never put the Spitfire back on the road. It had been nice to see it again and I was ready to go, but then he looked at me and said: 'Do you want it?'

I explained that I'd not come to buy it, just to have a look for sentimental reasons. But he went on to say: 'I'd sooner you had it than every other idiot in the village who has been trying to get it off me.'

So I came home and asked Mel what she thought about it. Her answer was: 'Do what you please, because you'll do that anyway!' I was still undecided, but I talked about it with some of my mates, told them how Mel and I'd had our first date in the car and they all said: 'You've got to buy it back. Don't worry at this stage about restoring it, but whatever it costs, you've got to buy it back.'

So I did, and that's when the fun started! We freed off the wheels and dragged it out of the barn. It looked pretty sound, so I brought it home. I'd never had another

Triumph in all the years since, so this one has been both my first and my last. I had planned to restore it myself, but soon realised that I am in construction and I am not a mechanic. If you want a house built then I can do that for you, but when it comes to cars I am strictly a nut-and-bolt man. I can take things apart and put them back together again, but I've never picked up a welder in my life and I can't rebuild an engine. Clearly I was going to need help.

At this stage I was not aiming for anything pristine, but the project sort of evolved that way. I have a very good friend called Mick who restores cars in Clowne, near Mansfield. He suggested that I strip everything off the car taking plenty of pictures to help me with reassembly, then he would take over. So that's what we did. Another friend and I stripped it over a few weekends, then when Mick came with a trailer to collect it, he asked what I wanted doing. The main thing I said was that I didn't want any filler. The next time I saw it, every single panel had been taken off because most of them contained filler. So then we had to go shopping at Rimmers, and £3500 later I had a pile of new body panels. However, in the construction industry time is money, and I guess it is no

different in the motor trade, so sometimes it is cheaper in the long run to buy new rather than trying to repair the old.

When it came to the chassis, Mick advised having this grit-blasted once the body was off, partly so that we could better assess what needed doing and whether it was worth it, but also because it would make life much easier for me to strip that down to its bare bones. That was good advice as it all came apart easily enough, and there were only a few small areas at the front which needed attention. Then while Mick dealt with the chassis, I cleaned up all the little bits and bobs, painting anything that could be reused and buying new replacements for anything that was too far gone.

Fortunately you can get nearly everything you need for a Spitfire, but it is still possible to get caught out by silly little bits. For example, when I put the boot catch back on, I broke the nylon bit inside it. These are simply not available new, but fortunately I had been introduced to Dave at the Spitfire

Graveyard in Sheffield. I went to see him for a few silly little bits secondhand that I couldn't get hold of new, and he came up trumps every time.

Meanwhile, Mick had suggested sending the engine to Andy Sharpe, also in Clowne, while the gearbox went to a chap in Killamarsh – Mick is one of those guys who knows everybody! These were all restored to standard spec, albeit with the engine converted to run on unleaded. It was then tuned by a guy Andy knows who does drag engines, and just as Andy promised, when I refitted it back in the car the engine started up first turn of the key. It had cost £5000, but he had done a fantastic job. The gearbox cost another £1000. If I'd known back then what I know now I would never have started, but I guess that is true of everybody.

Either way, now the dice were out and rolling and there was no going back, no point in cutting any corners. For the first 16 months after stripping it down I was more like a postman than a restorer, sending parts here, there and everywhere and taking delivery of parcels. Then for the next eight months it was a long slog to put everything back together. All told though, I'd say that I did perhaps 30% of the work, but paid experts to do the other 70%.

Not everything was totally straightforward. The biggest issue was that even though Andy had overhauled the carburettors, the engine would run fine one moment and then drop its revs the next. Andy had another look and said that the pistons and dashpots were worn and that really I needed a new set. I was shocked when I discovered that a new pair cost £795 – plus VAT. The odd thing is that Andy suggested I just buy new dashpots and pistons and that he would rebuild my existing units, but those cost £800 on their own! That made no sense to me, since brand new carburettors complete with new dashpots and pistons cost less than just those parts. Finally I found a set of reconditioned carbs for £500, minus a £100 rebate for my old units.

Essentially though, the car is now more or less finished and running well. These old cars are never totally finished, but the only issue I know of that still has to be sorted is to find out why the overdrive is playing up. I'm working on that now, and hopefully it will be the last piece of the jigsaw. Once that is sorted, I will rustproof everywhere and that should be it.

I'm no longer 19 years old, and the first time I drove the rebuilt Spitfire there were two main emotions. One was: 'Wow, it's running again after all this time.' The other was: 'What the hell have I done?' It's like driving a tank in comparison to modern cars. You feel every lump and bump, and I am amazed at just how small it is compared to modern cars. I had to get the tracking done, and the Spitfire was too narrow to fit on the ramps of the first three places I took it!

I'm itching to drive it, though. It was never done as a show pony; chasing trophies is not really my thing. It was all done for sentimental reasons, and that is why the idea of sticking to a budget went out the window. I did add up the bills, and I've spent £38,000 on it. That figure was increased because I did pay the experts when I needed to, but it is still a lot more than planned. I've had it valued by the club at £32,000 though, and I can live with that. Not that I'll ever sell it again. Hopefully one of the kids or the grandchildren will take it on after me. For now though, I've joined the TSSC and we are booked in for the Isle of Man run next year. I haven't booked anything else yet, but I would also like to do the NCR 500 up in Scotland. First though, I want to make sure it is running perfectly. It is essentially a new car after all, but I want to build up the miles locally first until I am happy that everything is spot on. Then we can head further afield.

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THE TR FAMILY *at a glance*

Whole books can be written about the TR cars, and indeed a great many have! Here though is a potted history of the family line.

The very first RHD TR2, this car is now under the care of the TR Register. Note the long (ie tall!) door and lack of external sill panel.

The Triumph TRs were in production for nearly three decades, starting with the TR2 and ending with the TR8. You may wonder what happened to the TR1, and indeed some people have proposed that this was the rather bulbous and lovely but not very sporting Triumph Roadster produced from 1946-1949 (immortalised in the minds of many people as 'the Bergerac car'). However, Triumph never gave this a TR designation.

Others have suggested that TR1 might have been the TRX, a complex and expensive car designed by Walter Belgrove to succeed the Roadster. This was first shown in 1950, but was never put into production and only three prototypes were ever made. However, like the previous Roadster had been, the proposed TRX was more boulevard cruiser than sports car and was never referred to as a TR.

The final potential candidate for the TR1 moniker was the prototype sports car which was unveiled at the 1952 London Motor Show. This car received a mixed reception for its styling, but clearly had some potential. However, its driving dynamics were another matter entirely and it was slated as 'a bloody death trap' by test driver Ken Richardson after the show. That was perhaps not too surprising when you consider that the chassis had been cobbled together out of a pre-war Standard Flying Nine frame (one of several hundred that had been found lying around the factory and surplus to requirements) with an independent front suspension from the Triumph Mayflower grafted on. However, that car was designated the 20TS by Triumph and never a TR.

Fortunately for generations of enthusiasts ever since, instead of persevering with the flawed 20TS design, Standard-Triumph took Richardson's damning criticism on the chin, hired him as a development engineer and went back to the drawing board. The styling – particularly at the back – was tidied up and dramatically improved, but that was as nothing compared to the total redesign of the chassis to vastly increase both beam and torsional stiffness.

Under the bonnet was still the wet-liner four-cylinder engine which had been developed for the Standard Vanguard, reduced slightly in capacity for the TR2 to 1991cc. This was a rugged and reliable unit that could be persuaded to provide ample power for a sports car of this size and weight. It was also NOT the same as the engine fitted to the Ferguson tractor, though the two units did share some

The TR2's wet-liner four-cylinder engine had been designed originally for the Standard Vanguard.

common heritage, and having identical dimensions meant that certain manufacturing operations could be carried out on the same machine tools.

All of this development work was carried out at a break-neck pace, the new car being unveiled at the Geneva Motor Show in March 1953. Presumably to distance it from the ill-fated 20TS, the new car was designated the TR2 and there never was an official TR1.

The company had put so much effort into designing the TR2 with one major goal in mind – to steal a slice of the very lucrative US market by offering more power, more comfort and more modern styling that the contemporary MG T-Types from Abingdon. This it did most admirably, making the T-Type obsolescent at a stroke and leading eventually to the MGA.

The TR line can be divided roughly into three groups: the original sidescreen TR2-TR3B cars styled by Walter Belgrove, Michelotti's TR4-TR5 along with Karmann's TR6 update, and the Harris Mann TR7-TR8 wedges. So let's take a whirlwind tour of how the cars evolved over the years, starting off with the sidescreen TR2 and TR3 – so called because they featured cutaway doors with removable side screens instead of wind-up windows.

THE SIDESCREEN TRS

From the very beginning the TR2 was a genuine 100mph sports car with great appeal, but despite some impressive competition successes, sales were patchy initially and the car was subject to a steady process of evolution and improvement. Wire wheels and overdrive were added to the options list in 1954, and the short door body took over in October for the 1955 model year – previously the door had extended down to cover the sill, but these 'long' doors were susceptible to damage when opened near kerbs.

The TR3 of 1955 was essentially the same, but was recognisable by having a grille over the gaping mouth radiator aperture and a bit more power. The optional overdrive was extended to the top three ratios, giving drivers a choice of seven forward gears. There was also a rear seat option, but really it was more of a padded parcel shelf in practice. Front disc brakes and a stronger rear axle were fitted from 1956, but the big change was in 1957 when the TR3A took over. (This is the commonly accepted model designation today, though Triumph never used the terms TR3A or TR3B in its advertising and referred to them all simply as the TR3.) The TR3A is by far the most numerous of all the sidescreen cars, with 58,236 produced. As well as a new full width grille, it also had such luxuries as external door handles (which also made their way onto a few very late TR3s). From 1959 there was a 2138cc engine option, and when the TR4 took over in 1961, Triumph continued building the sidescreen model as the TR3B for export only, partly to use up leftover parts but largely to satisfy US dealer demands for a cheaper and simpler alternative to the new model. Most TR3Bs had the TR4's 2138cc engine and all-synchro gearbox.

The driving experience of a sidescreen TR is relative as far as comfort goes – it is far more comfortable than an MG T-Type

The TR3A introduced a full-width grille, the so-called 'dollar grin' as it was intended to appeal particularly to buyers in the crucial North American market.

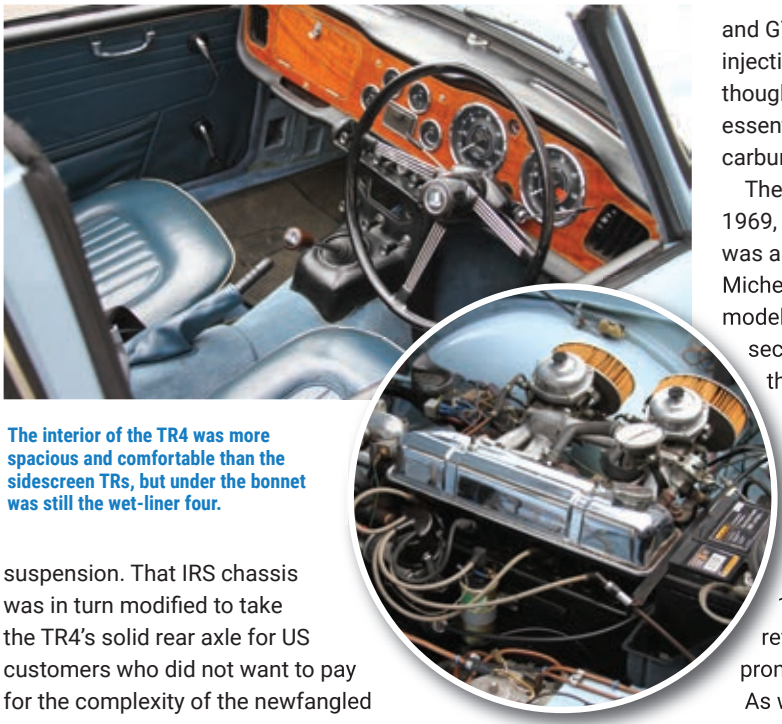
for example, but nowhere near as comfy as a TR4. Wind gets everywhere on the sidescreen cars, but that only adds to the fun and the feeling of speed. They are as we said a 100+mph car, but the torquey engine means it does not have to be revved hard to have fun. Back in the day they introduced a generation to contemporary sports car motoring, and today they are a great introduction to sports car driving of a bygone era.

THE MICHELOTTI AND KARMANN CONNECTIONS

The TR4 was styled by Michelotti and it brought the TR range firmly up to date stylistically when launched in 1961. Gone were the cutaway doors and removable sidescreens, and in came wind-up windows and wings that took the waist line from front to back almost at one level. There was also a pleasing 'power bulge' in the bonnet to clear the carburettors.

The chassis was more lightly adapted, but significant changes under the skin included a switch from steering box to steering rack, a track widened by four inches, the 2138cc engine becoming the standard offering and the gearbox now enjoying the luxury of synchromesh on all forward ratios. Even bigger under-the-skin changes came with the TR4A of 1965, for which the sidescreen chassis was extensively redesigned to take independent rear

The TR4 introduced radically different styling by Michelotti, while the TR4A added a revised chassis with independent rear suspension to the mix.



The interior of the TR4 was more spacious and comfortable than the sidescreen TRs, but under the bonnet was still the wet-liner four.

suspension. That IRS chassis was in turn modified to take the TR4's solid rear axle for US customers who did not want to pay for the complexity of the newfangled system, creating a hybrid TR4A that was offered alongside the IRS version in that market.

There were few visual changes for the TR5 of 1967, a short-lived stopgap model that is now the most expensive of the whole TR family. Its party piece was a stretched version of Triumph's six-cylinder engine instead of the old wet-liner four, as first used in the Standard Vanguard Luxury Six and then the Triumph 2000, Vitesse and GT6, but now enlarged to 2498cc and fitted with Lucas fuel injection. Only 2947 TR5s were built in a 14 month production run, though there were also 8484 TR250s for the North American market, essentially the same car but with less power from Stromberg carburettors rather than fuel injection.

The same mechanical package was carried over to the TR6 of 1969, with both fuel-injected and carburetted versions. This TR6 was a clever restyle by Karmann (they were commissioned because Michelotti was too busy) which injected new life into the ageing model with new front and rear ends, but with the expensive central section remaining virtually unchanged. The new look was brasher than the more delicate TR4/5, but was a huge hit with the buying public – Triumph sold 91,850 of them in a production run that lasted until 1976, a total that was only eclipsed in the TR world by its successor, the TR7.

In the meantime, the fuel-injected TR6 engines had been detuned late in 1972 with a milder cam to make them more tractable on the road. Quoted power was then reduced from 150bhp to 125bhp, but some of this change was down to revised testing regimes and the difference on the road is not as pronounced as some people expect.

As we intimated a moment ago, prices of the TR5 have streaked away from the rest of the TR crowd in recent years. Partly that is down to its rarity, but also the allure of its 150bhp rating. But is a TR5 twice as good as a TR4 to drive, which is what the prices would suggest? As Neil Revington once told us: 'In my view, it is one and a half times as good. A TR6 is great to drive too, but it is heavier after the Karmann makeover and therefore slower. The increased weight of the TR6 might help it ride a little more smoothly though, and it

The TR5 kept Michelotti's body styling but brought six-cylinder power and fuel injection to the TR party, while the TR250 for North America stuck with carbs.

The TR6 employed the same power plants, but had a clever bodywork nip-and-tuck with new front and rear ends by Karmann while keeping the same centre section.

came with an anti-roll bar which the TR5 didn't have, but how often do you find a standard car these days?

'With the TR4 you get a different soundtrack from the four-cylinder engine,' Neil continued, 'and the TR4 does have a different feel to the later cars courtesy of its live rear axle; when you put it into a corner, if it starts to slide then it is nice and controllable and you can really learn to enjoy that. In a TR4A-TR6 the suspension is a lot more forgiving and less choppy when you are pressing on, but whereas the TR4 gives lots of notice when it is going to give way and any slide happens very progressively, in a TR4A-6 it reaches that point at a higher speed but then happens more suddenly. I should point out that this normally happens at higher speeds than most people do on the road though, and you can easily raise those thresholds with suspension mods to any car anyway.'

THE HARRIS MANN ERA

The all-important US market demanded that the TR6's successor retained a simple mechanical layout and remained easy to work on. Despite its monocoque construction and radical (in TR terms) 1970s styling, that is exactly what they got with the TR7, which is great news for anybody thinking of buying one today. As for the styling penned by Harris Mann at Longbridge, this was controversial from the get-go, but it had its share of ardent admirers at the time and its appeal has only grown over the years. It makes perfect sense as a hard-driven classic too, because the TR7 is a great sports car that also offers near saloon car levels of comfort. TR6 owners can snort all they like at the use of terms like 'comfort' and 'sports car' in the same sentence, but the two need not be mutually exclusive.

First though, the basic choices. Although introduced in North America in 1975, the TR7 didn't go on sale in the UK until 1976. It was offered initially only as a fixed-head coupe with a 1998cc four-cylinder engine and a four-speed gearbox. That engine combined the Dolomite Sprint's cubic capacity with the Dolomite 1850's eight-valve head, a torquey combination rather than a revvy screamer.

The now iconic Tartan interior trim arrived in 1977, but with the closure of Triumph's Speke plant in 1978 production was moved to Canley and the gearbox was standardised at five speeds. (The five-speed box and had been optional in some markets before that.) 1978 also saw a few TR7 V8 coupés built, fitted with the 3.5-litre Rover engine to give the kind of power for which US dealers had been clamouring. This evolved into the short-lived production TR8.

The TR7 was powered by an eight-valve two-litre version of the slant four engine that had first been seen in the Dolomite and an interior that was heavy on plastics.

The TR7 was available initially only as a fixed-head coupe. The dramatic and controversial wedge-shape styling by Harris Mann was very 1970s.

A drophead coupe TR8 with the Rover V8 engine – how different the story might have been if a convertible V8 had been available from the TR7's launch.

The US dealers got another of their wishes granted in 1979 with the belated introduction of a convertible drop-head coupe version of both the TR7 and the TR8, though once again the UK market had to wait until the following year before the TR7 DHC was put on sale here. Although the TR8 was never officially offered in the UK, a handful were built to UK specification. The same is true of the TR7 Sprint, a four-cylinder TR7 with the full fat 16-valve Dolomite Sprint engine, only some 61 of which had been built in 1977 before the project was cancelled along with the closure of the Speke factory.

As for the driving experience, the four-speed cars are a little bit quicker to accelerate than the five speeders, but there is not a lot in it and they can be a bit noisy when cruising without the extra ratio. There is also a three-speed automatic option, never a big seller but something that will appeal to some buyers today. The self-shifter does blunt the sporting performance, but it compensates by making for a very relaxing drive.

The slant four may lack the raw power of the previous TR6, but any TR7 is still a lot of fun to drive and more than capable of making rapid progress across country. The engines also respond well to performance tweaks, and if you still want more then there are a couple of traditional routes. The first is to upgrade from eight valves to 16 and fit a Sprint engine. This gets you a serious performance hike while staying very true to the original envelope – it is after all essentially the same engine below the head. But the days of finding donor Sprints in the scrapyard are long gone, and so this is not as common as it once was.

Building a TR7 V8 using a Rover V8 engine is the more common conversion. However, TR7 brakes were marginal at best so will need uprating to suit any engine mods. Under normal driving in a standard car they are fine, but hare around four or five corners in a row braking hard and they will start to fade. The suspension design in contrast is very good, with independent front suspension made up of coil springs and damper struts, while at the back there is a well-located live axle and more coil springs. The cars are easy to drive fast, so if you are trying one that feels anything less that sure-footed, blame the condition of the car and not the fact that it is a TR7.

The final year of TR7/TR8 production from 1980-81 saw the lines uprooted once again, this time moving to the Rover factory in Solihull. By then the Triumph name was on borrowed time. With the end of car production at Canley and the TR7 discontinued in 1981, it was left to the Acclaim to carry the Triumph name to its final four-wheeled demise in 1984 and there would be no more TRs.

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ANDY COOK

- GT6s OUT AND ABOUT -

Things have been quite busy recently on the Triumph event scene, and shortly after writing this article I'll be off to Holland in the GT6 for the European GT6 weekend so I'll cover that in a future article. The following weekend I'll be an entrant in the Club Triumph Round Britain Run, although I'll be in a friend's Vitesse this year. I'll report on the GT6s that enter the event this year too – currently there are seven entered of all versions.

BRANDS BRITANNIA

My GT6 next to Kevin Perryman's Mk3.

Mike Titchen's Mk2.

Brian Pringle's GT6 Mk2-based Lightnin' McQueen special.

Lynda Tunnicliff's Mk3.

I went along to Brands Britannia back in August. This is a British car festival that has taken place for the last three years with lots of British classics on display, a full programme of mainly British classic car racing on the Brands Hatch circuit, demonstration laps from a 1980s European Touring car championship TWR Jaguar XJS and ex-Le Mans Jaguar XJ220, all finishing with a parade lap of classic display cars after the racing.

For the third year running I attended with the TSSC Essex area who have had a display at Brands Britannia every year. The best part of it all was that pre-booked British classic display cars and their driver get free entry to the event! As well as my GT6, there were a few other GT6s on display at the event. It was particularly good to meet up with Lynda Tunnicliff as she had recently contacted me about a GT6 she owned back in the 1980s – more about that later.

ALL TRIUMPH DAY at the Shuttleworth Collection

In September I went along to the All Triumph Day at the Shuttleworth Collection museum. The weather was nice and dry so there were several hundred Triumphs in attendance, including a good selection of GT6s. Here are some GT6 pictures from the day.

A Jasmine Yellow Mk2.

Dave Beardsley's Emerald Mk3.

Dick Twitchen's modified white Mk1.

Another nice white Mk1.

A white Mk3 with 1980s style aftermarket glass sunroof.

A French Blue Mk3 with Webasto sunroof as was a dealer fit option when new.

My Mk3 next to a Bofors anti-aircraft gun by the control tower.

David Burden's Mk2, which unusually has a Mk3 front end.

OTHER EVENTS

Pictured below is my GT6 parked next to another Mk3 at my local car club (Fleet Classic car Club) in September. The Emerald Green GT6 belongs to Keith, who I met with his car earlier this year at the British Motor Show and Hart Classic Collectors Car Show.

I went along to the Club Triumph Round Britain Run drivers briefing in late September held at the British Motor Museum, Gaydon. Although there are seven GT6s entered in the main event, there was just one GT6 in the car park – James Baldry's red Mk1. ▸

HELPING TO FIND A GT6 FROM THE 1980s

Those of you who are eagle eyed may have seen the story below in the South Warwickshire Area news written by Area Organiser Mark Smith, but I thought it was worth picking up in the register news.

I was contacted by Lynda Tunnicliff, owner of the French Blue Mk3 that was at Brands Britannia who had been searching for a GT6 that she owned back in the 1980s and had sold in 1984. Lynda had been searching for the car for a while as she wanted another GT6, and no doubt would have bought it back if she hadn't found the Mk3 that she now owns.

Lynda had seen an old article on my Blog (www. https://cook1e.blogspot.com) from back in 2011, and there was a blue GT6 in one of the pictures from a Triumph day at the Ace Café that looked like it may have had the registration number of her old car. She asked if I had any pictures showing the registration more clearly.

Interestingly I did, and I know the car well – it belongs to my mate Mark Smith, who had bought the car back in the 1990s and restored it to pretty much concours standard. Having let Lynda know the registration number XKP 388J, it was confirmed that it was her old car so I sent her a picture and put her in touch with Mark.

Lynda's car previously had a very distinctive custom paint job when she owned it back in the day, completed by a Corvette specialist in Kent. It also had Wolfrace wheels that were on the car when Mark purchased it many years later, although the custom paint had been badly sprayed over.

Andy

The picture from my blog from the Ace Café in 2011 that Lynda found showing a Wedgwood Blue GT6 Mk3.

Lynda's car when she owned it in the early 1980s with the distinctive custom paintwork.

The car when purchased by Mark in the 1990s before its restoration.

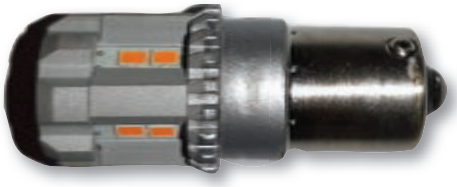
Mark's Mk3 not long after its restoration, at SEM Leatherhead.

AN APPEAL FOR HELP... AND MORE LIGHTING IMPROVEMENTS

Brian, one of our members, contacted me for help. His car has an annoying road-speed related clicking noise which seems to arise from the rear drivetrain. As with many such issues, tracking down the cause is proving difficult. To date, the gearbox and propshaft have been updated to an overdrive unit (the noise pre-dated this change so the propshaft is excluded), and the diff has been checked over by a specialist, judged to be in good health and a small amount of the EP oil replaced with Molyslip. The driveshaft UJs have been replaced but this only gave a brief respite, while sections of the drivetrain have been isolated and carefully rotated by hand but this did not reveal anything odd. With none of these revealing a cause, two remaining items to examine are the exhaust and inside the brake drums.

So, has anyone else experienced anything similar, and if so, what was the cause? Or does anyone have any other bright ideas? Please send them to me and I will forward them to Brian. If we can help fix this for him he will be very pleased.

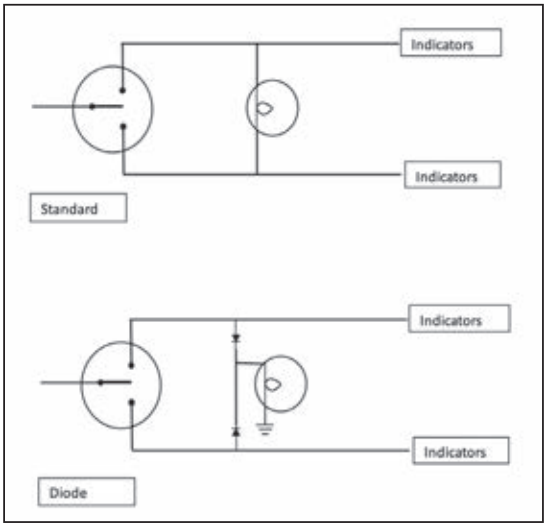
Meanwhile, flushed with my success from fitting LED lamps elsewhere as reported last month, I was keen to upgrade the indicators and sidelamps. The first thing to remember is that the traditional style flasher units fitted to our cars rely on the current draw from the incandescent lamps to create the flashing frequency pattern. LEDs have a much smaller current draw which will not generate the required flashing pattern, and it is necessary to change the flasher units out for solid state items. In the case of my car, historical work on the electrics had left the indicators with a non-standard flasher unit, inappropriately wired and floating around under the dash, so this was a good opportunity to tidy things up. Two solid state flasher units (indicators and hazard lights) were wired in and screwed to the back of the driver's side dashboard.



I had to modify the LED bulb to make it fit.

Surely this will now be easy – pop the lamps in and off we go? Err, no. The first problem was that the indicator LEDs would not physically fit the front lamp holders. My supplier advised that although this was not a known issue, a small modification of the LEDs would be acceptable. So I very carefully turned off the lower 'castellations.'

Although this allowed the LEDs to fit the lamp holders, a second problem was introduced – 'cross talk' between left and right. Further conversations with my supplier revealed that this is a known problem with the Spitfire loom and arises because one terminal of the tell-tale lamp connects to each indicator side circuit. The current bleed into the non-active circuit is too small to operate incandescent lamps, but it can lead to operation of LEDs. Fitting a small diode harness to the dashboard tell-tale lamp ensures that each side circuit feeds current to the tell-tale through a diode and adding a separate earth for the tell-tale often fixes it.



Fitting diodes to the indicator telltale often fixes 'cross talk.'

Unfortunately, in this case it didn't, and some cross talk remained both between left and right indicators, and between indicators and sidelamps. After further supplier consultation, we concluded the most likely cause to be some odd historical modification to the car wiring, although intensive searching didn't reveal anything. After lots of head scratching, I remembered that the front lighting units had been replaced with modern reproduction units after the rusty old ones brought the car close to an MoT failure. I wondered whether the old units were original, whether they had been binned and whether they might solve the problem. The old Lucas units turned up in my stash and were successfully cleaned up using Evaporust and wire brushes, then painted, lacquered and installed.

I reinstalled the LEDs and with some trepidation began to test... Success! Indicators and sidelights all worked properly, and brightness was much improved. Lucas 1: Modern repro 0. Who'd have thought?

It's worth remembering that these lighting units (Lucas 677) were used on a variety of vehicles including the MGBs, so good used ones can be found if needed. Various reproductions are available, but I haven't yet seen any which include the earth connector on the rear of the indicator holder. It seems that careful searching is the order of the day here. Thanks once again to Duncan at Classic Car LEDs for his insight and help.

Robert

The old Lucas light units were cleaned and painted.

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TSSC INSURANCE NEWS

TRIUMPH SPORTS SIX CLUB INSURANCE

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

Your Triumph isn't just a means of transportation, is it? Yours might have been lovingly restored, and I imagine it is a much-loved family member of many years. Whilst insurance may not be the most exciting subject to many, it is nevertheless crucial to ensure that such a valuable asset is properly protected. Standard insurance policies often fail to meet the unique needs of owners like us, so this is where your specialist car club insurance schemes come in.

TSSC Insurance is designed for enthusiasts by enthusiasts, offering benefits that you won't find with mainstream insurers. As the end of the classic motoring season draws near, I thought it an ideal time to just take stock of the entire range of benefits that we have designed for you, based on your feedback on what you need from a scheme.

EXCLUSIVE RATES AND LOYALTY DISCOUNTS

Joining a car club brings community — and savings. We offer exclusive rates for members, reducing premiums simply for being involved. We can reward long-standing membership with extra discounts, so loyalty to the Club really does pay off.

AGREED VALUE MADE SIMPLE

Unlike standard insurers who look only at "market value," our car club scheme includes proper agreed value at no extra cost. This ensures we settle on a realistic figure for your vehicle upfront, avoiding disputes if the worst happens.

SALVAGE RETENTION

If your vehicle is written off, most enthusiasts would hate to see it disappear forever. With free salvage retention, you receive the agreed value payout and can still keep the car. That way, you can rebuild, part out, or simply hold onto it. Unlike other insurers, this is truly free, which means you won't get a deduction from your settlement figure.

MEMBER-TO-MEMBER DRIVING

A unique perk is fully comprehensive cover when driving another club member's car, no matter who their insurer is. For those moments when a fellow member hands you the keys at a meet, that reassurance is invaluable. This is ideal for fault finding, testing cars for sale and of course, car sharing to events and on rallies.

MULTI-VEHICLE OPTIONS

Many of you own more than one car. Multi-vehicle cover lets you keep them all under one policy — simpler, often cheaper, and tailored to your collection. Not to mention the convenience of a single renewal date.

SUPPORT FOR YOUNG DRIVERS

Insurance is notoriously costly for younger enthusiasts. Some schemes offer specific options for them, keeping the next generation engaged without breaking the bank. This is important to us, as while many other insurers have turned their backs on young people, we are committed to investing in the future of the Club and ensuring there are future custodians of our vehicles.

BREAKDOWN COVER

Whether at home or on a European road trip, breakdown cover is included. It's one less worry when taking your pride and joy on a long journey, knowing that we will get you home safe and sound and help you complete your ongoing journey.

TOOLS AND SPARES PROTECTION

Most enthusiasts accumulate tools and spare parts. Your Club scheme also insures these, up to £3000 — ideal if theft or damage strikes that irreplaceable collection of crucial tools and spares.

REPAIR FLEXIBILITY

If something goes wrong, many owners prefer to fix their cars themselves. Some insurers allow a self-repair option after a claim, recognising that often it is enthusiasts like you who know their vehicles best.

EXTRA PEACE OF MIND

Legal expenses cover is typically included, reducing the financial hit if disputes arise. Meanwhile, laid-up cover protects cars that are off the road during winter or restoration, ensuring you don't overpay for unnecessary road use. These are often extra charges with other insurers; you wanted it free, so we delivered it for you!

THE BOTTOM LINE

TSSC Insurance is built around the realities of enthusiast ownership. From agreed value and salvage retention to spares cover and track day protection, the features are tailored to your needs and go far beyond standard insurance. We cover you out at shows where others don't because we know and understand the car club world deeply. For anyone who sees their car as more than just transport, they provide the specialist attention — and peace of mind — that ownership deserves.

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

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

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

— READERS WRITE —

Recently I put a plea out on social media asking for any members with 13/60s to contact me with some words and pictures. Thankfully I did get a few replies, so let's start with this little gem that is owned by Ron Palmer, who wrote:

'I bought my Herald after seeing a neighbour with one when I was a child. I would have been about three or four years old and the desire had stayed with me in the background for most of my life. I have worked in the automotive industry since leaving school, first with VAG and later with BMW where I still work a couple of days a week. My desire to own a classic has always been bubbling away inside, and three years ago I was able to fulfil the dream.

'I began to look at Spitfires as I had owned one as a young man. I viewed a beautiful 1500 which drove well and brought back fond memories. All was great until I tried to exit the car and found it far too low – my back and knees couldn't take it! On the suggestion of my wife Diane I began to search for my past desire instead and the hunt for a Herald began.

'I looked at lots of possibilities online and finally found my holy grail in Sussex. After inspections, and negotiations I had the Herald delivered on March 4th 2022, one day after my birthday. The Herald's colour is Royal Blue and it has a huge volume of paperwork. I'm the fourth owner, with the previous one being a motor engineer. His work is evident with the installation of electronic ignition, a hi-fi and speakers. I service the Herald with the exception of the oil and the filter change as I'm unable to use a ramp. Some tidying up of the bodywork has been done to keep her looking nice.

'I'm a regular at the Canvey Island Classic Car Club meet every month and love the breakfast meet at Battlesbridge. In the spring/summer/autumn I'm usually out using the Herald for errands etc.

Maybe my Herald isn't a show queen, but it's a dream realised. And it is definitely not the fastest on the road, but I have discovered that the journey is better than reaching the destination.'

Next up, Helen Crowter also wrote a few words about Professor Plum, saying:

'I saw your post on the Triumph Herald Owners Facebook page asking for photos and stories from 13/60 owners for the magazine, so I thought I would send you before and after photos of my Herald, Professor Plum, and a short story about him.

I got my 13/60 Herald three years ago, at which time he was covered in primer, filler and rust spots. I spent about a year preparing the bodywork, then several

months applying primer, undercoat and coach enamel (all by hand with brushes!) to transform him completely into the beautiful butterfly he is today.'

Next, something from Gillian Pellham, who contributed about a year ago, so it's good to get a bit more information on the car this time around. Gillian wrote:

'She's not perfect – no garage, just a decent cover new every year. She was resprayed Saffron 13 years ago because a woman reversed into her when parked; she said she didn't see it. Her insurance company actually called me and said: "This is a classic car, yes? Then have it resprayed." It had new bumpers all round, as I explained they come

in a set. It had the overriders rechromed, plus the Peruvian spray man cut out the wheelarches and made new ones by hand. He also took out the fuel tank as there was a hole under it, and welded areas in boot. The hubcaps were always flying off, so they stay off now.

'She has a Mohair hood which is more than 20 years old now. I had it taken off

and new windows put in, reinforced by the B post with triangles of fabric as they tend to rip there. I have the stick finisher for the roof, but no-one seems to have the five clips that hold it so it is currently not attached. The interior is original, but the seats need pumping up – the foam is disintegrating and the diaphragms are worn out. The dash is not too bad. I do not polish her as the spray man told me never to polish, just to wash, rinse and leather off.

'I was a member of the TSSC from 1981 to 1990, then had a gap until 2010 when I joined again. Peril was a birthday present from my son living in OZ at the time. He bid on UK eBay, I collected the car from Rochester in Kent and haggled my way down from £2250 to £1700 as the sun visors were wrong and the handbrake was not working properly. After limited mileage for 10 years in a garage, I changed all pipes, the radiator and cleaned out the tank etc.

'Even as a lady owner I do have spares I used to collect from scrapyards back in the days when we were allowed to climb over

cars. The photos were taken in August 2025 in Sussex at my niece's house. Owned since 2010, this is my 7th convertible.

'It was a very male club in earlier years. I still get flak, but I don't care as I love my Peril 13/60. I am retired and enjoying her as a weekly driver, if not more. I have a boot full of neatly packed spares (I know what to carry) and tools. Peril is street parked, with a new cotton lined coat replaced yearly.'

Thank you Ron, Helen and Gillian, I hope you enjoyed seeing your cars in print. You too could have your car featured – please do get in touch.

WORKSHOP UPDATE

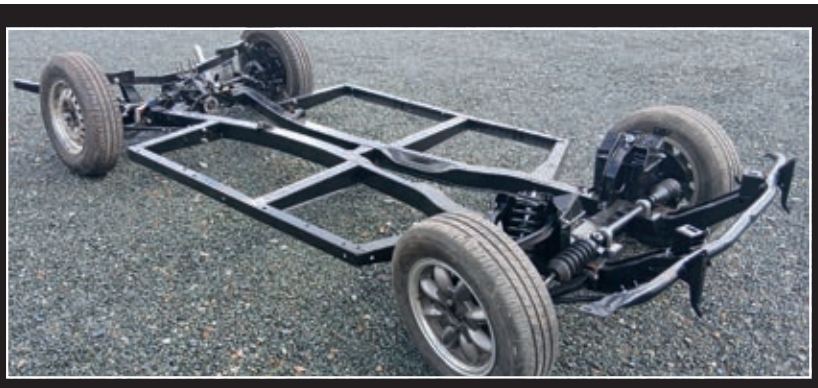
Quite a bit has been done on the Vitesse, so I'll skip some of the detail to save space. Everything (excluding new panels) went off for shot-blasting, and not surprisingly a few more repairs were needed after that.

The front tub has had new body mount/A-post sections from Chic Doig, and repairs to the windscreen frame/drip channels.

The bonnet assembly has had new wings, new inner arches (outer) and D-Plates.

The chassis needed the usual repairs on the main rails around the diff and at the base of the boot outriggers.

Most of the body panels are now in epoxy, with underneath of the body tubs stonechipped and painted in Triumph White 19.



Chassis painted black and rolling, minus the rear spring which has been sent off for a refurb.

Body tubs back on the chassis, doors on and the tricky part of body alignment is about to begin.

See you next month,

Darren

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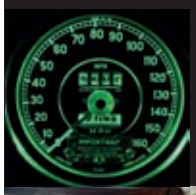

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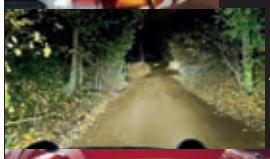

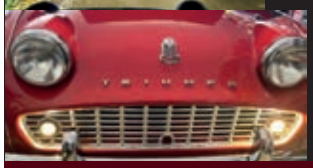

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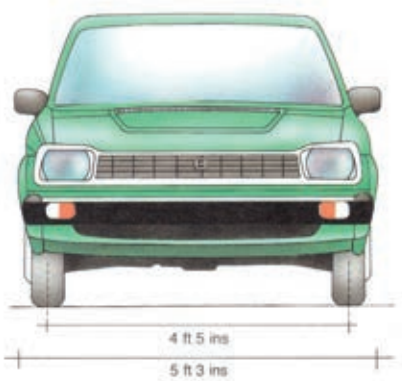
LIES, DAMN LIES...
AND STATISTICS

Last issue I introduced the Project Insight book on the Triumph Acclaim. This was issued by BL Cars Ltd's Training Services department to all Rover Triumph sales staff, and was supposed to give them all the information they needed to convince visitors to the showroom that they really wanted to drive out in an Acclaim. As well as the lengthy introduction we looked at last month, this book was divided into six sections, and it is the first of these that I want to consider this month.

The introduction to the section reads: *'Acclaim's stylish and purposeful front end offers a number of important benefits in addition to its distinctive appearance. The promise of good roadholding and safe handling from the car's wide track stance is complemented by a number of safety features; these include a laminated windscreen, and interior headlamp levelling controls on all models. Equipment levels increase further up the range, with halogen headlamps and tinted glass on the HLS, and headlamp pressure wash on the CD.'*

The following page went on to elaborate on the contribution to safety made by the laminated screen and headlamp levelling control. What strikes me as slightly funny in this regard is that despite it being touted as a safety feature, when the budget-spec Acclaim L was later added to the line-up, this was not equipped with the headlamp adjustment facility, presumably on the basis that if you were paying less for your car then you weren't so interested in staying alive...? However, that was in the future because at launch there were only three models: the HL, the HLS and the CD.



The Acclaim's 53in track was quoted as 84% of its overall 63in width, and this was promoted as a contributing factor to the model's great handling.

As for the laminated screen, (which my later Acclaim L does have, laminated screens having been made mandatory in 1983,) as well as touting the well-known advantage of the screen not crazing in the event of an impact but instead only cracking and retaining good visibility, the copywriters also explained: *'And in the event of an impact, should the car occupants not be wearing seatbelts, the inner plastic layer in the screen retains people in the car.'* That's good, meaning we would know where to find the bodies if the worst should happen – wearing seatbelts did not become compulsory for front seat occupants until 31st January 1983, while those in the back could continue to fly free until 1991.

Sticking with the front of the Acclaim for this section of the book, the authors noted how the *'Acclaim's wide track stance is emphasised by the deep air dam, which improves straightline stability by reducing front-end lift.'* I am more than happy to accept this as a genuine benefit. However, I was slightly more dubious of the later claim that: *'Acclaim is a compact 5ft 3in wide – the same width as Escort, and four inches less than Cortina. The front track occupies 84% of the body width, combining with front-wheel drive and fully independent suspension to give excellent roadholding.'*

I should make it clear that I was not questioning the Acclaim's overall width, nor its excellent roadholding deriving from FWD and independent suspension, I was just curious to know whether that 84% figure was particularly noteworthy. After all, that is where the title of this report came from because it is notoriously easy to make statistics tell whatever story you want. So I slipped into my anorak and made a few comparisons.

Firstly, I should note that the Product Insight book listed the Acclaim's track as 4ft 5in, though my records have it half an inch more which would give a ratio of 84.9%. This compares to figures of 4ft 5.2in and 86.2% for the outgoing RWD Dolomite, while the earlier Triumph 1300 FWD posted similar figures of 4ft 5in and 85.9%. Of the more overtly sporting lines, the contemporary TR7 weighed in with 4ft 7.5in and 83.8% while the more classically styled TR6 had a track of just 4ft 2.2in but a ratio of 86.6%, and the Spitfire was in the same ballpark at 4ft 1in and 84.5%.

Clearly none of those were wildly different from the Acclaim, but things got more

interesting if you went further back in time. The Herald 1200 for example had a track of just 4ft and a ratio of only 80%, while the Triumph Roadster's front wheels were 4ft 1.7in apart which was just 77.7% of its overall body width. Most roly-poly of the lot though was the Phase 1 Standard Vanguard (which introduced the wet-liner engine that went on to power the TRs 2-4), its narrow 4ft 3in track being a mere 73.9% of its overall width.

The Dolomite's 53.2in track was 86.2% of its overall width, a wide stance clear to see in this picture.

As for the Acclaim's main contemporary rivals from Ford, the Escort Mk3 offered FWD and an 87.2% ratio on a track of 4ft 8.5in, while the RWD Mk5 Cortina posted 84.8% on a 4ft 8.7in track. All of which suggests that though the Acclaim itself was indeed special in its own right, the figures the sales staff were being fed were nothing out of the ordinary. They might have done better to compare it with advantage to the in-house RWD rival of the Morris Marina (by now in Ital guise) whose 4ft 8in track was just 80.6% of its overall 5ft 4.5in width, but that would have been bad corporate politics.

Finally for this month, let's return to the Product Insight book to wrap up this section of the sales training. The two highlighted features of the HL were the laminated windscreen and the headlamp levelling control, while the 'two important features that distinguished the well-equipped Acclaim HLS' were tinted glass and quartz halogen headlights. As for the top of the range CD, sales staff were told to point out that this added headlamp pressure washers and bright finish bumpers to the mix. Lovely!

Simon

Only the Acclaim CD featured headlight pressure washers (above) and bright bumpers (below).

Not surprisingly, the 1300FWD was similar to the Dolomite with a track of 53in and a 85.9% ratio.

The TR7 was for a while a contemporary of the Acclaim. It posted figures of 55.5in and 83.8%...

...while the older TR6 had a narrower track at 50.2in but a higher percentage of overall width at 86.6%.

The venerable Triumph Roadster had three abreast seating, but a narrow track of 49.7in and 77.7%...

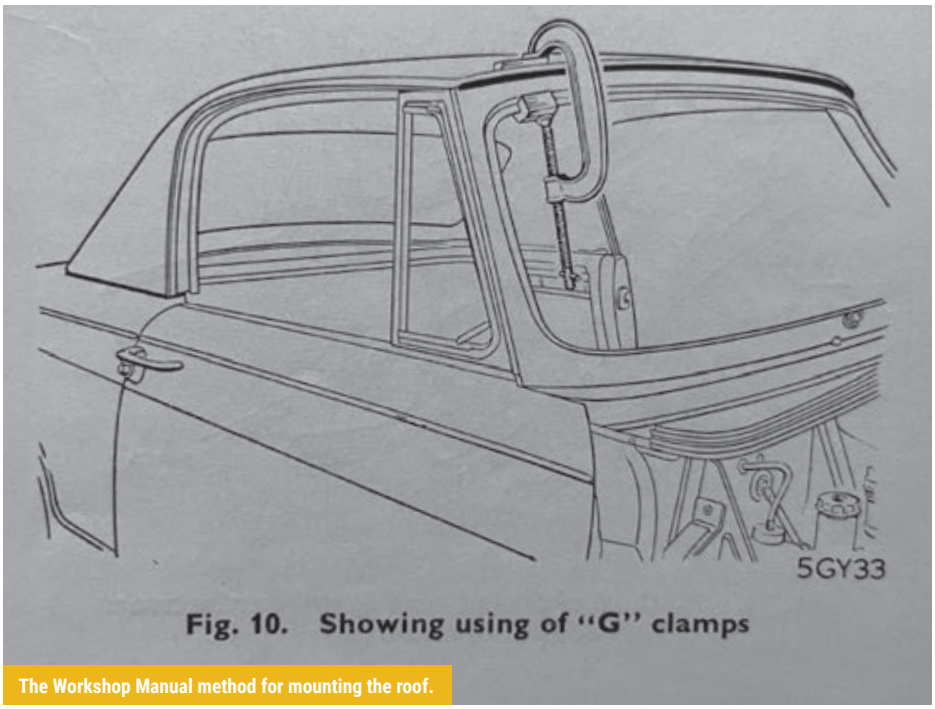
...while the Standard Vanguard Phase 1's modest 51in track was just 73.9% of its overall width.

As for the Morris Marina, its 52in track was only 80.6% of its 64.5in overall width.

FINN ADAM EGELAND-JENSEN MBE

DASH IT ALL

Work and family support have made things very busy over the last month, but with a number of longer journeys by trains, planes and automobiles, I have been thinking a lot about which tasks I can manage to fit in to make progress with my 948. First and foremost I need to set up the facilities for fitting the rear deck seal to the roof and then the means to position the prepared roof over the car and bring it into contact in such a way that it can be clamped at the header rail to achieve a secure bond. For those who have not worked on the earliest cars, this is critical and requires a team of at least two and a clamping arrangement that will not damage the paintwork. At the moment I lack the time, and the people to assist, to take that job forward, but I am slowly setting things up. So my mind turned to another key task that has been creeping along in the background. Thus, this month I thought I would discuss the dashboard/instrument panel.



The Workshop Manual method for mounting the roof.

HORSE-DRAWN CARRIAGES

Referring to the Wikipedia entry, originally the word 'dashboard' was the term used for the barrier of wood or leather fixed at the front of a horse-drawn carriage or sleigh to protect the driver from mud or other debris 'dashed up' (thrown up) by the horses' hooves. The first known use of the term (hyphenated as dash-board, and applied to sleighs) dates from 1847. Commonly these boards did not perform any additional function other than providing a convenient handhold for ascending into the driver's seat, or a small clip with which to secure the reins when not in use.

When the first horseless carriages were constructed in the late 19th century with engines mounted beneath the driver, the simple dashboard was retained to protect occupants from debris thrown up by the car's front wheels. However, as car design evolved, so the dashboard became a panel that protected vehicle occupants from the heat and oil of the engine. With gradually increasing mechanical complexity, this panel formed a convenient location for the placement of gauges and minor controls, and from this evolved the modern instrument panel, although retaining the original term.

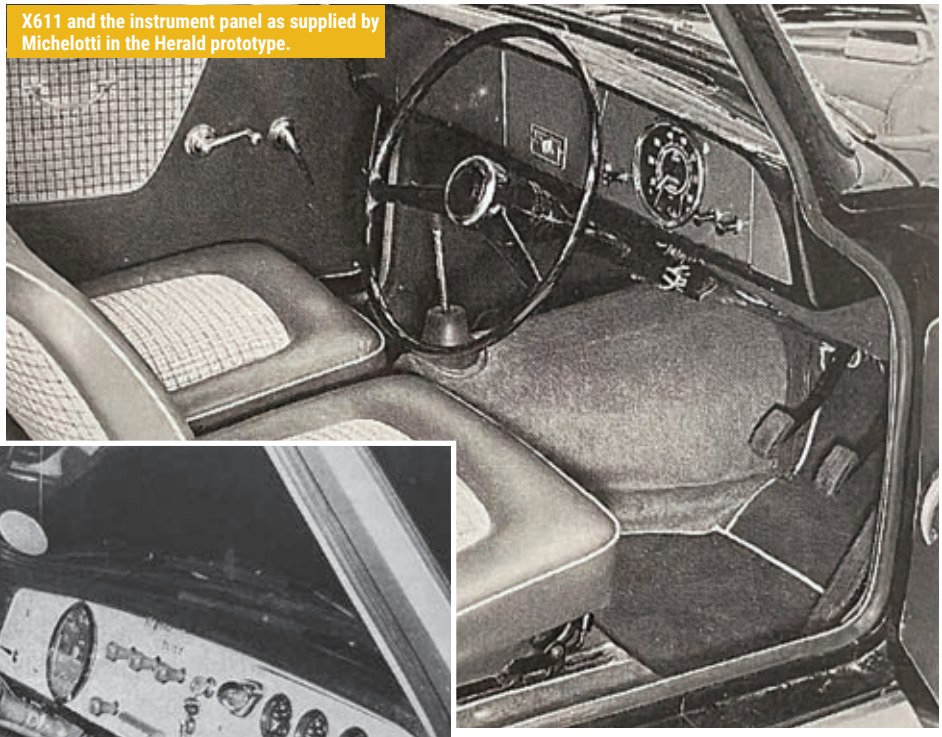
When applied to the Herald, we refer to the protective structure as the bulkhead and use the term dashboard for the unit which is mounted to this bulkhead and carries the instruments. In other cars the bulkhead might also be referred to as the firewall, but in the Herald it is a separate wall-like unit that mounts to the chassis so it truly is bulkhead like. Thinking about my 'to-do' list for preparing my dashboard made me realise there has been very little written about the design Triumph chose for the Herald.

THE ZOBO DASHBOARD

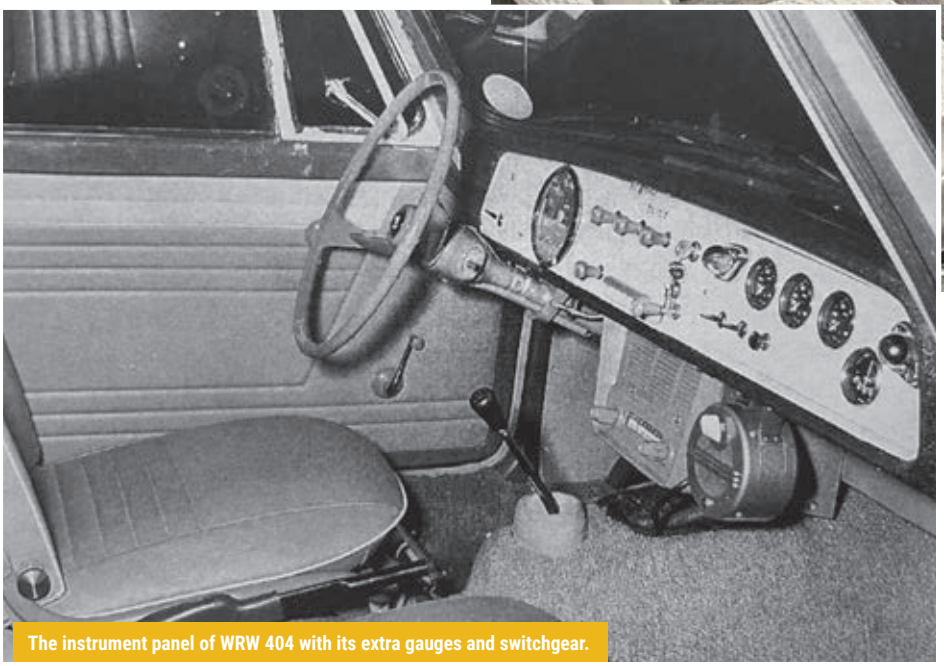
I have for many years used the superb reference book by TSSC's original archivist, Mike Costigan, *The Complete Guide to Triumph Herald and Vitesse*. This does cover the details of the first dashboard and the sequential development of the layout with subsequent models, but Mike did not cover how Triumph decided upon the optimum way to provide the Herald 948 with its instrument panel. Indeed, neither is it discussed in the books by Graham Robson, though he does provide some pictures of the dashboard arrangement as supplied by Michelotti. Images are also found in the excellent limited edition archive publication *Trauma at Triumph* from **www.triumphherald.com** covering the development, launch and production of the Herald from 1957-1961. (This book was cleverly limited to 948 copies.)

Critically, from the two books mentioned it is clear that Michelotti had not paid much attention to the design of the dashboard. In fact Graham Robson in his book says: 'Michelotti never professed to be an expert at shaping instrument panels and the very basic layout for the prototype X611, the original Herald Saloon, proves that. Not only had he done nothing but place a Standard Ten speedometer onto a flat metal slab, but he also used a Fiat steering wheel. The Standard Pennant panel was already better than this!'

Moving forward from that early prototype, also in Graham Robson's book is an image of the lefthand drive Saloon, WRW 404, used on the proving run from Tangier to Capetown in late 1958. From this image it is very clear that Triumph had applied a lot of thought to what was required. Although this car had a lot of extra instruments and switchgear in place of the glove/cubby box, it shows the formative version of what would be put into the production cars, including a moulded unit upon which the instrument panel is mounted. It is this aspect that interests me greatly as there is no information about how Triumph came to use the moulded fibreboard solution. Yet even in this installation there is a surface-mounted metal panel. As we can clearly see, Triumph made a cost saving decision to only use a moulded fibreboard panel in production, eventually adding a padded vinyl surface and an upmarket veneered wooden panel on the cabin-facing surface.



X611 and the instrument panel as supplied by Michelotti in the Herald prototype.

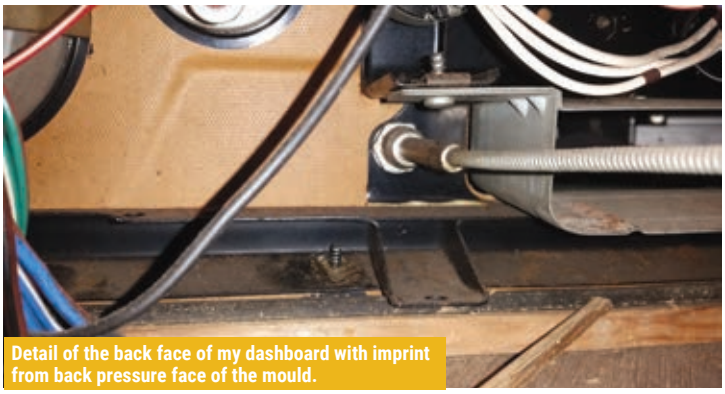


The instrument panel of WRW 404 with its extra gauges and switchgear.

PREST FIBRE

If you take a close look at the fibreboard material, especially where it has frayed and suffered, it is clear that it is a moulded product from fibrous wood pulp, but until recently I had been unable to establish what the production process was, and what if any bonding agent was used. *The Autocar* edition of 24th April 1959 provided a very detailed write up of the new Triumph Herald. In their description they do state that the dashboard is a 'light Prestfibre' unit.

An online search revealed that Prestfibre was a Reading company who by 1962 had the following product range: the Triumph Herald dashboard and gearbox cover, wheelarch covers for the Hillman Imp, heater nozzles for the Ford Zephyr, door pockets for Jaguar, suitcase shells for Antler and baby seats for Britax. (I am now wondering how many spillages in early Britax baby seats led to a gradual softening of the seat!) Actually Prestfibre were expanding and had taken over the Golden Valley papermill works in Bitton in the Avon valley near Bristol. Even in 1980 the company were still producing car products, including the fascia/dashboard panel for the Vauxhall Astra. Over the years I had seen labels on dashboards indicating Prestfibre, but until very recently had not researched it. The following is a precis from a history of Bitton website (**www.bittonhistory.org.uk**):



Detail of the back face of my dashboard with imprint from back pressure face of the mould.

'Prestfibre was started in Reading in 1956 by Miles and David Burroughs making small wood fibre mouldings for the domestic and car industry. This wood fibre process was operated under license from Deutsch Fibrit GMBH, based at Luneburg. The process involved forcing a wood fibre and water slurry into a shaped perforated mould to give a build up of fibre about 50mm thick. High pressure air was then introduced to drive out as much water as possible, reducing the mould thickness to about 35mm. The fibre mould was transferred to a male form and a hydraulically pressurised rubber bag closed over the mould to squeeze out more water. This resulted in a

fibre moulding about 30mm thick which was then squeezed between a pair of hot dies at 300°C and pressure of up to 100 tonnes. After 2 to 3 minutes the result was a strong wood fibre moulding about 2mm thick, similar to, but much stronger than hardboard. Originally, a baled wood fibre in sheet form from Norway or Sweden was used and phenolic resin was added to the slurry to give the moulding added strength. When a local pulping plant was built in 1978 and locally sourced wood was pulped on site, it was found that using fresh wood (2 to 3 weeks old) could achieve the same strength, using the natural resins in the wood.'

In 1962 Miles and David obtained the contract to supply bucket seat mouldings for the Morris and Austin 1100. The old paper mill at Golden Valley seemed the ideal place. The mill was leased from the King-Smiths on a five year term commencing 1st October 1962, with the option to purchase the property after five years or vacate. Work began immediately to install the pulping equipment, large presses and associated hydraulic equipment to produce the wood-fibre moulded bucket seats. The mouldings were produced on four sets of tools, each set comprising one wet moulding set of tools and two hot tools.

In 1965 Prestfibre Ltd acquired the automotive moulding division of Plessey Ltd at Swindon, (known as Pimfibre), and another company, Preform, from Treforrest in South Wales. Both plants were moved to Bitton in 1965/6. Specialising in smaller mouldings for the automotive industry such as gloveboxes, heater vents and parts of boot liners, the mouldings were formed by a vacuum process instead of pressure as in the case of the Prestfibre parts. At this time the company name was changed to British Moulded Fibre Ltd.

My dashboard undergoing work and preparation.

Some of the larger mouldings manufactured on the Prestfibre process were shipped to the Reading factory for finishing with a vinyl or leather cloth, as the plant at Bitton was only set up to provide bare, painted or varnished/ waterproofed mouldings.

Fibrit is still referred to as a product used in the industry, but it has changed and improved over the years. I will hold it there for this month and will leave the subject of repair of Prestfibre material and consider covering instruments and switchgear for December. I hope you are looking forward to what you can achieve at Christmas. Adam

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Two Special TRs

This month I am moving away from my familiar territory of Herald-derived kit cars and specials into the more rarefied area of Triumph TR specials, or one-offs. I was inspired by a post that came up on one of the social media groups I follow, one for modified Triumph cars. It was a picture of the red car, the plain red one with the Standard Triumph shield on the front, as pictured below.

I followed the link in the post and that took me to the August 2025 auction of a German car auction company called Classicbid (**www.classicbid.de**). The car is described as Triumph TR2 Superleggera Bristol. I landed on the English version of the web page, which had plenty of photos of the car, but frustratingly no description of it. I set about searching the internet as surely such a car as this must have a significant presence on the web? Despite using all the variations of search terms, I came up with… zilch. This was annoying. I could hardly do a piece with just photos and no text. But then I stumbled by accident on the German version of the auction catalogue for the car and noticed a whole load of text, in German, that was missing from the English version. Thanks to Google translate, here is that description, mildly edited:

'A unique prototype. This TR2 was dressed by Carrozzeria Touring using its renowned Superleggera technology. It retained the original 2.0 litre, 4-cylinder engine (around 90hp), but its aluminium body made it lighter, more elegant, and represented a rare alliance of British mechanics and Italian design.

'Unique opportunity, Triumph TR2 "Le Mans" factory racing sports car – history, authenticity and performance combined. A fascinating one-of-a-kind for connoisseurs and collectors. This Triumph TR2 is no ordinary classic, but a pre-production model of the legendary factory racing cars of 1955 –built for use at Le Mans – identified by GTÜ Classic.

'Year of manufacture/first registration, February 1955 (England). Actively used in English racing in the 1960s. Original English registration book available. Around 1962, the car received a completely new body from Bristol, manufactured under licence from Carrozzeria Touring Milano – tubular trellis frame and lightweight aluminium bodywork. This chassis combines British engineering with Italian elegance and lightweight construction expertise.

'From 2017 to 2021, the car was restored with great expertise and care – numerous invoices and documentation are available. The GTÜ market value analysis from 07/2023 certifies it as Condition 2. German registration with H licence plate, GTÜ certificate and extensive documentation included. In conclusion, a unique, authentic

works racing car with a verifiable history, high technical sophistication and street-legal sports car performance. Whether for historic rallies, collections or connoisseurs of automotive art – this TR2 is more than just a car, it is motorsport history on wheels.

'Three TR2s were officially entered at Le Mans in 1955. All three factory racing cars (VIN: TS-5202, TS-5534, TS-5691) have been preserved to this day and were successfully auctioned between 2019 and 2020. They achieved a hammer price of between 190,000 and 297,500 euros. This Triumph TR2 Superleggera Bristol, with the chassis number TS-5041, was built by the company Bristol on a chassis from Triumph according to the Superleggera licence of the coachbuilder Touring from Milan. The "Superleggera" (in English roughly "super light") is the name given to a type of body developed by Carrozzeria Touring in the 1930s.'

Back to me now, and we can only take that seller's description as we see it. Three TR2s did take part in the tragically infamous 1955 Le Mans, but I can find no other reference to this car on the internet nor in my extensive library of books about Triumph cars, which I find odd. I am suspicious of the use of 'prototype,' but this may be a translation issue. The car was advertised at a fixed price of 174,000 Euros, so yes, quite a lot of money. It seems the car was unsold, though the website is a bit confusing on this. Surely no-one can deny that whatever its exact provenance, this is one beautiful looking motor car.

During my research for the 1955 Superleggera Bristol, I stumbled on another 1955 TR Superleggera, one that was up for sale by auction, in Germany again, in September. That is some coincidence. The auction company is Nagel, which seems to be a long-established company. They must have been early into the web as they have web address **www.auction.de**.

The title of the car, also red but this one with the roundels, is Triumph TR SS Superleggera, 1955. Here is the catalogue description:

'Superleggera construction, masterfully restored one-of-a-kind. This unique piece embodies the essence of classic coachbuilding and automotive craftsmanship: the Triumph TR SS. It is a prime example of a masterful restoration, combining British chassis history with Italian engineering.

'The Triumph TR SS was built on a modified Triumph chassis and features a completely handcrafted Superleggera aluminium body. This construction method was developed in the 1930s by the Italian coachbuilder Carrozzeria Touring of Milan. The goal was to create bodies that were extremely lightweight, but also provided the necessary rigidity for high-performance sports cars. The basic principle is a complex, lightweight framework, constructed like a cage or a lattice of thin steel or aluminium tubes. This three-dimensional skeleton was mounted directly onto the car's chassis. Then the thin, hand-shaped aluminium sheets were attached from the outside, forming the final shape of the body.

'This one-of-a-kind vehicle was acquired as a restoration project over 20 years ago and was completely rebuilt in an elaborate process. The careful work has paid off – after the long restoration, the vehicle has already successfully participated in regularity events and proven its capability on racetracks like the Salzburgring and at Goodwood.

'An Italian heart beats beneath the aluminium skin. The complete drivetrain, consisting of the engine, transmission and rear axle, comes from Alfa Romeo. The 2-litre engine, which was also overhauled during the restoration, produces just under 130hp.'

I've cut out a fair bit of text, as it goes on about the Superleggera build process and about the qualities of the Alfa Romeo engine. I would have liked to know when, why and by whom the body was built. The auction estimate for the car was… 260,000-320,000 euros. Yes, I agree! Surprise, surprise, it didn't sell.

I did find out one more thing about this car – it was sold at another auction six or seven years ago, I think, for 65,000 euros. No further comment.

So, two cars with, it seems to me, an air of mystery. Two cars I'd like to know more about. Anyone with any facts?

Trevor

SOCIAL MEDIA

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DAN'S TR3A ...

CONTINUED...

In last month's Courier I wrote about the TR3A that Dan had bought. Here is the latest update on that car, which he had left with me to carry out some remedial work. This included steering that felt notchy, a fuel gauge and a speedo that didn't work, the clutch that was not engaging/disengaging fully and a dynamo pulley that was broken.

It was a bit tight accessing the nuts and bolts holding the dynamo in place, but with the horns removed I was just about able to undo the nuts and bolts that secured the dynamo and was able to gently manoeuvre it out from under the carburettors. I still had the old dynamo from my TR4A with the wider type pulley on it, so I removed the damaged pulley from the TR3A dynamo and fitted the one from my TR4A (an impact gun was required to remove the nut). The dynamo was then re-installed, and with the V belt fitted the engine was fired up to check that the dynamo was charging the battery. It was.

I drained the fuel from the tank by cutting one of the degrading fuel hoses on the main fuel line underneath the car. The engine oil was drained and the oil filter assembly was unbolted, but while doing this I noticed a damaged pushrod tube which could be the cause of a slight oil leak on the cylinder head. The clutch slave cylinder pushrod was removed, stripped down and all the fittings copper-greased to aid adjustment, re-fitted and adjusted.

The rear of the car was raised off the lift and the road wheels removed to give access to the seat belt mounts, which required removing for me to take out the rear cockpit trim. Next, I removed the trim to gain access to the fuel sender. I removed the cables and ran a check on the fuel gauge to find that it worked. I removed the sender and it looked pretty new. It was, however, stuck in the lower position. I freed it up with WD40, reconnected the cables and the fuel gauge responded when the float arm was moved. The fault might have been that the sender was previously installed in the wrong position, and when the fuel level dropped, it fouled on the side of the tank. Time will tell. I re-fitted the sender in a different position, 30 degrees clockwise.

All the fuel hoses were replaced with R9 ethanol resistant hose and a stainless steel and glass cleanable fuel filter was installed between the pump (an electric pump had been fitted to the car) and the fuel tank. Two gallons of fuel were added to the tank and with the ignition turned on the fuel gauge registered. I started the engine and there was a definite improvement in gear selection.

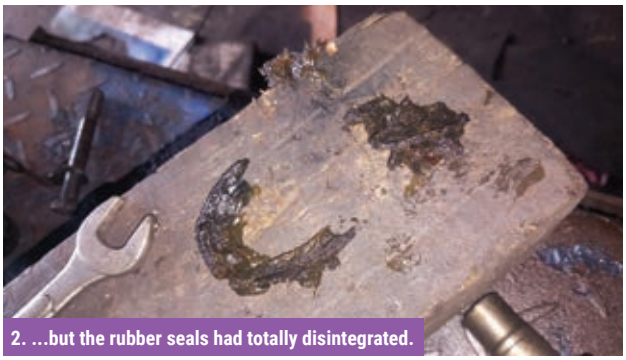
The next issue was the speedo. Working from inside the car, the cover over the speedo cable-to-angle drive was removed and I uncoupled the cable from the angle drive. I checked the inner cable and it was not broken or worn. With the original cable reattached to the gauge, I used my drill to drive the inner cable and again the gauge operated. This obviously indicated an angle drive or gearbox speedo gear issue, but as Dan wanted to use the car the coming weekend, there was no time to check this out and Dan would have to use a speed app on his phone to avoid speeding fines. By this time the spin off oil filter conversion, spark plugs, rear wheel cylinders and Goodridge brake hoses had arrived, so the next day was spent fitting all these parts, filling the engine with oil, bleeding the brakes and filling the steering box with lubricant so that Dan could use his TR for the weekend.

Dan only used the car for about 60 miles over the weekend and reported back to me that the steering was better, but not as good as it perhaps should be and that the engine was over fuelling, but oddly the speedo was working! He brought the car back to me so that I could give the carbs and steering a good service.

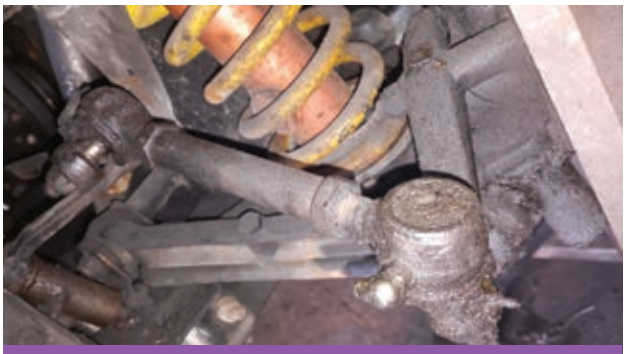
The front of the car was raised off my lift and the wheels, calipers, hubs, steering arms and top ball joints separated on both sides. I found that the trunnion bushes were in good condition, the trunnions moved well and both the threads on the vertical links and the trunnions were serviceable. But the trunnion top seals had virtually degraded to nothing, the top ball joints required replacing and all the steering joints were either badly worn or suspect.

The trunnions were filled with lubricant and the vertical links were screwed in using

1. The nearside vertical link – this was serviceable...



2. ...but the rubber seals had totally disintegrated.



3. The tie rod control bearings were well worn...

WITH THE TRACKING ALL DONE, DAN'S OFF ON A RUN!

4. ...so new ones were installed.. This is the offside.

5. A bump stop was missing and had to be replaced.

6. The Trakrite gauge shows how far out the tracking was.

7. It took several tweaks to get the toe-in/toe-out right.

new seals. New top ball joints were fitted and all the steering ball/rose joints were replaced. I measured the lengths of the steering arms so that the new ones could be fitted in the same place and hopefully retain the toe in/out. With everything reassembled and the wheel bearings greased and adjusted, I lowered the car and drove it off my lift. I used my Trakrite to check the toe in/out and both sides were way out. It took a few runs over the Trakrite with the accompanying adjustments to get the toe in/out within tolerance.

It was now the turn of the carbs. I removed the dashpots and found that the metering needles were in poor condition. I checked the jets for wear, but they seemed OK (at a later date the carbs will probably be reconditioned, but a short-term solution was required for Dan to get some use out of his car before the winter closes in). A set of leaner needles were bought and installed, then Dan came down for a test drive.

'Fantastic!' he said after taking it for a test run, but it's pulling very slightly to the right.' So we used the Trakrite and found that all the new joints had settled and now needed very slight adjustment. With this done, Dan took the car for another test drive and came back a happy man.

Bernard

TR3A 1960 FOR SALE

I have received the following information from a club member regarding his TR3A which he has up for sale. If there is anyone interested in the car, please contact me and I will forward you the contact details. The following is a brief description provided by the owner:

Originally exported to Belgium. Reimported in the early 1970s. Undergone full restoration (body-off) 11 years ago. The engine was rebuilt into 2138cc guise and paired with a TR4 gearbox and overdrive. Rack and pinion steering and a brake servo were also installed. The previous owner had the car 10 years covering 1500 miles. I've basically recommissioned the vehicle again with many new parts such as a stainless exhaust, Pertronix ignition, original style heater core, Continental tyres, LED lights plus much more. Weather gear is all excellent.

CALL ME FOR FREE, IF YOU WANT A TR3!

SPITFIRE DEMISE

I have to start on a sad note. It was only a couple of months ago that I was able to share with you this boat, a prawn trawler called Spitfire that Keith Lister had spotted while on holiday in Dunbar. He had even found one of its life rings hanging on a wall in the town.

The other day I got an email from David Jarrad with an excerpt from a recent issue of *Fishing News* telling the story of Spitfire's demise. It said: *'A historic trawler, described as a relic of a golden age of boatbuilding, has sunk in the Firth of Clyde following a dramatic rescue operation that also saw a lifeboat capsize. The wooden vessel Spitfire LH 107 was fishing for prawns north of Little Cumbrae Island on the morning of Wednesday 10th September when her crew sent out a distress call, reporting she was taking on water.'*

Ultimately the two man crew was winched to safety by the rescue helicopter, but the 50 year old vessel went down shortly afterwards. If that wasn't enough excitement for one day, it seems the lifeboat which had also been dispatched to help, capsized while en route, but thanks to their training, the crew members were able to right the boat and get back to shore unharmed.

But back to the boat, and the news story continued: '*Spitfire had been a fixture at Dunbar harbour for 50 years, fishing for prawns and occasionally scallops and squid. Built at the Weatherhead and Blackie yard in 1974, she was the second to last boat to be built there. The 10.43m trawler had remained in the same family until being sold last September.*'

David Jarrad has a Spitfire himself with its own tale of woe, a 1963 Spitfire4 which he has owned for nearly 20 years. David writes: *'This year, however, it is having a bit of restoration to bring it back to its former glory. Due to a move to Sussex from Devon some seven years ago and a couple of family bereavements, she had not been used at all for a few years. THEN she was in an accident, whilst stationary in my locked garage – an uninsured car slammed through the garage door causing serious damage to the rear end! Hence the decision for a resto job – not quite a complete body off restoration, but close. I hope to get it back during October, so I hope the weather stays fine for a few more weeks.'*

What a shame, and circumstances that surely no-one could have foreseen. I hope David is able to get some use of his restored car before the weather turns.

Incidentally, we found another floating Spitfire while we were on the canals in the summer, this one commemorating the airborne ones in WW2. That is pictured above, while below are some more of Ralf's models of the cars which participated in events in 1965, this time Le Mans, the Monte Carlo Rally and the Tulip Rally in Holland.

And finally, just to show I haven't completely run out of suggestions on how to recycle your old tyres, here are a couple of pictures showing both good and not so successful versions of one design.

Suzie

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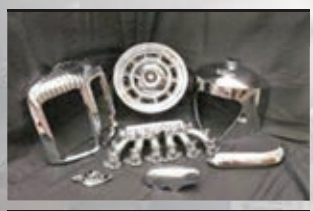

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GUY SINGLETON

WEEKEND AWAY

I think this month I will start by following up on last month's article. As I write this we are five days from starting the Round Britain Reliability Run. We opted for Plan C – buy another car – so we have bought a Dolomite 1850 Auto. It is a model that Suzie has had before and enjoyed, so I talked myself into it! It has not been without its own challenges getting this far, though.

Once on the open road I found that the diff was very noisy, so that has been out, had new bearings fitted throughout, and whilst not perfect is now a lot better. I also discovered an intermittent problem with the inhibitor switch – I took it for an MoT and the garage called to say the car would not start. I went down to check and discovered that the switch was not registering that the car was in park and so would not start. An inhibitor switch bypass got it going for the MoT and subsequently I got a replacement inhibitor switch. Also, Suzie took it into town and on her return reported that the indicators were not working. A wobble of the junction at the base of the steering column sorted that one out – the switch is a repro one, and I think the connector is not as good as it should be. Currently I am trying to put miles on the car to test it out further, hoping not to break it before next weekend!

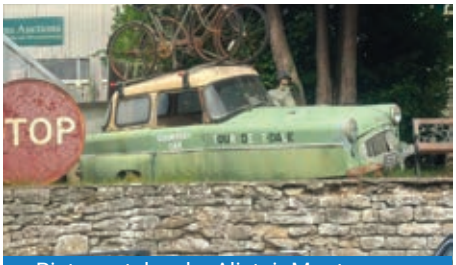
I did not forget the Equipe 2+2, and my list of jobs – it is still the fallback car, and I would love to do the Scottish part of the drive in it, though I'm not so sure about the long motorway runs! I have done some of the work on the list I put in last month's article. I started with the big job, replacing the diff. This was with a 3.89 Vitesse diff, not the 3.63 I was hoping to use, as when I looked at the available options in the garage I found I did not have a 3.63, so that made the decision easy. The job went much as planned: jack up and support the rear of the car, take off the exhaust, then remove both driveshafts and disconnect the propshaft, take off the rear spring, unbolt and drop the diff, then change all the drive and propshaft flanges for the larger ones and do it all again in reverse. Sounds easy, and it is not difficult, it just takes time.

A day later I set off for a test drive, and am pleased to report that the diff sounds good, or at least you can't hear it. The final job was to change the speedometer with one from a Vitesse so that it reads correctly. This was a job I have been meaning to do for a few years, so the RBRR sort of made me get my finger out and get it done.

As soon as I finished the 2+2 it was time to take the diff out of the Dolomite so that it could be refurbished, a similar job but different given the live rear axle in the Dolomite. Anyway, not a bad weekend's work, even if I say so myself. Fingers and toes crossed that the RBRR goes well, both for ourselves and all the other teams.

Now to more things Equipe, and I can report on the Equipe Weekend which was held over the 28th-30th August. For us it actually started on Wednesday 27th as we had ourselves a convoy! We met Paul and Clare Hutchings, Andy and Thomas Belcher, and Costa Hadjiloizi at the Fosseway Garden Centre at Morton in Marsh for a light lunch before travelling up the Fosseway to Bulkington, where we stayed at the Weston Hall Hotel for the night, before heading north to Leeds. You will note that this is an Equipe weekend, but we had only one Equipe at this stage – Paul and Clare felt that the Stag was a more comfortable option for Clare's first long distance drive in a classic, and Andy Belcher's 4s threw an alternator at the last minute so he came in his Vitesse, while Costa (who has done a lot of work on both Paul's Equipe Convertible and his Stag) borrowed Richard Dredge's Vitesse for the event.

We had a nice drive north, largely on the A1M, found another garden centre for a lunch stop and a few repairs, and then on to Blacker Hall Farm Shop near Wakefield where we met the rest of the participants – John and Miranda Ungar (Blue Equipe Convertible), Alistair Montgomery (White



Pictures taken by Alistair Montgomery

Equipe Convertible) and Steve Brent (Lancia) – for afternoon tea before a short, slightly separated convoy to the Holiday Inn at Garforth where we were saying for the Weekend. We all sorted ourselves out before meeting up for drinks and supper.

The following day, Friday, we set off at around 10.30am and drove to Thornton le Dale, where we had a lunch stop, wandered around the village and of course the Mathewson's Bangers & Cash original premises. We then drove to Pickering to visit the current Mathewson's auction – it was a viewing day, and I think fair to say that they were less than helpful, although understandably busy.

Here some of us managed to park up and look around the auction, but Suzie and I decided to have a break-out trip to Scarborough to see Pete Walton. He had dropped in at Thornton le Dale to meet up with us, but was working on his Equipe Convertible so was unable to bring the car. He was busy refitting carbs in the hope of getting to a car show the following day. You may recall in my April 2025 article I featured the hard top he had made for his Convertible – a very nice job he made of it too. We then made our way back to the hotel, and again all met up for drinks and an evening meal.

On Saturday, the last day of the Weekend, we convoyed to The Motorist at Sherburn-in-Elmet where they had an Italian day, but had made special arrangements for a group of Preston-built Equipes which was very kind of them. We were joined at the hotel for the convoy by Paul Nichols in his red 2 Litre Coupe. We enjoyed chatting to people and looking around the cars. At 1.30pm, I tried bidding by telephone on a Triumph 2500 in the Anglian Car Auctions, but it went out of my price range very quickly.

After this we all departed in various directions, having had a very enjoyable weekend. We got home late on Saturday evening, having had a nice cross country drive, most of it top down. I would like to thank John and Miranda Ungar for all their work in organising the weekend for us. I think I can speak for all of us when I say we had a great time – many thanks for all your efforts.

Having not bought the 2500, I arranged to look at a 2500 Chicane (South African built 2000/2500) in Wales the following day, but decided that it was not for us, and then went on to look at a certain brown Dolomite 1850 – and that brings us back to the start of the article!

We have a few plans and ideas for next year's Equipe Weekend, probably based near Coventry on the first weekend in September – more details to follow in due course.

Finally an update on my former 2+2, 653 UHY which was up for auction at Hampson. It has sold for £4500 including fees. The buyers were Harvey Mchugh and his father Kevin – I hope they enjoy the car as much as I did.

Guy

DAVE TUNBRIDGE

VITESSE COUPÉ – History

Seeing the light of day at the National Weekend.

Having got the Vitesse Coupe running smoothly as reported in recent issues, I thought we might have a look this month at the background to the car. The story begins way back in the early days of the Vitesse 6. Piecing together the snippets of information available, this car was a special order placed by Prince Poniatowski, maybe as a second car for his wife. Going back several generations, the Poniatowski family had connections with the Polish royal family in the 18th and 19th centuries and owned the Clos Baudoin vineyard in the Vouvray region of the Loire valley south-west of Paris.

The prince was involved with French politics, so it could have been ordered through the main Standard Triumph dealer in Paris. He must have been impressed by the styling of the Herald Coupé, having seen some examples, maybe in the Paris area or even the dealer showroom. So when the Vitesse 6 was launched in spring 1962, he may have thought that matching the coupé body with the Vitesse 6 mechanicals would be his ideal car.

As we all know, Triumph never listed such a version in their price list – by 1963, sales and popularity of the Herald Coupé were already on the wane so there was no good business reason to include this model in the Vitesse range. Maybe Triumph had already decided not to continue marketing it for any other car except the Herald 1200, but the prince had probably set his sights on such a vehicle and we believe contacted the Paris dealer, Voitures Paris Monceau, to see if a special order could be placed. A deal would have been struck after some negotiation with the Triumph sales department, so they must have agreed on an enhanced price for what is a one-off car, similar to the few Vitesse estates which also started emerging, themselves of course based again on the Herald 1200 estate.

The commission plate has the number HB 10510 LCPO, and checking the records this would indicate it was built in spring 1963. The LCPO letters mean lefthand drive (L), coupé roof (CP) complete with overdrive (O). Unusually perhaps for a coupé, it was finished in gunmetal which maybe is not the most attractive colour for a vehicle with such sporting pretensions. A red/white duotone would certainly have been much more of an eye turner, but it could be that the owner did not want to attract attention to his new car. One can only guess; however, a further clue regarding this assumption is that there is no Vitesse 6 badge on the boot lid, neither are there any holes evident where this badge is located on the RH side of the boot lid, so there is no outward evidence that the car is a Vitesse apart from the twin headlamp bonnet.

What else do we know? Well, it was shipped to Paris by British United Air Ferries (BUAF) from Lydd Airport. BUAF had a fleet of 28 aircraft in April 1963, most of which were Bristol Type 170 Mk32 Superfreighters capable of carrying three cars and 20 passengers. It would be interesting to compare the cost of using this service with the equivalent Dover to Calais car ferry at the time, and how this compares with today's prices. Consider it as the cross-channel equivalent of British Rail's Motorail service, but with very limited capacity.

The Vitesse Coupe's commission plate.

The Bristol Type 170 Superfreighter plane ferry.

Whether the car stayed in Paris for a few years is unknown, but at some stage it must have arrived at the vineyard and was used locally, probably until the mid-1970s as evidenced by three tax discs still stuck to the inside of the windscreen. The last one is dated 1974-5, so it is possible the car was not used on public roads after 1975. It is believed that the wipers stopped working maybe around this time, following which it is likely that it was put at the back of the chateau's old coach house and left to gather dust. Maybe the local 'mécanicien automobile' could not source the parts from England, who knows? Perhaps it continued to be driven around the vineyard, we can only make assumptions unless more information surfaces. Probably the only way to find out is to contact the Poniatowski family, a course of action which we are considering for next year.

The Clos Baudoin vineyard now has a different owner and nothing is known about what happened to the Coupé when the vineyard changed hands, but news of its existence surfaced when the car was spotted by Joelle Rodenas at a chateau sale. She was planning to do some historic rallying with it, but after going on the TSSC forum he realised she probably had something special and applied for a certificate from the British Motor Industry Heritage Trust (BMIHT) where it was confirmed as the one and only Vitesse Coupé. The club was then contacted by Joelle Rodenas and Benoit Puchelle when they decided to sell it during the covid epidemic.

1972-3, 1973-4 and 1974-5 tax discs.

The Coupe as found, still in France.

As for the indicated mileage of 6914km, I did originally consider the car to be very low mileage, but having had a much closer look at it, this has now been revised to 106,914km. Although the chassis has some of the original paint on at the front (an area usually well protected by oil leaks), the outriggers and side rails have visible corrosion, although they do not appear to have been replaced. The tyres are a right mixture of radial and crossply rubber, most of them well-worn and perished. This evidence corroborates the belief that the car has covered about 107,000km but is unlikely to have covered 207,000km – the crossply is the correct 5.60-S-13 size, a Michelin 300B which could have been fitted early in the car's life, but not from new as the factory-fitted tyres were generally Dunlop Gold Seal in the early 1960s.

Another interesting feature of the car is that it has a Claxton Dewandre brake servo (right), probably installed at the factory. This may be the only example in a club car – unless anyone out there has one on their car? We should be able to find out if this was original by obtaining the BMIHT certificate, and this would also provide information on the destination dealer. That again is something for next year. A couple of members have also asked if we have details of the original French number plate, but unfortunately this has been lost. It may be possible to find this if the French tax details from the 1970s are available in an archive as the windscreen still has the three 1970s tax discs, a remarkable record from 50 years ago.

So there it is, all that we know (so far) and some conjecture thrown in too for good measure. Hopefully there will be more to follow in the future. Since the National Weekend, due to holidays and of course Mark Smith's involvement in the RBRR, we have not made any further progress with the Coupé's mechanics, so the next news bulletin is likely to be in early 2026. In the meantime, stay safe and keep firing on all six,

Dave T

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BEA 570N
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W82 OWN
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BRU 3L
BRU 883A
BRY 110T
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CDV 805S
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WCL 45S
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COL 173R
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COX 31V
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CRE 139Y
CRE 3T
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CSJ 215
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CYN 700

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FLA 668
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FLE 33T
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FON 6L
FOO 711E
YGY 460S
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GRE 169N
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GVU 920D
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T8 GYM

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HAL 77S
HAL 58N
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WHA 121S
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90 KTW
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LYN 87X
LYN 21P

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MAP 55S
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MAR 771V
MRR 10W
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MAR 9E
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ORR 174P
20 OSM
82 OWN

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E5 PAT
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S121 PAT
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GPU 113N
922 PUO
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PUT 73R
PUT 71N
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PWN 900R
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PWU 144P
PXK 6
49 PYD

R
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RAJ 599X
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RAY 84R
RAY 162M
RAY 213R
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RAY 553
RAY 729N
RAY 45G
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RD 3197
RD 3530
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Area News

THIS MONTH'S REPORTS FROM THE TSSC AREAS

Triumph Sports Six Area Liaison Officers: Paul & Christina Girling

Email: tsscareas@gmail.com **Tel:** 07584 000442

Now that the evenings are closing in and the weather is becoming less 'classic friendly,' don't forget to keep supporting your local area, even if it means taking the modern car. Your AO needs your support through the winter months as well as the summer.

There are still a couple of events to attend this year. Next up is the Classic Motor Show at the NEC on 7th-9th November. Don't forget to use the club code – CCCNOV5180 – if you are thinking of popping along. This is followed by the TSSC Christmas Open Day at HQ on Sunday 7th December. It's always worth a trip with the chance of a guided tour around the museum and the opportunity to buy those winter needs from the Club Shop. We hope to see some of you there, along with a few hardy Triumphs.

Paul & Christina

AVON

It seems that the summer season has flown by and now we have the chilly mornings and evenings. Having said that, after many wet days we have now had some lovely weather at the beginning of autumn. Some members were booked into the Somerset Festival of Transport and benefited from this lovely weather.

A few of us gathered at a local breakfast meet recently. These are becoming so numerous that it can be difficult to decide which to attend these days! A wide spread of cars (both years and brands) makes for a great couple of hours of wandering and chats. If you are local and have not attended one yet, why not give it a go? You can usually find a fellow TSSC person there.

Stay safe,

Dave

CAMBRIDGE

October's meeting at the Plough coincided with their internal menu testing, so the kitchen was out of action and some of our guys went hungry, but we still managed to corner our half of the pub and nattered into the evening.

Two new members, John who wanted some ideas of who could help with new panels on his Mk1 Vitesse and Alistair in his 13/60 Herald, came along and met everyone.

Toby and Mike chatted a little about ideas for an area outing to northern Spain and all the tribulations of which other halves might come with us and which might not. Mark fed back on the amazing adventure that was driving the Round Britain Reliability Run through Storm Amy, including a photo on his phone of the poor guys in a convertible who's side window was a casualty of some wind-blown detritus or other and was smashed. They drove the majority of the event in the pouring rain with the window down, effectively sitting in their best waterproofs in pools of water. But they made it – that's Triumph drivers for you.

See you all next month at the Plough from 8pm on the first Monday in November, Monday the 3rd.

Tom

CHESHIRE

After Hark the Herald misfiring on the way to and from Capesthorne, I borrowed the Cast Iron World compression tester from Adrian and tested the compressions. The alternator needed to be moved out of the way to get to no.1 cylinder, and all four cylinders gave the same result – 12 bar. Further investigation will involve tappet clearance, and that may involve a rocker box gasket, so I will wait until that has been acquired. There isn't a Moss 'just up the road' anymore, so this may be from Stoneleigh. Having had to charge the battery up to get enough energy to do the compression test, the quiescent current was measured at 6mA (probably to keep the radio memory working). A few days later the battery won't turn the engine over, so the battery is definitely suspect.

I have news from Adrian. The Garden Ornament (Peugeot 205 GTI) is going to be fettled, partly financed by Adrian's daughters, who (I recall) persuaded him to buy said Ornament in the first place. The photograph I have of this car parked on the back garden was taken 11 years ago. Adrian and I are currently planning to attend the Restoration Show at Stoneleigh.

On the evening of our meeting, RainToday showed a colossal band of rain making its way steadily towards us. I was glad of intermittent wipers (and a full complement of cylinders) in Hark the Herald on the way to the C&P, but the rain was somewhat short of monsoon level. Richard and I discussed such wipers at the bar, where I admitted that the intermittent (occasionally indeterminate) device comprised mainly of a 555 and a relay, two transistors, another relay, a 3-position switch and a few other bits. I copied the intermittent timings from our Vectra (in 2012), and the device sits in parallel with the Herald's wiper switch, as the wiper motor is the older type, not permanent magnet (which is more complicated than the older type). I was also able to present Richard with some 'ventilated wheel trims' that have been holding down the floor in our loft, in order to replace the one that went AWOL.

Monty has been playing with fibreglass – well his Bond does have rather a lot of the stuff. There was a steel bracket on the bonnet which had parted company, assisted by tinworm (not fibreglassworm?). This bracket has been remade in stainless (which theoretically is tinworm proof) and attached to the bonnet with some new fibreglass. I think that's a correct description, but I may be wrong.

Roger hasn't been able to get the Spitfire out of the garage because the scaffolding needed for house roof replacement makes garage access impossible. It must have been like that for quite a while?

There's the Classic Motor Show at the NEC on the 7th-9th November, with the usual NEC parking and pricing, and the usual Club discount.

Our next meeting is on Thursday 6th November at the Cock and Pheasant.

Henry

CORNWALL

Thank you to all who came along to last month's club night, again we had quite a gathering. As you have all been aware, I have not done much at all with my little Spit this year due to a family bereavement, but I'm looking forward to a couple of the last events for the year. Our ever-popular fireworks evening returns in November and there's a

car meet too, and we'll finish the year on a high with our Christmas Dinner and Dance and on Saturday 13th December at The Fowey Harbour Hotel.

At November's club night it will be our planning night for the year ahead, so do please come along with any events that you would like to add to our calendar. Please do let me know of your attendance so I can book a table at The New Inn, Goonhavern – we meet from 7pm.

Here's some news from Claire and Malc on a new event that they and other members took part in.

'It's great to find a new place and that's what Malc, our son Tom and I did on the last weekend in August. At a recent club night, Marcia's brother Roger told us about The Helston Heritage Transport Weekend at the Helston Railway, which sounded interesting as it's a railway run by a preservation society aiming to keep reopening up track for steam and old diesel engines. We didn't even know it existed, so we knew we should support this worthwhile cause and we are so glad we did!

'It is only a small show, but the venue field alongside the old track and bridge was well laid out with classic vehicles and a few interesting steam engines, and it had tremendous views. A good marquee providing light

refreshments and shelter from the wind was welcome, but it was dry and bright. They also had some live musical entertainment on both afternoons.

'We saw Grant, Roger and Marcia with her classic VW Camper and it was great to see Cathy and Ian with their Vitesse, Tom and us with our Sprints. The highlight was catching the old train for a very short but enjoyable ride, although sadly it was a diesel engine and not the steam locomotive on this occasion, but this is down to the costs of running the steam which is very sad. The railway is currently on another important fundraiser to try and buy their next bit of old track, which includes a fantastic viaduct – a very worthwhile cause if anybody would like to contribute. So well done and good luck to all the volunteers with that and preserving history.

'We have just had the pleasure again of using our elegant Mk1 Triumph 2000 for a friend's wedding. It is so lovely to use it for special occasions, especially weddings. Malc does a great job and is the perfect driver – people just love the old classics, so long may all things classic continue!'

UPCOMING EVENTS

Saturday 8th November: Fireworks and Food at your A/O's. All that's needed for you to attend is one large firework and a plate of food to share. You are welcome to bring along your favourite tipple – I shall provide teas, coffee and soft drinks.

Sunday 23rd November: Car meet up being organised by Jane and John.

Sunday 30th November: Wheels at Wheel Martyn, Carthew, St Austell.

Thursday 11th December: Club Night Cancelled.

Saturday 13th December: Christmas Dinner and Dance at The Fowey Harbour Hotel. Meeting at lunchtime first, 12:30pm, at The Ship Inn, Fowey for a light lunch, then perhaps a bit of last-minute Christmas shopping before going back to the hotel for our party that starts at 7pm. Numbers will be required please for lunch time.

Thanks so much you your continuing support. That's all the news this month. Happy and safe motoring,

Carol

CUMBRIA

By now well into our winter Sunday lunch meeting format, we can take a moment or two to look back on what we have achieved this year. A number of classic motor events attended and some local Lakeland country shows gives a blend of activity which seems to suit most Cumbria members, but if anyone wants to go to other types of events, that would be great too.

Details of dates and venues for our Sunday lunch club meetings are on the TSSC Cumbria Facebook page. Rob Milligan kindly posted this great picture on the page recently of a Triumph 2000 towing a contemporary caravan which had just turned up outside his house – please feel free to post your Triumph photos on the page too.

A classic car that is clearly still capable of working for a living.

The September Tour this year, expertly planned by Rod Moore, has been and gone – a full report is published elsewhere. Once again we reached our final destination for this year's expedition at Robin Hood Bay with no serious mechanical issues, but it was reassuring to know that the technical expertise of Dick Grandison was on hand just in case.

Looking back on a summer event – the Whitehaven Harbour Festival.

Once again we shall be ending the year with our traditional Christmas meal at the Pennington Hotel, Ravenglass on Sunday 7th December at 12 noon. Details of the menu and costs are posted on the Facebook page as usual. Please join us; we appreciate that Cumbria is a very large county, so if you don't want to driven too far, accommodation is usually available in the hotel on Sunday evening.

Nigel

DERWENT VALLEY

Our October meeting was back at The Sitwell Arms where we had two new attendees who both have GT6s. By time you are reading this we will have had the Restoration Show at Stoneleigh.

Our winter meetings will be at The Sitwell Arms at Horsley Woodhouse, DE7 6BN. We will be back to our usual Tuesday, so this will start at 7.30pm on Tuesday 4th November.

Bryan

DEVON

How can it be November already? The year has flown by again. Thanks to Jon Chartres for the following report on our September meeting, which took place whilst we were enjoying a river cruise on the Rhone!

'September club night was busy as usual with a couple of regular Triumphs in the car park. Nights are drawing in now so we spent much of the evening inside chatting, eating and drinking with lots of talk about Triumphs and the upcoming events, with a focus on the Christmas party being held on Saturday 6th December.'

We were setting off for our holiday when we realized that the October issue of Classic & Sportscar magazine had come out. As my Herald was featured in the Buyers' Guide I had to find one, and got the only copy available at St Pancras Station.

Just after our return was the 5th Triumph Tour of Devon. Thanks to Jon C again for a superb drive in wonderful weather which drew Triumphs from Essex, Leicestershire and Wiltshire to our lovely county, so our event has brought visitors to Devon. As we both had a touch of the 'froggie flu,' we only took the Herald from home to Slapton for the lunch venue, and in that time the horn push landed in my lap half a dozen times. Hopefully it is now fixed! Jon will write a full report for the next issue of The Courier, but with two start points and a choice of two routes from each, there was something for everyone. Some, like us, did only a portion of the route, but this event is now firmly in the Devon calendar.

Our annual joint North/South Devon lunch at the Countryman took place on a lovely autumn day. Four Triumphs met at the House of Marbles for a run over the moor to the venue. We met a variety of livestock as expected on the moor, at one stage having to stop completely whilst cows and a tiny calf made up their minds. From the South were Mike and Jackie and us in Stags, Dan and Simon in the 2500 estate and Graeme and Barbara in their Spitfire. Not so many out this time due to holidays, sickness etc, but nevertheless we had a fantastic carvery again. One to repeat next year.

We still have a number of events coming up in Devon and look forward to members supporting them.

First, on Sunday 2nd November we have breakfast booked at the Haldon Forest Diner on the A38 Southbound by the Racecourse. Join us at 9.30am for a great breakfast, with an optional short run after to Otter Nurseries. Let us know if you can come along.

November's Club Night on Wednesday 19th at the Star Inn will be our AGM. Very informal, but it has to be done! Come along with suggestions for 2026 – what do YOU want to see the Area do? Once again this year we have had so much support from our members, arranging events and more importantly coming along to them.

Sunday 23rd November is our annual Inter Triumph Club skittles and lunch at the Waie Inn at Zeal Monachorum, near Crediton. Once again organized by Claire Purser of the Stag Owners Club, we are aiming to retain the trophy we won last year, so come along and help us do that, and enjoy a lovely and very reasonable lunch after. Play starts at 11am, so see you there. Please pre-book with Sue by mid-November as we need to pass on numbers to Claire.

Going into December, yes, it's our Christmas evening meal, this year on Saturday 6th December at the Lavender House Hotel at Ashburton, a new venue for us and one we are really looking forward to. We will be smaller this year as both the Stag Owners and Dolomite clubs have decided to do their own thing.

There will be NO Club Night at the Star in December, so after New Year we look forward to our annual lunch at the Smugglers at Dawlish. This will be on Sunday 4th January. Rob Lingard has offered to sort out a short drive beforehand. Thankfully this year they do not want deposits, but they DO want to have maximum numbers by mid-December at the latest.

Our Isle of Wight confirmations from Waverley Park AND Red Funnel arrived on 2nd October. Hopefully everyone got theirs?

A big welcome to the many new members we have gained, both as full members of the Club and also to the TSSC Devon Facebook page. We look forward to meeting you and your cars soon.

Sue & John

ESSEX

Well, we have had a great season of shows, a weekend away and have just attended our last classic car show of the year at Maldon. This show is sponsored by Maldon Mud Race and is held on the Hythe Promenade overlooking the river Chelmer/Blackwater Estuary. Myself, Brian, Neil and Roy the organiser agreed to meet up on Saturday to help mark out the site ready for the cars to drive in on Sunday morning – this year there were over 400 vehicles booked in. The advantage of helping is that you can choose the area you want for your club stand!

Sue and I stayed at an apartment nearby and I drove the GT6 into the area early the next morning. Brian met others in Morrison's car park and they drove in together in convoy. We also had TR Register and East Saxon Triumph groups join us, which made a great show of different Triumph models. There were all sorts of vehicles at the event, plus stalls selling crafts, vehicle related

stuff and of course food, and we had the added view of the boats along the river to see. I won an unexpected prize for my car on our Club stand. I asked the organisers why my car was chosen, and they said that they liked the fins on the bonnet. It makes a change that cars are not just judged for being in concours condition.

TSSC Tour of Devon

Myself and Sue with Robin and Rachael decided to join in with the Tour of Devon. We drove down from Essex, but unfortunately the electrical system on Robin's car decided to play up, so he had to have it taken back home and drive his everyday car down instead. Lifton was where we were to start our drive on the Sunday. There was a South route and a North route; as the majority were going south we joined them. It was a lovely route and we ended up at

Slapton Sands for our packed lunch and met up with Sue and John Franklin. We then drove back along to finish at Okehampton. It was a lovely weekend, quite a way for us, but very enjoyable to meet the Devon lot. Thanks go to Jon Chartres for organising it.

GT6 International

The GT6 International was started 11 years ago by Chris Moll who lives in Essen, Germany. It is a closed group, invitation-only event to keep the numbers down and manageable. It is hosted in different countries – Germany, Holland, Switzerland and the UK. We were lucky to have been invited in 2015 in Holland and have joined in Germany a few times. This year it was held at Egmond on Sea in Holland.

Nine of us met up at The Mayflower pub in Harwich on the Thursday evening before taking the overnight ferry to the Hook of Holland. Another four took the ferry from Dover to Dunkirk and we all drove up to the hotel in Egmond, where we had a buffet evening meal and a drink afterwards in the Irish bar.

Next day, 28 cars drove on a planned route to Den Helder Naval Museum, where we had time to look around and have lunch, then it was back to the hotel for another evening meal and drink in the bar. At this meal our thank you was said with the traditional friendship cup being passed around. The next morning we drove out again to De Rijp where there was another museum and Meccano exhibition. We had lunch there, said our goodbyes to those who were not staying another night, then drove back to the hotel. In the evening we walked down to a beach restaurant for a lovely meal together.

Next morning we said our goodbyes to those driving home, while some of us from the UK stayed another few days. We went to Zandvoort, then home on the Tuesday evening ferry.

Next year myself and Sue are hosting it in Essex/Suffolk.

DIARY DATES

Please note there will be no monthly club meets in November or December.

Friday 7th-Monday 10th November: Essex Weekend Away, Warners Corton.

Sunday 14th December: Area Christmas meal, contact Mike for details.

Mike

GATWICK

Hi all. There has once again been plenty going on in our area, but before I move on to what has been happening in September, here's a picture of Brian's MkIV at the Capel Classic Car Show back in August where a group of you went. Unfortunately I was unable to go; hopefully next year.

September's club meet was again well attended. The car park fills up with modern cars, meaning there is not enough space for us to park together, so here's a group of our cars that did manage to grab a space next to each other. It was good to see Mike and finally his GT6 at the meeting; sadly he couldn't stay too long as his lights were being problematic. Hope you've got to the bottom of the problem Mike as you are definitely going to need them now the nights have drawn in.

Glen has clearly caught the bug from Dudley and myself to purchase Triumphs – he's gone and bought a beautiful 2000 estate V8! Apparently there were quite a number of hopeful buyers after it.

The weekend of the Goodwood Revival saw Dudley and his brother Jamie turn up in their mobile home, which looked more like a mobile hotel – they clearly like to camp in style! (There's a picture of it on our WhatsApp group.) Justine was also there and managed to grab this great photo.

On 27th September a group of us – Phil, Scot, Marcus, Justine, Dudley and myself – ventured over to the Torque Cafe. It was a lovely sunny morning and it was good to give my Mk1 a run. It's a nice place to meet up with some lovely country lanes, definitely worth doing again.

Dudley has been on the spending spree again and purchased a roll-over ramp, which looks very useful – see our group WhatsApp for pictures.

We had another sunny morning for the Bletchingly meet, which saw the Red Gang back (see the group WhatsApp pictures) with the addition of a red Stag. Cliff snuck on the end in his very yellow Spitfire, apparently the Vitesse is still having running problems (fuel).

5th October saw the first of our Sunday lunch meetings at the Plough in Rusper. It was nice to have a Gatwick meeting where we can enjoy the cars without worrying about the dark nights. We plan to do this every month except December (Christmas meal instead) at different venues around our area, so let me know if you're interested in coming to one so I can let you know where it is. Also I'll put it up on the WhatsApp group.

UPCOMING EVENTS
2nd November: The Old Crock Race.
7-9th November: NEC.
November's Sunday lunch meeting (date and time on the WhatsApp group).
Christmas meal (date to be decided, check our WhatsApp).

Tony

LEICESTER & RUTLAND

Before getting into the last month, firstly want to share some of the great photos courtesy of the Shuttleworth organisers, lovely touch to get these after the event.

This month has seen fewer events as is normal getting into autumn, but it started off with a brilliant weekend in Norfolk for the Mile of Triumphs. Leicester & Rutland area had a fair few attend, Forest Park was a great site and we thoroughly enjoyed it. The walking trail was great, seeing so many other club members along the way and taking in the sea view and the pub on the way back. Definitely bought out the competitive streak in everyone, with the Muschialli's taking top spot. The entertainment all weekend was spot on, and of course the Mile of Triumphs on Sunday at Holkham Hall. Big thanks to Paul and Christina for a really well thought out event.

I've also provided evidence here that the bear made it back safe to Leicestershire and even attended club night this week.

Mike and Chris then attended the Tour of Devon event, and shared some lovely photos.

Coming up, we will be off to the Restoration Show just after writing this, then a lot of the local shows are winding down for the season so a chance to plan and prepare for next year. Always open to idea on trips to arrange or events to attend, so get in touch with ideas.

Monthly meetings continue 1st Monday of the month at the Curzon Arms. There may be a few less Triumphs in the car park over the next few months, but there will be still loads of us to have a laugh and talk cars. All welcome.

Jason & Catherine

NEWBURY

Hello all. As usual, Ian went to the Aldermaston and Wasing Village Show on the first Sunday of September. Whilst it is predominantly an old-fashioned village show, there is always a contingent of classic vehicles. The weather was forecast to be cloudy with a possibility of showers, which perhaps was the cause of there being fewer vehicles than usual. In fact, the only two Triumphs (out of the 22 classic cars) were Ian's TR6 and another TR6 that had come in from Tilehurst. However, there was quite an impressive line-up of eight classic tractors. The stand-out one was a beautifully restored and painted Ferguson TE20, with purple bodywork and pink wheels. Whilst not a Triumph, the TE20s were made in Standard's Banner Lane factory in Coventry. Therefore, it deserves an honourable mention in the report.

There was the usual judging of cut flowers, produce and cakes etc, as well as various stalls selling all sorts of things. However, the highlights for Ian were, as usual, the Duck Derby where about 50 rubber ducks traverse part of the water course that runs through The Old Mill, and the opportunity to throw wooden balls at old crockery arranged on some racking. All in all, a smashing time.

As we are now into autumn, our roaming meetings have stopped. Therefore, the first meeting of the month was back at the Two Water Mills where we stay until next spring. Thanks go to Ian our Social Secretary for organising some excellent venues over the spring and summer months. The second meeting was at the normal location of the Craven Arms where Mary our Treasurer held her last Area raffle as she is standing down in December. Both meetings were well attended, and the subject was raised at both of them as to who will take on the role of AO when Dave R resigns at the end of the year. Unfortunately, there were no takers. It was pointed out that we can't have TSSC meetings without a registered contact person. Please have a think about this, and if you want to keep the Area going, then let me know before the AGM, which will be at the Christmas meal on Wednesday 10th December.

We are now going down into the year and getting closer to our Christmas meal, so please make sure you let Ian have the balance of the money and your menu choices when he asks for them. I have been asked if we have a theme for the Christmas meal. My answer is: come in your Christmas gear and maybe someone will out-do Ian's Electric Turkey.

NOVEMBER'S MEETINGS
Wednesday 12th: The Two Water Mills, Newtown Rd, Newbury RG14 7HB.
Wednesday 26th: The Craven Arms, Skinner's Green Ln, Enborne, Newbury RG20 0HG.

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

Dave

NORFOLK

I won't say too much about our camping weekend and Mile of Triumphs event as there should be a full report elsewhere in the magazine, other than it seemed to go well and to thank all those who came along to support it, as well as all those who helped on the day.

Our October meeting was well attended again, and the nice weather made it the ideal evening for a drive, which led to a good turnout of Triumphs in the Worlds End car park. It was nice to see a few new faces too.

Our next meeting is our AGM and Grande Raffle; this is when you have a chance to get

something back from all those pounds you've put in the kitty at meetings over the year with our secret raffle. As last year, it's going to be held in the Small Hall, Tasburgh Village Hall, Grove Lane, Tasburgh NR15 1LR. There will be a bar open. 7.30 for 8pm.

We are producing a calendar again this year with photos taken at the Mile of Triumphs weekend. The cost, as last year, is £15 per calendar (plus P&P) and it is only available by pre-order. For more details and to order yours, email Christina on tsscnorfolkweekend@gmail.com before Sunday 9th November. We should have these to hand out at the Christmas meal.

Our December meet will be our Christmas meal on Thursday 4th December held at The Crown at Great Ellingham (30 Church St, Great Ellingham, Attleborough NR17 1LE). Pre-booking is essential, please email paul.norfolktriumph@gmail.com for more details. Bookings and menu choices need to be in by Sunday 9th November, please. Menu choices can be found under the events section of our website – norfolk.tssc.org.uk

FUTURE EVENTS
Thursday 6th November:
Monthly meet and AGM.
Small Hall, Tasburgh Village Hall, Grove Lane, Tasburgh NR15 1LR.
7.30pm for 8pm
Thursday 4th December:
Christmas Meal, held at The Crown at Great Ellingham.
Sunday 4th January:
New Year Brunch Run.

Paul and Christina

NORTH EAST

Now that the summer's over and the dark nights are starting to close in, it's time to start planning what jobs need doing on your cars over the winter. Before long it will be spring and we will be back on the road again.

November's meeting will be our AGM. Any members wishing to discuss any issues let me know beforehand, and any members wishing to stand for any posts please let us know.

We have been donated a selection of Spitfire or Herald front suspension parts – front upper and lower wishbones, vertical links and hubs – so if anyone is contemplating a front end rebuild, these are available so you could refurbish them prior to stripping the car down, then it's a simple swap over when needed.

At October's meeting we welcomed back Mark Astley. Mark is a previous A/O, but we haven't seen him at any events for over six years. He has just re-commissioned his Spitfire, which hasn't seen the light of day for over three years. It took him a while to remove it from under all the cardboard boxes in his garage.

The meeting was well attended with the usual discussions going on. The option of joining NECPWA next year was booted around, and a few of us might be taking that up. A few of us attended the NECPWA event at Beamish Museum, the first time all of our group were in six-cylinder cars – two GT6s, two Vitesses and a TR6; the only four-cylinder car was Philip's brother in his MGF so that can't count. It was a well-attended event with over 300 cars on the display field. We had a short walk around, and we even called into the pub for a swift pint.

On a general note, Brian has asked that anyone attending our monthly meetings help with a little bit of tidying up after we finish. It usually falls to Brian to put all the chairs back and wash all the cups, and a little help with these tasks will make it easier for all.

That's all for now. Hope to see a good few at our AGM in November,

Geoff

NORTHERN IRELAND

I'm not sure if I am beginning this report at the end of Storm Amy or if it has another day to go, we will just have to wait and see.

Saturday 13th September saw us meeting up with Colin and Heather (L) at the Park and Ride, Banbridge. We had a very good turnout for this run that is always popular. Rather than name all who took part, just look at the starting photo to see who was there by their cars.

On the road saw us take the Rathfriland Road as we made our way to and through Annaclone to take the C375 to Glasker which, on research, I found to be actually Glaskermore. Next up, using the Ballinaskeagh Road saw us pass Rathfriland Airstrip on our right that then brought us to Rathfriland itself. This enabled us to make our way to Mayobridge using the Drumlough Road passing – would you believe – Drum Lough on our left. On arriving there we eventually got to the other side of the staggered crossroads to

continue our journey towards Burren using the Chapel Hill and Bridge Road.

Now taking the Ballydesland Road saw us passing its sister named hill on our left with the Dunaghaguy Reservoir down below on our right just before we reached our tea stop at Annett's Garden Centre. Thankfully not a lot was bought during the break, so we were able to drive off with a contented mind as we took the Rath Road to bring us to the main road through Rostrevor and towards Kilbroney.

Now using the Shore Road, we continued to skirt the shores of Carlingford Lough as we made our way towards Killowen and Kilkeel, passing Ballyedmond Castle on our right. Just before Kilkeel we took the Tullyframe Road to Attical as we followed the wall of the Mourne Park that contains the White Water to get there. Once through there, we then joined the Moyad Road (B27) to pass Crocknafeola forest on our left and further on to view the well-known Mourne Wall and the numerous mountain peaks in the area.

Next up we took the Kilkeel Road to pass Spelga Dam and then downhill to make our way to and through Hilltown to reach Rathfriland once again. From there it was a straight run to Banbridge to then make our way to The Outlet and our evening meal at the Salt Kitchen. Once again, we had a good meal there that was enjoyed by all. A big thank you again to Colin and Heather (L) for all the arrangements. Please note below that the run with Alan (F) has been moved to 8th November from 25th October, with an earlier start and a lunch break – full details later. It is hoped to have a short run and film day on 6th December.

EVENTS
Wednesday 5th November: Area Meeting, Nortel, 7.30pm.
Saturday 8th November: Area Run, County Down Area (Alan F).
Wednesday 3rd December: Area Meeting, AGM and Planning Meeting. Nortel, 7.30pm.
Saturday 6th December: Short run and film show.

That's it for another month, and nearly the year. Please come along and support your event organisers.

Douglas

NOTTS

I must apologise to our Notts members for not updating our write up since April, but time is of the essence for us. Spring and summer have been wonderful for us all I hope, so here is just a recap of the events and pubs we visited.

In May we attended Thoresby Hall Show and had our monthly meeting at the Southwell chippy, then drinks at the Wheatsheaf on the Market Place. Next year we are aiming to create lists earlier to hand out in January so we can go as a Notts group. In May there is the South of England meet up which is a club event – great camping and fun to be had at this venue.

In June we worked at Club HQ in the shop, when there was a great turnout. Our monthly meeting was at the Full Moon pub in Fiskerton, where we met up with the M25 crew. We attended the Dales Run camping weekend which was a fantastic experience – the Yorkshire team put on a great show and this is one to look out for next year. There was also the Peak Run at the end of June – I told you we have been busy!

In July our meeting was at the Ferry Boat Inn on the lovely side of the river Trent. We also went to Le Mans Classic, and had a weekend camping at Coffee and Cars Moorgreen. What a summer, with magnificent weather and not many rainy days.

In August we kicked off at the

Cromford Steam Rally, which is one of our favourite events. Following that, the Triumph Sports Six Club International Weekend – which we organise with other team members – was an absolute success, so look out for dates for 2027. We also went to Norwood in Southwell, which was a first for us and a lovely venue.

Into September and things were starting to slow down. Sort of... We took the club shop to Shuttleworth, which again was a first for us but will by no means be the last. It was a superb Sunday in sunshine with over 260 Triumphs attending. On the same weekend there was a Triumph Day at the Great British Car Journey, and there looked to be a great attendance there too.

We had a great Norfolk Weekend which I shall let you know about in December's report. We also did marshaling at Skiach Services in the Scottish Highlands for the Club Triumph Round Britain Reliability Run. We made a week's trip and had a few scary moments in Storm Amy up there at John o' Groats, then drove down through Cumbria to the Lake District. It was a brilliant tour around, and we will be doing this again in 2027.

Look out on our Facebook page for up and coming events, or contact Nigel to be added to the text group. I'm sure we will have seen you at either the Stoneleigh Restoration Show on the 12th October or the NEC show in November. And don't forget our Christmas Open Day at Club HQ, which is on the first Sunday in December.

Nigel & Di

PETERBOROUGH

We are currently in the process of selecting a venue for the area Christmas meal. Many of the pubs in our area no longer open on Mondays, but a couple of options have been suggested and we are currently canvasing to get an idea of preference. We can discuss this in more depth at the October and November meetings.

As you are reading this report, the next meeting will be on November 10th at The Gordon Arms. The meeting starts at 7.30pm, but you are welcome to come along earlier and enjoy a meal in our private function room. Please don't forget to bring a raffle prize along if you are able.

Steve

SCOTLAND EAST

November is here and I hope that winter projects are well underway. I for one am planning to make substantial progress on my GT6 restoration in the next few months.

On October 5th Andy and Lorna hosted the club at an autumn BBQ, a fantastic meeting with potato salad to die for! A big thank you to both from everyone in the club. There was talk about ongoing restorations, potential new purchases and planned winter work. I am especially interested to see how Cameron gets on with rewiring his GT6. Colin arrived in his faithful 2500S and Dave with his red Herald.

At the start of October, the Club Triumph RBRR passed through Scotland. Thanks to Storm Amy the weather was horrendous, so well done to anyone who was able to make it out and cheer on the teams. They passed by Edinburgh and Fife in the dead of night heading for John o' Groats making a spectacular sight and sound in the darkness.

Looking ahead, we will have our area AGM at the December monthly meeting at the Hawes Inn on Monday 8th December, starting at 7.30pm. I know that not everyone in the area is available to join the Monday evening meetings, so as always please reach out and let me know if you would like anything to be included on the agenda.

Throughout 2026 I think we should organise more opportunities for the members to get their cars out on the road, be that heading out for an evening run instead of our standard monthly meeting or organising a breakfast club on one or two weekends. I am also looking at having one or two monthly meetings in the year at a different location within the area. Our meetings are well attended, but I hope this will encourage other members to join us who have not been able to travel to the Hawes previously. Any suggestions for good pubs are welcome.

Dave Fray is organising a weekend away on Drive It Day 2026 to Portpatrick. For those not able to commit a full weekend, we will also organise a local run starting from around Edinburgh. Our plans are not yet set, so if you have any interesting locations and routes, please let me know.

Our November meeting will be at the Hawes Inn, South Queensferry on Monday 10th of November at 7.30pm. If you have not joined us before, just ask for the car club at the bar.

Alan

SCOTLAND WEST

With our leader Dave away in Greece, it has been left to me – John – to put some words together for the mag, so here goes.

Eight of us braved the first storm of the year for the October meeting. No Club cars alas, they were all safely tucked away. Some chat was had about the NEC show, with a couple of people already booked into a hotel on the Thursday to allow a full day at the show on the Friday. A couple of others mentioned waiting until nearer the time before making a decision on going. If you fancy a visit, get in touch with Dave. We've also started planning a weekend away for Drive It Day in April – this year we're heading south to Port Patrick. Again, get in touch for more details.

Brian has been helping Iain with his Beetle getting it ready for paint, and very nice it is looking too. He's also booked in for a run to Dunfermline to look at Alan's GT6 and advise him on paint prep. Ian has finally finished the welding on his Vitesse, and is now looking to get the body on the chassis and start work on the gaps.

I needed to get some welding done on my P6, so I bit the bullet and bought a Parkside welder from Lidl. Let me tell you, it's just the jobbie, even Dave was impressed when he had a go. But disaster struck putting the wing back on when I dropped it. The wing landed on the swage line and put a dent in it – doh! Some filler and paint soon fixed it, but my second boob was absentmindedly sitting a thinners-soaked rag on the boot lid... I really shouldn't have nice things. Oh well, looks like I'll be learning to paint soon. Might need Brian for advice!

Until next time folks,

John

Now it's over to Gordon for a report on the TSSC Inverary Castle Tour on 27th September.

Three clubs – TSSC, West Coast Classics and Kirkintilloch and District – set off from the car park at Lomond Shores, Balloch. There were 20 cars that took to the roads on this trip, and I noted a buzz of excitement in the air as 30 of us chatted in the car park before we drove up the west side of Loch Lomond on the A82 before joining the A83 at Tarbert, then following the winding roads along the shores of Loch Long in Arrochar and through the foothills of the Arrochar Alps. Our cars then climbed up the notorious road known as the Rest and Be Thankful, bypassing Cairndow and following the shores of Loch Fyne straight up to the glorious destination of Inverary Castle.

As we set off the weather was dry, but the sky was very overcast and as we drove closer to Inverary the clouds grew darker and the rain started (well it does rain a lot in Argyll so nothing new in there!). This didn't dampen our spirits however, and for some the car hood was frantically put up to save the carpets from getting wet, while for others it was simply a case of putting up the golfing umbrella and driving a touch more slowly!

When organising this road trip, it was discussed with His Grace the Duke of Argyll (and with the Castle managers) to allow us (as group with reduced fees) to park directly in front of the Castle itself for an opportunity to have our cars photographed with the

stunning Inveraray Caste as our backdrop. This was followed by a guided tour inside the castle, (by a very knowledgeable guide – if I say so myself) where stories were told about the many Dukes of the Clan Campbell throughout the centuries.

As our trip came to a conclusion, I think I can safely say that everyone had enjoyed the tour of Inveraray Castle. As we left the inside of the Castle behind, some of us ventured a walk around the gardens before heading off to the George Hotel for bite to eat.

Gordon

Please note that our December meeting and AGM will be a week later than normal, on the 11th December at the Harvester Restaurant in Hillington at 7pm. Our November meeting will be on Thursday 6th November, albeit that some of us will be at the NEC in Birmingham.

Dave

SOMERSET

Hi everyone, I hope you are all well. I went along to Eli's October Wednesday Wheels with my neighbour Dave at the start of the month, possibly the last outdoor 'show' of the year? I am hoping to get along to the NEC Classic Motor Show at the beginning of November, it's been a while since I last went.

The last of the loan tools have arrived – two Colortune (two makes it easier for twin carb cars) and a nine litre ultrasonic cleaner ideal for cleaning carburettors and other items. This is in addition to our hub puller and front spring compressors. If you are planning any maintenance over the winter and would like to borrow anything, drop me an email to somersettssc@gmail.com and we can arrange drop off and pick up.

Xmas Lunch will be on Sunday 14th December at the Red Lion, Babcary. I will have confirmed numbers by the time this is published, but if you have a change of mind, let me know and I'll see if the Red Lion can add you in.

Next club night is Thursday 13th November at the Lime Kiln. As we have Xmas lunch, there is no club night meet in December.

Take care,

Steve

SOUTHERN

As promised in your last Courier, here is a brief resume of the shows I have attended in August and September. Way back on the 2nd August, Wendy accompanied me to South Cerney. On arrival we parked up then went looking for Mark and Vanessa in the caravan, which was on show. It is a large show which you cannot do justice to in a day. Nevertheless, we had an enjoyable day with a good journey home.

On Sunday 3rd August, it was to a local show in aid of Phyllis Tuckwell Hospice (which incidentally is just over the road from where I live) held at Rob Lewis's, a man who has a really large collection of quality cars which on this day is open to all taking part. Wendy in her Spitfire, David H in his Toledo and Mike and Karen in his Healey. A pleasant day out.

Saturday 9th August saw David H and myself off to Newbury for the Retro Festival. Lots of cars and as you would expect, and lots of retro goods to be had.

Sunday 10th I met up with Wendy, Spitfire, and David H, Toledo and we journeyed to Cranleigh for the annual Lions show. We went on the TSSC Thames area stand, all thanks to Mickey and Julie. Once again, lots of stalls and food outlets, a slightly different layout this year which I thought was better. The arena kept busy all day.

Saturday 16th I met up with Wendy, Spitfire, and David H, Toledo, me Stag and made our way to Capel. Leaving our cars we made our way to the stalls and food, only to find Paul and Carol and David B sitting at a table having coffee, so we joined them. Once again, lots of cars and more stalls than last year.

The Bank Holiday weekend saw me alone going to Gloucester Goes Retro held right in the town centre. Maybe I was alone because I left home at 5am? Lights on, no traffic and drive at my own pace. What more could I ask for? It was very magical as the light increased during the journey with the top down at one with the world. I arrived at my destination at about 7am, not bad for an old codger I thought and I had a very enjoyable day.

On the Sunday Wendy Spitfire, David H Toledo and Vanessa and I in the Stag frequented the Swallowfield Show. Made our way over to the Hants and Berks Club stand by prior arrangement as Vanessa and I belong to the club. An excellent show all round, arena keeps busy all day.

Monday saw me at Wendy's to join David H, Wendy and Allen to Wisborough Green, picking Mark S and Jackie up on the way. A nice spirited drive, not quite as quick as usual owing to Mark's S's trouble with his gear lever. Met up with Mike and Karen, Derek and Jackie and Tim and Paula.

Saturday 30th saw me going to Alton Lions Show in the town centre. For some reason unbeknown to me, I was picked to represent British Sports Cars, a group of about 15 cars set aside in the most desirable spots. On reflection I thought it was a tad MG focussed. I later found out the guy organising it had a MGB GT – say no more.

On the Sunday, Wendy Spitfire, David H Toledo and m in the Stag met up at Balls Cross, a show held in aid of McMillan's. A good cross section of exhibitors, quite a few full steamers this year.

Well, all this brings me to the end of August. Please forgive me, I am sure I must have missed somebody out once or twice, my apologies.That's all for now folks, I hope I haven't bored you too much.

Mike

PS Many thanks to Dick for writing about the Labenham Experience. It would be nice if we had more contributions from members.

Our September regular meeting was a bit low key, I don't think the weather helped at all. The roaming meet at the Trooper Inn was also low key with just Mike G, Dave H Wendy, Mark D , Brian and myself.

Saturday 27th September I left Horndean in the Green Vitesse saloon at 6.30am and headed off to Frome where the Somerset Festival of Transport was being held. I had a fairly good run up there and was greeted by Vanessa and Mark. The show itself is quite large and there is plenty to see. Classic cars, bikes, military, tractors steam , both large and scaled down, lorries and craft and models undercover. A good selection of food vendors and of course autojumble. I did meet another Vitesse owner at the show, Jen Bradford who I sold a window mechanism to a few years ago. Mike and Wendy travelled to the show on the Sunday and said the weather was glorious.

Sunday 5th October was the last Classic Car Sunday's at the Departure Lounge. I parked next to the powder blue 13/60 convertible , which I think has been to almost all of these shows this and last year. Dave H and Wendy arrived a little later in Dave's Toledo. Although there were a lot of cars there and a nice day, there weren't the same amount as earlier in the year.

Our regular meet at the Stars was back to our normal numbers with Dan coming back and Richard and Hillary visiting us for the first time in their TR250. They had participated in the Round Britain Reliability Run at the last weekend.

I have had back the proof copy of the 2026 calendar back and I am optimistic they will be ready for the Xmas dinner meeting.

Sorry no photos this month – my computer says 'NO.'

EVENTS

4th November: Regular meeting, The Seven stars, GU32 3PG.
16th November: Sunday Lunch Meet The Angel, Alton GU34 3NN.
2nd December: Christmas Dinner No Sunday Lunch Meeting in December
That's all for now folks.

Mark

SUFFOLK

It seemed a lively meeting on the 7th October, with people being busy with projects, events, or clear-outs.

Mathew had been on a six hour round trip to purchase parts for his Mk3 GT6 project – the rare rear seat conversion (in half cloth), some black cloth seats and a pair of Rotoflex driveshafts all built up with new-old stock components. The car itself is progressing, with the body currently upside-down on a rotisserie being welded, and the chassis looking very fetching in a coat of body coloured paint. His clearout of parts continues, with steel wheels finishing on eBay as he arrived at the pub. With their impending move, it's amazing to think he's down to just two Triumphs.

There was a new face this evening – David Atkins who has recently bought a smart Mk3 Rotoflex GT6 from Mathewsons auction. A blind purchase only going from photos and the video posted on their website, the first time he saw the car in the metal was when it was delivered to his house on a transporter. He's

starting to get to know it quite well – a dodgy distributor cap was causing it not to run, he's rebuilt the rear brakes, replaced the rear shocks and headlights. It's already been to the Glemham Hall show in September as he gradually gets the courage to take it on longer trips.

Colin was fresh back from finishing the Club Triumph Round Britain Run in a Mk1 2000 (with a 2.5). It was the weekend of the storm in Scotland, and they had to contend with high winds, lashing rain and closed roads. They were one of just two cars to do part of the proper route near Glencoe as they worked out a way to get around a closed road, but that put them two hours behind the rest of the field. This meant the food at some of the stops had been completely cleared out by the previous entrants, resulting in a hungry team on the Saturday night/Sunday morning. The only issue with the car was a severe judder when braking, which they put down to issues with the drag strut bushes. The solution was to either brake hard or not at all, as light feathering of the brake pedal was where it showed itself.

Chris might have got to the bottom of an engine rattle on his original TR6 – it seems to be down to piston slap on number 6 cylinder. Compression testing showed that cylinder was down a little compared to the others. His theory was that there was a stuck (or broken) piston ring. Leaving oil in the bore overnight and then doing another compression test showed improvement, and on the next start-up the noise had disappeared. Whether this is a permanent fix remains to be seen, but he's hopeful that an engine stripdown is not required.

A few of us hope to make use of the nice weather and take a trip out to Rickinghall Autojumble on Saturday 11th October. The road from Stowmarket to that village is a lovely twisty stretch, perfect for exercising the Triumph on an early morning. I'll let you know if any of us buy any 'tat' in the next notes.

See you on the 4th November,

Russell

SURREY

Well there's been a change from last month's France issue at 30 degrees – now it's nice by day and freezing by night. The continuing saga of the fuel issue on the Vitesse worms its way onwards and backwards. I have now replaced the fuel pump and put two inline glass filters front and back into the new fuel line. Apparently this is all wrong and the new copper pipe too large (diameter) and the suck is not enough. At time of writing it's going like a bomb so I don't really understand it, but I will have it all replaced with new metal line. The new fuel pump leaked out of the top, so I replaced the rubber washer below the dome and that resolved that. The new one had broken up; don't you just love these new parts?

No drive outs this month, but we have had two B meets which are always a success and a good start to the weekend. I spotted Alistair's GT6 in the local hospital having major surgery to the rear end cogs and bearings, shafts and gears. I'm sure this will be fine in a week or so, and hopefully mine will be on the waiting list for fuel ops.

I think we need some autumnal drive outs on crisp days. Sadly a number of colleagues still go to that thing called work so we are limited to weekends, but will send out some emails on that one. The Spitfire is quietly enjoying the high life, with no breakdowns and reliable starting. I wonder what the two cars talk about in the garage at night?

Cliff

EAST SUSSEX

September was a quiet month for the classic car scene in Sussex, but the breakfast meeting at the Old Barn Nursery on Sunday 7th September was the usual well attended and well organised affair followed by plenty of discussion in the car park outside afterwards. This venue always does a good, fast breakfast and gets a good turnout.

On Sunday 21st there was a car show at Gatwick Aviation Museum, a new venue for the Southern Classics Society. Six cars (three Vitesses, a Bond, a Spitfire and a 2500 Mk2) met at Pease Pottage Services in order to travel in convoy to the museum. Entry to the show included entry into the museum where there were lots of interesting exhibits and planes from the last 60 years as used by the RAF and the Navy. Plenty of interesting classic cars to look at too, and discussions held with proud owners.

Because the UpCountry Garden Centre still had their 2-for-1 breakfast deal, it was a no brainer that we went back there for breakfast on Thursday 25th. They are getting used to us guys in our old cars turning up in the car park. It is surprising how many people stop and chat with us about the old Triumphs and explain their connections and memories of their cars from the past.

At the monthly meeting on October 1st we had 20 people, including Ben White and his GT6 from Brighton – not a new member to the TSSC, but a newbie to the East Sussex Group. Welcome to Ben, and we hope he becomes a regular at the meetings.

Even though Christmas is still a way off, make a note on your calendars of our Christmas Dinner to be held at lunchtime on Saturday 13th December at the Halfway House Pub.

The photos this month (above) are from the car show at the Gatwick Aviation Museum.

OTHER DIARY DATES

Wednesday 5th November: Monthly meeting.

Sunday 16th November: Breakfast Meet at Carats Café, Shoreham harbour.

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 call me on 07833 944847.

Geoff

NORTH WALES

Having gone on the Wild Atlantic Way, the Trough of Bowland and The Fat Lamb (Yorkshire Dales) trips in succession this year (getting the most out of the summer driving!) I have managed to be present for our monthly meetings only a couple of times. However, thanks to Tony Coates and Nigel Cross (the North Wales Stag Owners Club representative), they have continued to be held and attended as per usual. The weather brought everyone out to attend the usual shows on offer and the usual mishaps have been reported, discussed and often laughed over.

As there was a free weekend in August and a number of enthusiastic drivers, we decided to arrange a drive followed by a BBQ. This summer has certainly been an exceptional one for beautiful weather, though the farmers amongst us have not been particularly happy with it affecting their crops and cattle badly. Still, a little drive cheers everyone up and so it was that Alan and I organised a 50+ mile round trip ending at our house.

I had the experience of being passenger and navigator in Neil's beautiful 1952 MG TF, while Alan prepared the food and seating. I am so lucky! Having no seatbelts felt very strange, but the ride was great, though I would have hated it if I had been much taller. It is definitely a car for small statured people! Apparently a booklet of the time advised potential buyers

that the car was not suitable for those of over 5 foot 8 inches tall or who had a shoe size of over 8! When we reached home, the road and our drive was already packed with classic cars – I could have held my own car show. Alan produced a great BBQ, much appreciated by us all.

For a while I have been thinking about getting in touch with other nearby area clubs. The Stag Owners Club of North Wales now holds its meetings in conjunction with our club and we get on well together. With this in mind I have been in touch with the Wirral TSSC club representative Dave Evennett, hoping that our clubs can meet up for a social. It would be good to meet other Triumph owners and organise joint runs perhaps, as the Wirral is not very far away. He seems quite eager, and I am looking forward to us arranging something in the near future. If you are in the North Wales area and/or have a club, why don't you get in touch? It would be good to meet other enthusiasts.

You have heard so much about my own escapades this year that I have decided to delay my telling you about the Dales trip until a later date when there is less activity going on. However, if you are thinking of booking for next year (and it is best to book well in advance with it being such a popular area of the country for us motorists), I am very happy to let you know the pros and cons if you contact me. I'm always glad to help where I can.

We are now approaching the time when the weather and road conditions worsen, when our cars are generally used less frequently and mechanical upgrades are planned for the winter months. We had a last fling, so to speak, at the end of the month with a long run of 85 miles over the North Wales uplands, taking in three mountain passes between the Wrexham area and over to Minllyn where we had a much-needed lunch at the Brigands Inn. Many thanks to Jan and Geoff for a really enjoyable route. Unfortunately the weather gave us a hint of what might be in store for us in the near future – chilly and raining. Ugh!

And so it is the time for me to bid you au revoir till next month. Details of our Club, when we meet etc, and how to contact myself are in the Directory pages at the back of this magazine.

Julia

SOUTH WALES

The Pembrokeshire Run on 7th September started off badly. The day before it, I carried out my usual pre-run check of tyre pressure, engine oil level, coolant level, topped up the SUs, oiled the carb spindles and checked clutch and brake fluid level – only to find that the brake fluid level had dropped significantly. I couldn't find any sign of leakage, so decided that I would fill the master cylinder reservoir right to the top and take the car for a run. I did this, and on my return I checked the reservoir and the fluid level hadn't dropped. My next decision was to check the level before we set off on the run and if it hadn't dropped, I would check it again at the first rendezvous and every other stop during the day. If the level dropped at any point, I would return home immediately.

The weather forecast was terrible with heavy rain, hail and high winds, but 11 members in seven club cars turned up to make the trip to the Pembrokeshire County Showground near Haverfordwest. I checked my brake fluid before I set off and at every stop, and found consistently that the level had not dropped at all.

The weather forecast turned out to be wrong, but not in a good way because the weather was far WORSE than expected and we lost Al in his TR7 at the Pembrokeshire Run starting line-up – his windscreen wipers couldn't cope with the weather and they had packed up completely. His renowned Sat Nav had also 'blown up.' He decided to wait for the rain to stop before returning home. (I believe he arrived home on the 12th...!)

Lined up at the starting line.

Using the supplied route map which gave details of the 45 mile route, Michelle and I led the way again. With our knowledge of the local roads, we took a few short cuts which only added 10 miles to the route to the Shire Horse Farm. Again we were marshalled into a prominent position when the call went out from the Monmouth Mafia: 'One of our aircraft is missing!' They were right: Paul

One of our aircraft is missing.

B had pulled in for fuel and signalled the Mafia to continue, but it was another hour before he arrived, claiming that his Sat Nav had misdirected him. (A rumour went out that he had bought Al's blown up Sat Nav, but this wasn't substantiated.) James voiced his disappointment that Shire Horse burgers were not on the menu as someone had promised him that they would be, while various items of food that were either brought along or bought from the café were consumed in the pouring rain.

For the return journey we split into two groups. We covered nearly 300 miles that day (more for the Monmouth Mafia who had come from Monmouth) in appalling conditions, passing modern cars that had broken down. It just goes to show that a decently maintained Triumph is a far better bet than a new characterless Eurobox.

Bern

SOUTH WARWICKSHIRE

A dark night this month, but compared to storm Amy it was dry and settled. We had a dozen of us and a good lot of cars despite the dark evening – no salt on the roads yet so we're alright still. A couple of new members came along which is always nice – welcome to Stuart Beasley who we met at Warwick garden centre on the distinguished Gentleman's Drive the other week ago (and who's rebuilding a Herald, very nicely too), and to David Pearce who's just got back into Triumph ownership with a Vitesse 1600 convertible. In fact, I'm just looking at the list of cars against people's names in the group's logbook: Vitesse 2L, another Vitesse 2L, Herald, TR4, Herald estate, 2000 Mk2, Spit 1500, GT6 Mk3, GT6 Mk2, Vitesse 6 convertible, and I think over half of those turned up. Great effort.

Our Peak District Tour (organised by Neil & Julie Morgan, with help from Neil Levings) was a great success. Most people travelled up on the Thursday morning and had the day to drive around a pre-prepared route, then there was another organised road trip on the Friday, including visits to caves. I went with my boy Charlie but because of school we had to go up Friday evening, a day later than planned. However, Neil M kindly gave us the route book anyway, and we drove round Snake Pass and Ladybower, a really great drive. All in all everyone had a great time and we should be doing it again next year I hope.

On 28th September was the Distinguished Gentlemen's Drive in aid of men's charities, organised by Neil L. We started at Warwick Garden Centre, where we found that one of the staff owned a Herald. That staff member is Stuart Beasley who we welcome to the area, and who came to the meeting last night and told us all about his Herald rebuild, which looks very nice. As a result of everyone's fundraising, I understand from Neil that we've collectively raised about £2000 for prostate cancer and men's mental health charities. Well done all, and thanks to Neil for another great event.

Then 3rd-5th October was the Round Britain Reliability Run – although it's a Club Triumph event, lots of TSSC members participated, including yours truly in my Vitesse with my co-drivers Andy Cook (who writes the GT6 column in the Courier), and Glynn Davis (who's co-

driven with Andy and I on many previous occasions), sharing the driving / sleeping. We met at Friday lunctime in Stevenage and had lunch before heading to Knebworth House for the 6pm start, with the aim of driving to John O'Groats for Saturday breakfast, then off down south via the Highlands, Wales and then Cornwall, for Sunday breakfast at Land's End, before heading back to Knebworth – 2000 miles in 48 hours.

Except that it didn't work out that way, not this time. We left Knebworth and made the first control stop at Skiatch, and then it was very dark and wet crossing the Queensferry bridge, and we then headed onwards to the second control stop at Kinross services. The steering had felt vague on the drive to Knebworth, and the car had felt generally unstable for a while, but just before Kinross the brutal crosswinds of Storm Amy hit us and literally caused the car to weave all over the road unless we slowed to 30mph. Something had obviously died in the rear suspension, probably a rubber bush, causing severe rear wheel steering. So we made the sensible choice at 2am Saturday morning and retired from the event, disappointed but in one piece. The AA got us back to my house around 7pm, and then I had to drive Andy back to Knebworth to pick up his modern car to go home in, so I finally made home again around 11pm. Would I do it again? Probably. PS. There is still time to donate by way of commiseration. https://wonderful.org/fundraisers/RvWKX or https://www.justgiving.com/page/rbrr-team-flying-bogey

Finally, at the meeting we had a chat about a Xmas venue, and I think it may well be The Great Western pub just outside Harbury. It's just re-opened, has a model railway track snakeing through the place, and does good food. I'm going to make enquiries and I'm pretty sure they'll have space to have us all seated together. The date should be the December meeting, 2nd December, so please put it in your diaries and drop me a msg to say if you'd like to come along. I will confirm venue availability, however, and let you all know.

Next meeting is Tuesday 4th November, 6.30pm, 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.

Mark

WESSEX

The last Christchurch on the Quay for this year was – you guessed it – cancelled. It was decided at the eleventh hour (ok 9pm) that the ground would be too soft to support so many cars. The quay has always been liable to flooding and getting waterlogged. No such issues for the Burly Steam & Vintage Show the same weekend. Their issue next year will be the decision of the New Forest to charge car parking in all of the forest car parks! How this is to be enforced, we do not know. What is the betting you will need an app? I will keep you updated when the final details are released and to the consequences for future use.

Other events in October were the Classic & Restoration Show at Stoneleigh, Lombard Rally Festival, Wimborne St. Giles, and Trevor's end of season run. Updates on these events next month if there is anything worth saying.

That leaves the Christmas dinner on Saturday 13th December at The Fish Inn, Ringwood. If you can inform Trevor as soon as possible if you are interested, he will send the menu for you to make your choices. A bit rushed this month, apologies if I missed out anything!

Martin

NORTH WILTSHIRE

For the first time in months, we held our September meet inside the Foxham rather than on the benches and in the car park as we had been doing. It was a case of 'rain stopped play.' There was plenty of lively discussion concerning our cars and our plans, but keeping things brief, here's a summary.

Tim completed the Border Raiders event in his Stag while Tony premiered his TR6 with it making a first ever appearance since its major restoration. Graham has been investigating a minor oil leak on his Spitfire and has gotten a custom-made alternator adjusting link.

Craig is still suffering with his dead supercharger, but he and Callum are preparing Callum's Herald 1170 Coupé for the RBRR by doing yet another engine change and fitting a D type overdrive. Jim has his new bonnet for the GT6, and also bought back the overdrive mounting plate from Fitchett's that Callum needed.

Ben told us that he wasn't doing anything to his Spitfire, but Colin (Ben's dad) hinted that Ben had had a series of brake adjuster failures and was fitting a custom steel insert to get around this problem. Chris meanwhile has been taking out the seats from his Vitesse with a view to renovating them, while Mark R-L is uprating the headlights on his Spitfire. Lastly, Dave P has been tackling the renovation of his Stag's differential which suddenly developed a horrendous whine after a hot day's drive to Brooklands.

That's all folks,

Jim and Craig

WIRRAL

Hello from the Wirral to all Triumph enthusiasts.

Our TSSC area is under new management after being dormant for many years. Then out of the blue the management of our meeting place has also changed after shutting down for one month. Unfortunately the new manager wasn't briefed beforehand concerning our visit, despite a meeting with their assistant manager who promptly forgot to pass it on and then went away on holiday. Nonetheless we still had a good evening, followed by a very positive meeting with the new manager a few days later.

Paul Hurst (Spitfire) was there first again, followed by myself. The weather was very miserable, dark and raining, and Paul and I mused between yourselves wondering if maybe we might be on our own. Well, to cut a long story short I lost count, but was told 17 people crushed into the small area allocated to us in the pub, trying to squeeze round a circular table made for half a dozen! We had a great time.

We were glad to welcome a guest from the North Wales group who told us how keen they were

to invite us all to join them in their various activities. After he told us more, we were very impressed and hope to explore things with them soon.

In addition to our evening meeting, Steve (Mk2 Vitesse) organised a daytime drive and coffee session. There were just three on that occasion, two Triumphs and an 'almost tax free' Honda Civic. Amusingly, the coffee shop they went to was cash-only and the only one in the group with any cash happened to be the owner of the 'almost but not quite tax free' car. Maybe he should have bought an Acclaim!

Hope you are all well heading into autumn,

Dave

WORCESTER

Hi all. Well, those autumnal days and blustery evenings have arrived, which usually means we think about tucking our classics up for the winter months. Not me though – mine's been tucked up virtually all year as you know, apart from Le Mans. Still more jobs to be completed, however some are only cosmetic (I hope so anyway!).

However, we managed to get 19 braving the elements this month, I think primarily for the chatter, company and of course the chips and sarnies. Vicky didn't have a lot to say, which of course meant Andy wasn't able to comment too much, although Costa disrupted proceedings with the loud clattering of his teaspoon into the saucer – tut tut! She will email any details of events, but obviously the main one is the NEC Classic Car Show.

Hopefully we will see you all in November on bonfire night (5th) at The Oak. Take care all of you,

Stef

NORTH YORKSHIRE

Hi to all our local members, including those from West Yorkshire who are welcome to any of our meetings and events.

September has had a few events, the main one being the York Knavesmire. This is always a good event and well attended. One of our members, David Walker, is one of the main organisers so

we always get a good spot on the display area. Unfortunately we did not have our flag as Keith Lister was at another event with it.

The event at the Great British Car Journey at Ambergate in Derbyshire had a good few Triumphs attend, but by around 1.30pm they all disapeared – when I left after looking round the museum, mine was the only car in the car park.

Christmas Lunch – once again Grace is organising this. It will be on 3rd January at the Blacksmiths Arms, Farlington YO61 1NW. Meet after 12, sit down at 1pm, please contact either me or Grace to book.

This time of year we think about what jobs we are going to do over winter, so please let me know what you are planning on doing.

Hope to see you soon,

Keith

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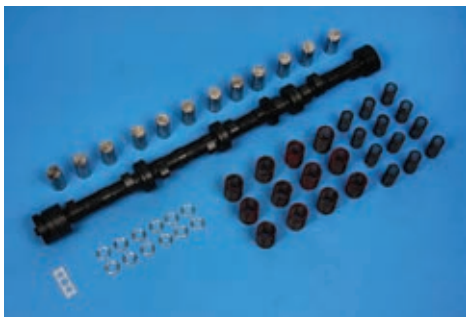

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Area Directory

For area meetings please check with your AO

SCOTTISH AREAS

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

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

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

NORTHERN AREAS

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

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

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

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

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

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

WIRRAL - 1st Thurs, 7.30pm
Dave Evennett: **T:** 07796 631336
E: dave_evo238@yahoo.co.uk
Cottage Loaf, 338 Telegraph Rd,
Thurstaston, Wirral CH61 0HJ

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

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

WEST YORKS
New AOs Wanted - contact Paul Girling
E: tsscareas@gmail.com
Please feel free to attend the North Yorks
meeting at the Motorist, LS25 6JE on the
2nd Weds 6.30pm

MIDLANDS

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

DERWENT VALLEY - 1st Tues, 7.30pm
Bryan Clayton: **T: 07580 959027**
E: derwentvalleytssc@outlook.com
FB: Derwent Valley TSSC
The Sitwell Arms, Horsley Woodhouse,
Ilkeston, DE7 6BN

LEICESTER & RUTLAND - 1st Mon, 7.30pm
Jason Lee: **T:** 07349 729887
E: sixpotpower@gmail.com
FB: Leicester & Rutland TSSC
The Curzon Arms, 44 Maplewell Road,
Woodhouse Eaves, Leicestershire, LE12 8QZ

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

NORTHANTS - 2nd Wed, 8.00pm
Nigel Hawes: **T:** 07879 491778
E: nigeljohnhawes@gmail.com
FB: TSSC Northants Area
Stags Head, Gt Doddington NN29 7TQ

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

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

PETERBOROUGH - 2nd Mon, 7.30pm
Charlie Noble: **T:** 01780 666045
E: tssc@noblesoft.co.uk
Steve Abbott: **T:** 01778 347695
E: 4747abbottsmk@gmail.com
FB: TSSC Peterborough Area
The Gordon Arms, 527 Oundle Rd, Orton
Longueville, Peterborough, Cambs, PE2 7DH

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

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

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

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

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

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

EASTERN AREAS

CAMBRIDGE
Tom Hartley: **T:** 07795 436149
E: tom.hartley@homepages.co.uk
FB: TSSC Cambridge
The Plough, Green End, Fen Ditton, Cambs,
CB5 8SX - 1st Mon, 8pm

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

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

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

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

SOUTH EASTERN AREAS

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

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

SOUTH BUCKS - 3rd Wed, 8pm
Daniel James: **T:** 07818 052276
E: 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 – The Two Water Mills,
Newtown Rd, Newbury, RG14 7HB
4th Weds 7.30pm - The Craven Arms,
Skinner's Green Ln,
Enborne RG20 0HG

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

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

EAST SUSSEX - 1st Wed, 8pm
Geoffrey Scarborow: **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
FB: TSSC West Susex
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 Huntsman, Downend,
Bristol BS16 6UB

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

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

NORTH DEVON - 1st Thurs 7pm
Darren Groves: **T:** 07806 351499
E: darren@tssc-Devon.org.uk
Andy Luckhurst: **T:** 07971 413045
E: arluckhurst@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

THE TRIUMPH SPORTS SIX CLUB

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SWITZERLAND	Robin La Barre	robin.Labarre@Bluewin.ch
UNITED STATES	Ben Blaney	benblaney@gmail.com

WHO'S WHO

Council of Management 2025

Chris Gunby
Chairman/
Gen Sec

Tracey Hawes
Financial Lead

Paul Girling
Area Liaison

Nigel Hill
Events & Shows

Jane Rowley
Director

THE TRIUMPH SPORTS SIX CLUB

Council of Management 2025 Meetings

Meeting dates to be advised
Any member who has an item of business that they wish to be discussed at a Council of Management meeting should send the item to:
Chris Gunby, Riverside Forge, Water Lane, North Witham, Lincs NG33 5LJ.
Tel: 07843 435190 or email: chairman@tssc.org.uk
Please ensure that any items you wish to raise on the Council of Management Agenda are received by the General Secretary, Chris Gunby at least two weeks prior to the date of the meeting.

TSSC Headquarters

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

Di Hill
Club Shop
clubshop@tssc.org.uk
01858 434424
Option 1 and leave a message

Telephone enquiries:
Monday to Thursday: 9am-5pm.
Closed Fridays and weekends.

TSSC HQ and Museum
Sunderland Court, Main Street,
Lubenham, Leics LE16 9TF
Monday to Thursday: 9am-5pm.
Closed Fridays and weekends.

Club Shop
Please check out the catalogue on the website. Email orders to clubshop@tssc.org.uk (preferred) or call 01858 434424 option 1. The club shop will be attending various shows around the UK as well as open days at club HQ. See under Events in The Courier for dates. Note that the shop is currently being run on a voluntary basis.

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
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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
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E: spitfireIV-1500@tssc.org.uk

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

GT6
Andy Cook
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BIG SALOONS
Dave Harvey
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Derby DE73 6TQ
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E: bigsaloon@tssc.org.uk

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TR7 | TR8
Paul Lewis
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Nuneaton, Warks CV11 4GA
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E: tr7-8@tssc.org.uk

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Simon Goldsworthy
3 Woodland Avenue, Bourne,
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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!

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David Chapman
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E: amphicar@tssc.org.uk

TSSC Officers

TSSC TRIUMPH ARCHIVE
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E: archive@tssc.org.uk

INTERNATIONAL LIAISON SECRETARY
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E: hrrsnhorner@gmail.com

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T: 07745 299457
E: pro@tssc.org.uk

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For classified advertsing, please go to www.tssc.org.uk/tssc/classified_ad

CARS FOR SALE

2000/2500/2.5

2500S Estate
Brown estate. MoT. My daily runabout all summer. Automatic. Solid underneath, minor rust on front wing and door skin. Wheels need skimming. Rare car. **£8500 Alangooner66 (Bedford) Tel: 07961 770682**

HERALD

1959 Herald 948
Rewired. Original wheels and steering wheel to go with it. Mostly still original. **£3500 Sally Hale (Stonehouse, Gloucestershire) Tel: 07753 610465**

1970 Herald 13/60 Convertible
Two owners. Original condition. Garaged for many years. £1000s spent. Interesting history. Call for details. **Reasonable offers. Sgmarshall_10167 (North London) Tel: 07967 037604**

Herald Estate
Solid and reliable runner fitted with Spitfire 1500 engine and o/d gearbox. New radiator, alternator and wheels/tyres. Sold as a rolling restoration. **£2750 Gary Davison (London W3) Tel: 07931 342956**

GT6

1972 GT6 Non-Rotoflex
55,000 miles. Signal red, OD, occasional seat, walnut dash, radio/MP3 with F&R speakers. Lovely, useable classic. Drives nicely. **£12,000 Steve Abbott (Peterborough) Tel: 07516 488443**

SPITFIRE

1979 Spitfire 1500
Owned by me for the last eight years, much mechanical and interior work completed, contact seller for details. Very sound car, A1/A1+, although paintwork needs some attention. **£4800 Graeme.morland_6202 (West Lothian) Tel: 07834 020547**

1975 Spitfire 1500
Lovely car, excellent condition, always garaged, overdrive. Serviced and MoT'd May 2025. Text James for immediate return call. **£5000ono Mr S G Vigor (Leicestershire) Tel: 07966 787336**

Mk3 Spitfire
Late Mk3 Spitfire in Laurel Green. Matching numbers. OD, rebuilt diff, swing spring. Good condition. Many upgrades. New sills but otherwise very original. **£6000ono Robert Horner (Thirsk, N Yorks) Tel: 07967 214101**

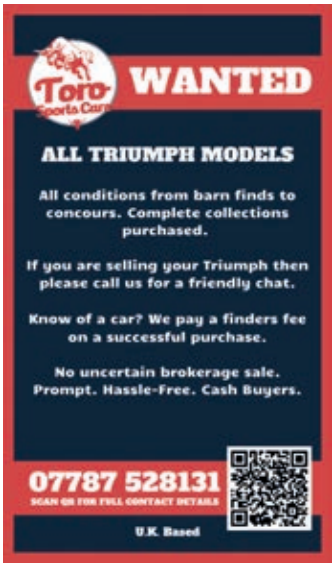
TR

1980 TR7 3.5 V8 conversion
Excellent condition throughout, comprehensive body rebuild and SD1 3.5-litre V8 conversion approximately 12 years ago with all the correct V8 details. **£8000 Alastair Leeson-Smith (Eye, Suffolk) Tel: 07514 812258**

1981 TR7 DHC
Five speed, 73,400 miles. Used regularly until recently. Roadworthy condition. Bodywork presentable but needs attention. Some electrical faults. Various spares included. **£1200 Joe Tomlinson (Barnard Castle, Co. Durham) Tel: 07894 230176**

VITESSE

1971 Vitesse Convertible
Dark blue, good hood/tonneau. A1 condition, runs and drives. Dry stored. Regularly maintained. Photos by email.



£6000 little.david@yahoo.co.uk (Dalbeattie, DG5 4NR) Tel: 07377 262147

CARS WANTED

Dolomite 1500 HL
I'mlooking for a Dolomite 1500 HL, around 1979-80, must be good condition. **Brian Chapman (UK) Tel: 01306 888382**

PARTS FOR SALE

Spitfire MkIV/1500 Hardtop
Light surface rust only. Some small dents. Window rubbers good condition, no headlining. **£100 Joe Tomlinson (Barnard Castle, Co. Durham) Tel: 07894 230176**

Stag Compomotive Wheels
4 x Compomotive 15in alloy wheels from my 1972 Mk1 Stag, complete with tyres. Wheel reference 7J45ET. **£350 Tony Green (TF9 4NL) Tel: 07860 308889**

Stag Wire Wheels
5 x wire wheels, 14in, taken from my Mk1 Stag complete with hubs and spinners. In good condition, coated silver. **£500 Tony Green (TF9 4NL) Tel: 07860 308889**

Spitfire
Alexander Inlet Manifold with twin Stromberg CD carbs. **£200 Michael Preston (Colchester) Tel: 07812 458353**

PARTS WANTED

Herald 13/60
Looking for four Minilite style wheels with or without tyres. I live in Mansfield, but will travel to pick up. **Wayne Holehan (Mansfield) Tel: 07946 091107**

Vitesse 2 Litre Mk2 Fuel Tank
8.75 gallon Herald/Vitesse fuel tank in good condition. **Gary Flinn (Derby) Tel: 07825 269136**

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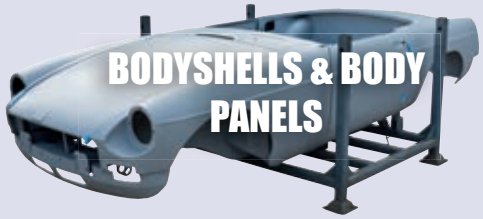

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