

THE COURIER

THE MONTHLY MAGAZINE FROM THE TRIUMPH SPORTS SIX CLUB

ISSUE 531 OCTOBER 2024

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FROM THE EDITOR

I won't go into too much detail here because the event is covered in ample detail elsewhere in the magazine, but wasn't the All Triumph Day at the Shuttleworth Collection superb? I spent all day on the field chatting to Triumph owners and never even got to the museum, so I went back a couple of days later with my son to see inside the hangers. I tell you what – people sometimes express amazement that I am happy driving cars that may be 50 years old or more, but that is nothing compared to the fearless folk who fly some of Shuttleworth's contraptions which date back to the early years of the 20th century. Hats off to them!

On another subject entirely, you will notice that I have introduced a Letters page this month. This is intended to supplement the Area News and Model Register reports rather than to challenge them, so please do

continue sending your contributions to the Area Organisers and Register Secretaries as I know they always a welcome addition and gratefully received. Sometimes, however, there may be something that is general and which would sit more naturally in the Letters pages. For example, this month we have a couple of great autumn images that I hope will encourage more of you to get your cameras out and send in your best efforts.

I can't guarantee to use them all, but it would be great to have a regular slot. Over to you...

Simon Goldsworthy

Editor
editor@tssc.org.uk



AD OF THE MONTH TRIUMPH 2000 ESTATE

After the 1300FWD last month, we are staying in 1967 a little longer for this shot of the Triumph 2000 Estate, 'the *slimmest shape that ever carried 50 cubic feet of luggage*' according to the brochure's strapline. The copywriters went on to point out that the Estate has 'the *same sleek dimensions as the saloon*. It also carries five people in comfort with room to spare. But with the rear seat folded flat, its favourite act is *swallowing luggage*.'

They went on to explain: 'Performance is in the same athletic class as the saloon with 6-cylinder smoothness. And the estate doesn't miss any of the social graces. Two further refinements have just been added:

it has leather upholstery and the same 'full-flow' ventilation as the new saloon.' As if that were not enough: 'The load area has a fitted pile carpet, the waist rails have walnut cappings. There are aluminium strips to protect the floor (with rubber inserts to protect your luggage). And as soon as you lift the tailgate the load area is automatically lighted by a rear roof light (which also has its own switch).'

Wow. With all that on offer, I can't help thinking that this family packed a little light for their picnic in the country. Mind you, I hope they don't burn such a sumptuous interior with their hot BBQ – the copywriters didn't say anything about it being fire-proof!



THE
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TRIUMPH SPORTS SIX CLUB SHOP & MUSEUM
Sunderland Court, Main Street, Lubenham, Leics LE16 9TF
Club Shop - The Club Shop is temporarily closed.
We hope to bring you further updates shortly.

TSSC Museum - Open Monday to Thursday 9am - 5pm
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Email valuations - please download the form from the TSSC website, www.tssc.org.uk, and email to valuations@tssc.org.uk clearing marked as Valuation in the subject line.

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THE GET OUT

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CHAIRMAN'S COMMENT

WILL WE SEE YOU AT THE TSSC AGM ON 22ND SEPTEMBER?

I am writing this the week before the TSSC AGM and it is all systems go for the team at HQ and everyone on CoM.

We have had to take the tough decision to close the TSSC shop for a while as the shop manager has moved on to another job and we need to make sure the right person is found for the position. We also need to look at what the shop offers the membership. The shop was opened in the mid-1980s to offer spare parts and accessories for all our cars. This was well before the days of the internet. Things have changed in the intervening 40 years though, and we no longer have the buying power of old and so making a small margin is becoming harder and harder. The CoM are going through the shop and website

to see if we can make our shop a viable proposition in its current state. The TSSC has always had to make changes as it evolves, and this is no different as we move forward in a positive direction.

Similarly, we are celebrating ten years of the TSSC Forum in its current guise, and what a wealth of knowledge it is for all of the membership. The Forum is without doubt the place to go for help on anything to do with our cars, as well as event information and a bit of banter. However, ten years is a long time, and the CoM now feel that the time is right to put a working party together to see how we can improve the Forum for future generations, while also of course keeping the current generation happy as well. If you would like

to be part of the working party, please contact me.

As the season starts to draw to a close, we still have one of the biggest events in the classic car calendar to come – the Classic Motor Show at the NEC on the weekend of the 8th-10th November. Don't forget that you can get a discount on your tickets by pre-booking with the TSSC code – see p13 for full details. We look forward to seeing you all at the event over the weekend on the TSSC stand.

Chris Gunby

TSSC Chairman



10



18



22



31

THIS ISSUE

06 NEWS & EVENTS

A round-up of the latest news.

08 LETTERS

Sharing memories, interests and more.

10 ALL TRIUMPH DAY

A small selection of owners and their cars at this highly successful event.

14 BOND REGISTER

Equipes out in force for the weekend.

18 VITESSE REGISTER

The Vitesse Book of World Records!

22 GT6 REGISTER

Keeping cool in a GT6 cockpit.

26 INTERNATIONAL NEWS

Cheering on Triumphs at Mille Miglia.

28 HERALD 948 | 1200 | 12/50 REG.

Building a Brabham Herald replica.

31 SPITFIRE 4 | Mk2 | Mk3 REGISTER

Long-running restoration round-ups.

34 INSURANCE NEWS

Peter James Insurance review.

36 SPECIALS REGISTER

Ferrari F40 or Triumph TR40?

38 HERALD 13/60 REGISTER

Reunited with my Herald decades on.

42 TR2-6 REGISTER

TR4 resto: knowing when to stop pt2.

46 AREA NEWS

Full reports from the TSSC Areas.

62 AREA DIRECTORY

Where to find your nearest AO.

63 WHO'S WHO

TSSC CoM and model contacts.

65 CLASSIFIEDS

Triumph cars and parts for sale.



36



38

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SUNSHINE SHENANIGANS

Last issue we were only able to squeeze in a few very brief details about the 38th Leicestershire and Rutland Sunshine Rally, so here are a few more pictures, plus some thoughts from AO Graham Moody.

'Well how the time flies, October already and The Sunshine has come and gone! It was a great start to the weekend as the cars and campers gathered at the Greetham Community Centre in Rutland. Friday night saw our usual quiz night and auction, which raised £75 that is being donated to the Testicular Cancer UK charity. We had a picturesque run around the surrounding area of Rutland on the Saturday, taking in some lovely villages, pubs and scenery. I think we even ventured into Cambridgeshire at some

point, but don't tell anyone! Saturday night's entertainment was the Leicester & Rutland Area House of Games, which was great fun.

'On Sunday morning all cars set out for our treasure hunt, covering six of the best and most picturesque villages in Rutland, followed by our Show and Shine car show. The People's Choice winner was Chris Gunby's immaculate Courier Van (top left), while the AO's choice (the car the organisers would most like to take home) was Paul and Christina Girling's modified Triumph Herald (hiding shyly behind the Stag above).

'A very big thank you to all who attended and supported this year's event, and we hope to see you all again next year. It will be taking place over the weekend commencing Friday 1st August, so put the date in your diary.'

DALES RUN – IN MEMORY OF ALAN

Next year's Dales Run on 13th-15th June is to celebrate our friend and organiser Alan Heaton, who sadly passed away in 2024. The event will be based at High Laning Caravan and Camping site, Dent, Near Sedburgh, Cumbria LA10 5QJ and will take you through some of the most beautiful and scenic areas of the Dales whilst remembering Alan's chaos and mayhem. For an entry fee of just £10 per vehicle on the run, you are welcome to take part in any vehicle. The event is to have fun, catch up with old friends and raise money for the RNLI in Alan's memory. (All donations welcome, especially any raffle prize prizes.)

Saturday 14th will include a run through the Dales with a leisurely lunch stop. There will be a convoy joining point in Sedburgh to save driving into Dent for those meeting for the day. Please make sure you choose the correct start location – the precise location in Sedburgh will be updated when numbers have been confirmed. There will also be an evening's entertainment and fundraising in the Dent Village Hall recreating some of Alan's games, while the wind down on Sunday 15th will feature a treasure hunt.

For more details about booking, please see the Ad on p45 of this issue.

STAG SECRETARY

Ben Carney is stepping down as Stag Register secretary. Ben has done a great job as the TSSC 'Stag Man,' having just completed almost four years on the job – and this is his second stint, because he performed the same role from 2011 until 2014. Our grateful thanks go to Ben for all he has done, but now we have a position to fill. Ideally you will have some technical knowledge, but the most important requirement is to have a passion for Stags. If you might be able to help, contact Simon at editor@tssc.org.uk or call 07771 675719 for more information.

TSSC SHOP NEWS



As some of you will probably know, the TSSC shop is currently closed. This follows Graham Moody's departure in September – we wish Graham all the best in his new venture and are happy to say that he will remain a part of the TSSC as the AO of Leicester and Rutland. We are currently taking this opportunity to look at how to improve the shopping experience, and also the profitability of the shop. In the meantime, we apologise for any inconvenience this may cause. We will bring you further details as soon as it has been decided on the best way forwards.

EVENTS

NOVEMBER 2024

FRIDAY 8TH - SUNDAY 10TH LANCASTER INSURANCE

CLASSIC MOTOR SHOW

Join the TSSC on stand 5-340 at the UK's premier classic motor event, the Lancaster Insurance Classic Motor Show at the NEC Birmingham. Club members, friends and followers can book tickets at www.necclassicmotorshow.com quoting our club code **CCCNOV242** to save £4 off single-day adult tickets or £2 off family, child or multi-day tickets. Book by 17th October to help the TSSC earn extra benefits! See ad on p13.

DECEMBER 2024

SUNDAY 1ST

TSSC HQ Open Day

Sunderland Court, Main Street, Lubenham, Leicestershire LE16 9TF.

2025 DIARY DATES

13TH-15TH JUNE – The Dales Run in Memory of Alan Heaton (see p45).

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

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

SPOTTED THIS MONTH AT AUCTION...



It has been a busy month for auctions, and here are just a few of the Triumphs that caught our eye. Starting at Anglia Car Auctions in King's Lynn, the Magenta Stag (top right) sounded a little dodgy from the description, fitted as it was with a Rover V8 engine and coming with no history. However, after seeing it in the metal we were very impressed by its overall condition and thought the premium-inclusive £4860 was more than justified against an estimate of just £3000-£4000. As for the 1974 Spitfire (above), this was being sold with no reserve and although it did need some work, we guessed at around £3000. How wrong we were – it sold for a derisory £650, or £810 with the premium.

Heading next to the Brightwell's in Leominster, their Herald 13/60 saloon was arguably even better value. With just four owners from new (and the current one since 1982), it had been restored at a cost of £10,000 in 1994 by Chic Doig and



only covered 5500 miles since. Fitted with overdrive, it looked near perfect in every respect, but the hammer fell at just £3250, and it cost the new owner a mere £3650. That looked to us like an absolute steal.

Three days later, WB and Sons were wielding the gavel up in Newcastle, and as always they had a number of tempting morsels on offer. Two in particular that caught our eye were the blue 1982 Acclaim HL and the 1966 Herald 1200 convertible. The Acclaim was a 29,000 mile car, and upon inspection appeared to be exactly what it claimed to be – a low mileage beauty in



very original condition. It was estimated at a reasonable £2500-£3500, but sailed through this to hit £3750 before the hammer fell (£4088 with buyer's premium added). It was nice to see people are starting to appreciate the Acclaim, but still surprising that it outdid Brightwell's Herald 13/60. It also outdid WB's Herald Convertible (above). Estimated at a modest £1500-£2500, that one did need rather a lot of work and upon inspection we thought that there was potential for somebody to pay over the odds, but when it sold for an all-in £1417, we wished we'd been the ones waving our catalogue.

A NORTH AMERICAN TR6 REMEMBERED WITH AFFECTION

Reading Suzie Singleton's article in the September issue and Bernard Littlewood's treatise on his father's personal export Vitesse UDU 73G, I was sorting through some ancient photos the other day and thought the attached picture of UDU 69G might be of interest. The TR6 in question was one of the US spec demonstrator cars we kept at the London showroom. When US safety and air pollutions regs kicked in in 1968, the Spitfire, GT6 and TR models became different animals to those made for the rest of the world, and this meant that to keep up the export drive to the States and Canada from the London showroom, we had to rely on showing potential customers the physical differences for North American models.

As my parents' home near Rugby was further from London than any of my colleagues, whenever we sold one of the demo cars, another was replaced from export stock and it fell to me to do the 'break in' miles. I'd drive it home from London to Rugby on a Friday night, then do a return drive to Plymouth or Truro on the Saturday



(and remember that the M5 hardly existed in those days), finally driving back to London on Sunday night. Monday morning saw the car at the Western Avenue Service Dept for its 1000 mile service, and then into its parking place in a Curzon Street garage in Mayfair with its Spitfire and GT6+ stablemates.

Looking back to those times, the American TR was actually a much smoother and more enjoyable drive than my own TR4A, though they were very comparable on performance. The GT6+ was effectively the same to drive

as its Mk2 equivalent, but a US spec Spitfire was dire. The emission control gear made it feel strangled, and the single Stromberg didn't help. But as the 1960s moved into the 1970s, the American type Spitfire got so bad in performance terms that I'm amazed we ever sold any at all!

But back to the TR. For reasons that are now obscure, the car seemed to stay in the UK as the DVLA website tells me its last MoT expired in 1988. I remember it being advertised by a well-known classic car auction house, but by then it had been converted to right hand drive and the seller was making the most outrageous claims about it having been a Standard-Triumph development car for the first two years of its life. No doubt some buyer believed all the guff claimed about it and willingly parted with some hard-earned cash in the process. I expect it has long since been recycled into a Toyota or a washing machine. That is a pity as I remember it well and with some considerable degree of affection.

John Macartney

AUTUMN GLORY



Please consider these pictures of my Vitesse for an autumn cover of *The Courier*.

Steve Smith

Thank you Steve, they are very striking images. For the cover, I feel that the image needs to come from one of the features in that issue, but perhaps running them here will encourage others to send in their best Triumph photos. I'd love to see them – Ed

A FASCINATION WITH NUMBERS

Here are a few thoughts about the new issue of *The Courier* with reference to registration numbers – don't worry, I won't do this to you every month! You may not know that the light blue 1300 on p3 is an example of a doctored plate, a very early example. GGP was issued with a C suffix (not D), but they altered the image to make the car look newer, as they so often did over the next 10 years.

It really amused me to see on p9 that EJS 219D was one of your Triumphs – it's a very rare plate coming from Ross & Cromarty, and features in the 3rd edition of my book,

Motor Vehicle Registration Numbers of Great Britain 1963-1974. And pictured on page 10, your old Herald MSJ 697 is a re-reg, issued in Nottingham in 1998. I wonder what the poor car's original reg was, and why its number was sold for a few bucks, spoiling the car's history. Finally, on page 27, UDU 73G is worth a closer look as those yellow edges to the plate are 100% original, denoting a car sold for Export. All Coventry numbers starting with U were for export, and this is a rare survivor, even rarer to still have its original plates.

Jonathan del Mar





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A DAY OF TRIUMPHS

The All Triumph Day jointly organised by the TSSC and the TR Register was held at Shuttlesworth on 8th September. Here is a selection of cars and their owners who enjoyed a great day at a great venue.

1980 DOLOMITE 1300

This car is from 1980, so very near the end of Dolomite production. It is a low-mileage car with 29,000 miles on the clock, and we've only had it for a couple of months. We'd been looking for a Dolomite for ages, but they were either too far away or too rotten. Then we happened to go to a small show near Epping, and as soon as we drove in I saw this car with a FOR SALE note in the window. I was just about to telephone the owner when he came over to see me.

We hadn't been looking for a 1300 and would probably have preferred a bigger engine, but this looked so good we were happy to consider it. He asked what sort of money I thought it was worth, but I didn't

really know. I guessed at somewhere around £5000, and he said that was what he'd been thinking too. By the end of the day, it was ours. It came with a mass of paperwork, and some spares.

The reason we'd been looking for a Dolomite was that we also have a Humber Sceptre Mk1, but the club for those doesn't have a lot going on and the spares situation with Humbers is getting quite tight. So we were looking for something that had a good club and good spares back-up, and which was quite reliable too. We'd always liked the look of the Dolomites, and Triumphs in

general, although we'd never had a Triumph car before. We have had one set-back so far when the clutch hydraulics went, but we replaced the seals in the slave cylinder and it has been fine since then.

Terry and Evelyn Cantello



1971 TR6

I've owned this TR6 for the best part of 35 years, but it didn't look like this when I got it. My father and I got it in the 1980s because we thought it would be a fun project to do together. It turned out to

be rather more of a project than we had anticipated – the car that I had previously rejected because I thought it needed a bit too much work is probably the one I should have bought!

I was 24 years old at the time and couldn't afford to insure it, so dad had to drive it home. It took 3½ years to complete, which is quicker than some people manage, but I was living at home and single at the time, so I had plenty of time on my hands. When I got the car it had been sprayed a horrible two-tone metallic. I always said that whatever colour it had been originally, that was what I would paint it – so long as it was not green. Of course, I discovered during the stripdown that it

had originally been Laurel Green, which is actually a very rare colour. Given the choice now I would probably have kept that, but at the time I wanted this French Blue.

I've never restored another car. I don't know how people do multiple restorations, not least because of the cost. I keep the TR6 partly because it is a lovely car and partly because it is a great reminder of something that dad and I did together. It is a great car to drive, and being such a lovely colour it still turns heads. It was featured in *Classic and Sports Car* years ago, even appearing on the front cover. I hadn't told any of my friends about that, so they were amazed when they saw it.

Chris Ord

1949 ROADSTER 2000

I've owned my Roadster since 1989. I was actually looking for a pre-war Gloria at the time, before deciding to go for a Roadster instead. I have done everything on it aside from the engine rebuild, even the upholstery. To get the necessary skills I went on a restoration course that Colchester Institute were running, which was very helpful.

When I got it, the Roadster had been painted a horrible green, but we found some of the original paint hidden away and this is

a copy of that – Lumina Green. This is one of the first metallics, but it is very subtle. We have been all over the continent and the Roadster has been very good, even without overdrive. It could do with some more restorative work now, though.

Brian Grigg



1969 BOND EQUIPE MK2

This is a late car, so with the Rotoflex rear suspension. Somewhere along the way the engine has been changed for a 2.5-litre. I've had it for eight years now. I'd gone looking for anything with the Triumph six-

things that were wrong with it, I reckon I still paid over the odds.

It is a very different car to the Vitesse though, so I am not suggesting it is simply a cheaper version of the same thing. It is some 10in longer than the Vitesse and looks a bit like a canoe from some angles!

cylinder engine because it is such a good unit. The Vitesse was the obvious choice, but prices were very high – you'd be looking at £15,000-£20,000 back then. I paid only £5000 for the Equipe. Mind you, when I got the Bond home and found all the

People are always coming up to ask what it is. Lots of them think it is a Reliant Scimitar, but while it does have a number of bits lifted from elsewhere, as far as I know there is nothing from the Scimitar. The steering wheel on mine is from a Land Rover (people were always selling the original Les Leston wheels), and the road wheels are MGF space-saver spares. I got five of them for £45, three of which had never been on the road. The four beauty rings cost me more than that!

It has MX5 leather front seats in. I have the originals at home, but they wanted £700 to recover them – each! I can't justify that kind of money if people are going to keep the values down because it is a Bond. The back seat came from an Audi TT to match the front seats. I butchered that to fit. Still, it cost me £25 instead of several hundred to replace or repair the original.

Alastair Montgomery

1955 STANDARD EIGHT DELUXE

Not a Triumph, but... My car was restored in 1990 by the original owner's grandson, who then gave it back to his grandfather. It was a labour of love, with 27 coats of paint all flatted back by hand. The only welding it needed was a pair of new sills. It then got very little use until I bought it 14 years ago, but while the body was still in good condition, the lack of use meant that I had to go through the mechanical side and refresh that. Now I run the spares for these cars for the Standard Motor Club.

The DeLuxe gives you basically the same interior spec as the Standard Ten, but not the opening boot. So you have nice seats covered in Rexine, wind-up windows, front quarterlights, proper door handles and locks etc. And although you don't have an opening boot and have to access the storage via the rear seat, the rear base



does lift up like one on an estate car. I was told that the car's original owner could have walked out of the dealership with a brand new Standard Ten, but insisted on waiting for this model because he was the

publican of a tied house, and this allowed him to surreptitiously carry home two barrels of beer from another brewery.

STEPHEN GEORGE

FEATURE

1968 VITESSE MK1 2-LITRE

We've owned our Vitesse since 1974, and before that my brother had owned it since 1970 when it was two years old. It looked quite good, but got pulled apart just before COVID. We started with a gearbox rebuild (the latest of many because it is something of a weak link on the Vitesse), and the project grew – the engine had done a quarter of a million miles by then, the diff needed some work and it developed into a chassis-off rebuild.

I have kept it so long because it is such a lovely car, though Anne will tell you that it's

because I never like to part with anything! That engine is so tractable, nearly the equivalent of the Jaguar XK engine. We've only done 3500 miles since the rebuild, but it is high days and holidays use now. It never gets boring though. I drove it for most of its life without overdrive, but recently had that retrofitted and now wonder how I ever did without it. I think the thing is that if you haven't



got something, then you don't miss it. Once you've had it, then it is hard to go back. That 500rpm makes more difference than you might expect.

Richard and Anne Norris

1969 TR6

You actually photographed my car back in 2019 for a feature in *Triumph World*. If you remember, it is a very early car that was first sold in my home town of Northampton, unfortunately from Douglas Motors – I say unfortunately because my dad worked as an apprentice at Wadham Stringers the rival Triumph dealer in

Northampton, at the time. I bought the TR in 2009, used it for a while and did some running repairs, before rebuilding it to the exact specification in which it had first been sold. Well, original apart from a Stag gearbox, which is stronger. That also meant ditching the 104bhp carburetted engine that had been fitted by a previous owner and rebuilding the original 150bhp injected engine which had fortunately been included in the sale.

It has been immortalised in a Corgi limited edition set with a Spitfire Mk3 in Damson and a Stag in Emerald Green. That came about when I was selling a spare set of wheels for the TR6 and I was contacted by somebody who was interested. We got talking cars as you do, and I told him about

my TR6. He later got in touch to say that Corgi were looking for a TR6 to complete a set of Triumphs they were planning. They already had a basic model of one, and I had to tell them all the details that were different to my car. So the Rostyle wheels, blue interior, the steering wheel, the registration number – everything. They went to a lot of effort to get the details right, and I was so pleased to have my car immortalised in this way. They made 1000 sets, and I have three of them! They are nearly £100 for the set, but they are very detailed and accurate. They do come up for sale still. I'd like to find one on eBay that has been split from its set so that I can fix it to the dash.

Steve Denton

1973 STAG

This Stag still has its original Triumph V8 engine, but with a Holley carburettor conversion together with a free-flowing exhaust, plus the head has been ported. All that work had been done before I got it, so I don't know exactly what has been done or what power it is producing. I only got it

last year because I had a purple one that had been off the road for a few years, and I wanted something I could drive right away.

That other Stag is an automatic, and I have to say that this one with its manual gearbox is so much quicker and lovely to drive. But I have a number of other cars too, including a Dolomite Sprint, a Capri, a Sierra... I've been very lucky to be in the right place at the right time to get most of them. Unfortunately nine classics is too many for one person, so this Stag is up for sale at £12,500. I think that is too cheap and really I'd like £15,000, but sometimes you have to live in the real world. My phone number is 07710 814161, and I'm based at Great Barford not far from Shuttleworth.

Kevin Jones



1957 TR3

We've owned our TR3 for three years now, but we've known the car for 20 years as it belonged to a neighbour. We watched it being rebuilt – he spent an inordinate amount of time rebuilding it and registering it in the UK as a reimport from the USA, initially for one of his sons. The problem was that when he started the rebuild his son was quite small, but by the time it was finished he'd grown considerably and the car was too small. That worked out well for us, of course. We are still good friends though, and next week my neighbour and I are going out in the Triumph together. I always used to be an MG man, but this is now my fourth Triumph. I've been converted – they are better built!

Tony and Madeline Pilcher



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MODEL REGISTERS

BOND

Equipe

Guy Singleton

THE BOND EQUIPE *Weekend*



I am pleased to report that we had a very successful Bond Equipe Weekend, and have just returned from it.

On Friday 6th September we met at the Milton Keynes Museum around lunchtime. Suzie and I were slightly held up due to traffic on the A34, which seems to be a perpetual problem! On our arrival, there were five Equipes lined up – Bob Buckby in his 2 Litre Convertible, Jane Buckby in a 2+2, John and Janice Kempshall in their 4S, Andy Bletcher in his 1300 4S, Alistair

Montgomery in his 2 Litre Convertible and finally Suzie and I in our 2+2.

We had snack lunches at the café and then a wander around the museum, which despite having been there a number of times ourselves was still enjoyable, particularly the telephone hall. We then drove to our hotel for the weekend – the Moore Place Hotel in Apsley Guise – and settled ourselves in. We were then joined by John and Miranda in their 2 Litre Convertible, and by Paul and Clare

Hutchings who had intended to use their recently acquired Stag, but a few teething problems meant that they had to come in their Skoda.

Later, we left the Hotel and went to the Giffard Park pub in Milton Keynes where Bob Buckby (my equivalent in the Bond Owners Club – he covers the four-wheel Equipes for them) organises a Classic Car meeting. We duly parked our Equipes amongst the other classics, and it being a lovely mild evening, enjoyed a meal in the



You can't visit Milton Keynes without a photo of the infamous cows!





pub garden, followed by a convoy back to the hotel and a drink in the bar before retiring.

Next morning we all had a hearty breakfast, and then a convoy to Bletchley Park Museum, where we were joined by Richard and Di Baish who are currently restoring a 4S, and a bit later by Costa Hadjiloizi who has a Vitesse and has been helping Paul and Clare with both their Stag and 2 Litre Convertible. We all went our separate ways around the museum, but met up at lunchtime, and also bumped into each other whilst going around the museum. The entry tickets are valid for a year, so some are planning a return visit at a later date as there is a lot to take in. We all then made our separate ways back to the hotel.

We met up at 7pm and walked across the road to The Anchor pub, where we had arranged to have a private room and an evening meal. They looked after us very well and we had a lovely meal, after which we made some presentations. The furthest travelled were John and Miranda Ungar at over 132 miles as the crow flies. (Bob was a little disappointed that we didn't also have a prize for the shortest travelled at six miles!) The Best Bond Trophy this year went to Alistair Montgomery for his 2 Litre Convertible MTP 595G. We then again returned to the hotel bar for another

drink and chin-wag.

On Sunday morning, having again had a good breakfast to start the day, the heavens opened with a cracking thunderstorm, and we left the hotel again with a convoy of Equipes for the All Triumph Day at Shuttleworth. Amazingly we managed to keep the cars together (everyone did have routes if we were split up). There was some impressive lightning in the distance, but the rain reduced, and we arrived at Shuttleworth in the sunshine, which continued for the rest of the day.

It was some time since Suzie and I had been to Shuttleworth, so we had a good look around the hangers. The planes are amazing, and most impressive of all is that most are in an airworthy condition. Whilst looking around we did spot another of Lawrie Bond's creations – a Minibyke (right and below). I had seen photos of one before, but not one in the flesh. It is certainly different; Lawrie Bond was driven by the engineering and weight reduction.

We also met up with Mike Carter, a long term friend and a serial Equipe owner. He mentioned that he is about to move house and has a 2 Litre Equipe he needs to



rehome – he is looking for £695 for the car (pictured above), which does I think need quite a lot of work, but it would be great if someone is up for restoring it – over to you!

Finally, some long term planning. Please pencil in a weekend – probably in early September, but the dates to be conformed – for next year's Equipe Weekend. The current plan is to visit Yorkshire, and hopefully that will allow for Equipe owners living further north to join us.

Guy



Alastair's 2L convertible.



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Chrome bonnet catch 607663	£72.00
Boot hinges	£36.00 pair
Door to glass outer weather strip	£12.00
Front suspension shim 122022	£1.80
Caliper repair kit inc pistons type 12	£30.00
Caliper repair kit inc pistons type 14	£30.00
Caliper repair kit inc pistons type 16P/16PB	£36.00
Recon exchange caliper type 12	£60.00
Recon exchange caliper type 14	£48.00
Recon exchange caliper type 16P/PB	£72.00
Brake pads type 12	£19.50 set
Brake pads type 14	£12.00 set
Brake pads type 16P/16PB	£15.00 set
Her/Vit Recon steering racks RHD (exchange)	£96.00
Track rod ends	£9.60 each
Rear shock absorber GSA385	£18.00
Front shock absorber	£24.00
Herald 3 Syncro (exchange gearbox)	£480.00
Vitesse (exchange gearbox)	£480.00
Fibreglass Gearbox Tunnel Cover	£72.00
Recon Exchange Diff	£540.00
Recon Exchange Diff (NCW&P)	£720.00
Herald recon exchange drive shaft assembly	£240.00
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TR7

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Petrol tank	£420.00
Petrol tank sender TKC3408	£42.00
Rear lamp assembly R/H TKC232	£150.00
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Front strut assembly recon	£120.00
Front lower ball joint GSJ154	£12.00
Front suspension strut gaiter UKC4981	£12.00
Rear shock absorbers	£20.00
Upper steering joint UKC2449	£60.00
Lower steering shaft TKC1084	£60.00
Track rod ends GSJ185	£12.00 each
Steering wheel (early) RKC509	£30.00
Brake pads GBP233	£18.00 set
TR7 brake master cylinder recon (exchange)	£85.00
Recon exchange brake caliper	£60.00
Brake shoes 4 speed GSP794 OE Unipart	£17.50 set
Brake shoes 5 speed GBS813	£18.00 set
Wheel cylinders 4-5 speed	£15.00
4 speed differential TKC2619 (exchange)	£420.00
Jackshaft 215207	£240.00
Recon starter motor (exchange)	£120.00
Fan idler pulley bearing	£12.00
Clutch kit TR8 Q/H	£150.00

STAG

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

TR6

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

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

SPITFIRE MK IV & 1500

Front wings 909663/4 PAT	£96.00
Front wheel arch outer 909351/2	£90.00
Front wheel arch inner 909797/8	£90.00
Headlamp support panel assembly 818871/2	£96.00
Front quarter valance 815391/2	£135.00
Door skins	£96.00
Sills non original. 903097/8	£84.00
Sill reinforcement panel 806634/5	£12.00
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Half floor (deep pressing) 908900	£225.00
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Gearbox exchange	£480.00
Recon exchange D Type O/D Mk IV	£600.00
Recon exchange J Type O/D Mk IV	£720.00
Recon exchange J Type O/D 1500	£600.00
Recon Exchange Diff	£540.00
Recon Exchange Diff (NCW&P)	£720.00
Rear wheel bearing kit GHK1029	£15.00
Early/late rear drive shaft	£102.00
Recon exchange drive shaft assembly	£240.00
Rear shock absorber GSA385	£18.00
Rear leaf spring 159640	£120.00
Recon exchange brake caliper type 14	£48.00
Brake disc 208715	£15.00
Brake disc 208715 Drilled/Grooved	£60.00 pair

Caliper repair kit inc pistons type 14	£30.00
Handbrake cable end fork 104749	£3.60
Rear brake lever 123135	£8.00
Brake shoe set GBS749	£15.00
Clutch slave cylinder GSY103	£36.00
New distributor 1500 (exchange)	£72.00
Recon distributor 1500 (exchange)	£60.00
Distributor cap Mk IV	£6.00
HT lead set	£12.00
Recon starter motor (exchange)	£60.00
Wiper motor (new)	£60.00
Universal joint with grease nipple	£9.60
Dash top cover 815281	£72.00
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GT6

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Recon Steering Rack (exchange)	£96.00
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Mk II boot reinforcement panel 910505	£150.00
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Rear centre bumper (estate) for insert 917813	£150.00
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Rear quarter bumper (estate) 923444 LH	£60.00
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Dash veneer set 2000TC/2500TC - ZKC1552	£65.00
Dash veneer set 2000TC/2500TC - 730397	£65.00
Interior grab handle ZKC 701/711	£24.00
Boot carpet 728551	£36.00
Recon manual steering rack (exchange)	£96.00
Gearbox (exchange)	£600.00
Mk II front side/flasher lamp 216149/216150	£42.00
HT lead set	£18.00
Clutch kit	£96.00
Rear shock absorber	£20.00
Brake shoes Mk I (axle set)	£48.00
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Rear wheel cylinder GWC1205	£18.00
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Dolomite 1300/1500 recon exch distributor	£60.00
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THE VITESSE ROLL OF HONOUR

This month is a bit of one-off, something of a 'quest' which I had been thinking about even before becoming the register secretary. After a few months of fun asking members and rummaging through old Couriers, here is the current status of the leaders in the following categories:

SERIAL OWNER

Our very own ex-Vitesse register secretary Martin Brown has been the proud owner of no fewer than 17 Vitesse, four of which are still in his stable. Martin has very kindly provided a list of his cars, a couple which you will know well. Not surprisingly, going

back decades he can't remember some registrations, but most of us have difficulty even remembering our current ones.

VITESSE 6 SALOON

LYV 682D	Dolphin Grey/Royal Blue stripe, Matador Red trim
AAE --B	Wedgwood Blue, Midnight Blue trim
110 TTT	Wedgwood Blue, Midnight Blue trim
750 FJB	Wedgwood Blue, Midnight Blue trim
CNC 318B	Jonquil Yellow, Black trim

VITESSE 2-LITRE SALOON

KDF 414E	Cherry Red, Black trim
MDF --E	Cherry Red, Black trim

VITESSE 2-LITRE CONVERTIBLE

HOJ 568D	White, Black trim
-- --F	Signal Red, Black trim

VITESSE 2-LITRE MK2 SALOON

MWK 664G	Royal Blue, Black trim
PKT 574G	Gunmetal, Shadow Blue trim
PMJ 250J	Royal Blue, Black trim
-- --H	Damson, Light Tan trim
WPE 364G	Jasmine Yellow, Black trim
UOU --H	Valencia Blue, Black trim

VITESSE 2-LITRE MK2 CONVERTIBLE

AGY 657G	Royal Blue, Shadow Blue trim
VHP 318H	Royal Blue, Shadow Blue trim

LYV (**photo 1**) was Martin's first Vitesse back in 1973, and of course MWK was one of the Mk2 press cars – **photo 2** is from the May 1969 Car magazine test where the Vitesse was pitted against a Ford Capri 1600GT. And isn't **photo 3** brilliant, showing Martin driving the car enthusiastically? He hopes to get this car roadworthy again. VHP was present at Malvern where I caught up with him again, having met at Stoneleigh earlier this year. FJB (**photo 4**) and AGY are



also still in his ownership and may see the light of day again. I received a lovely letter from Martin, which I'll hold back for now as it is worthy of a separate article to read in front of the fire on a cold winter's evening.

VITESSES IN A ROW

The task of thumbing through old Couriers and bringing the index up to date has found us with a new leader in the category for most Vitesse in one picture (**photo 5**), thanks to the evergreen Dave Rumens who snapped this line-up of multiple Vitesse at Malvern (see July 2021 Courier). There could be a couple more at the end of the line that are not showing their bonnets, so I think we can safely say nine cars, which is the number to beat....

MULTIPLE OWNER CAR

I recently received some details of a Vitesse with 17 previous owners. (Is there something about the number 17?) Amazingly, all 17 owners were in the previous millennium, and the car was passed round seven members of the same family in the 1970s and 1980s on the cherished number plate VJ2 (what must that be worth now?) It just goes to show how much they all loved the car and shared it amongst themselves, so this does help to explain the multiple ownership.

Not to be outdone though, when the family finally sold the Vitesse, it went through a further six owners in under two years, so by the time it was 15 years old it



2



3

had already had 13 owners. It also went through no fewer than four colour changes (is that a record too?) leaving Canley in Sienna Brown. Fortunately it now lives a more stable and sedate life with its 18th owner of over 25 years and counting.

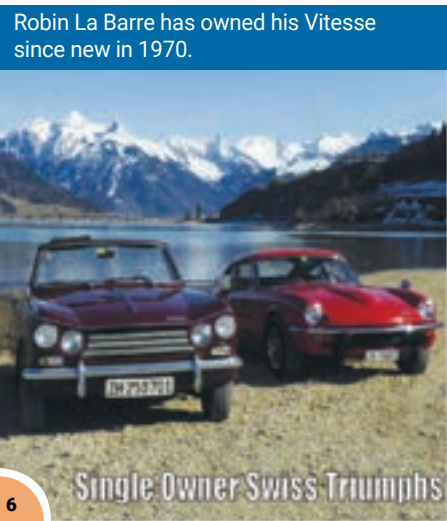
ONE OWNER CARS

At the other end of the spectrum, when I set out on this quest I wasn't too sure whether I would find any one-owner cars. However, it was wonderful to hear about Robin La Barre, who purchased his Damson Vitesse



4

5



Mk2 convertible (LHD) brand new in 1970, and that this car is still providing him with exhilarating drives in the Swiss countryside 54 years later. For a full write-up, look in the June 2021 Courier's International Liaison pages (**photo 6**). I must also thank Robin for assisting with the photos of Km/h speedos for last month's article.

I did hear of another one owner car locally in the Northampton area only last year, but I believe that this now has a second owner – it could have been a 2-Litre (Mk1) so may have been a one owner car for 55 years or more. Please do get in touch if you know about this one, or indeed any others with just the one owner.

WOODEN SPOON

This is for the longest off-the-road restoration of a Vitesse, and at present I think this goes to my own Mk2 convertible, UXD 103G (see the January Courier) – as of August this year, it this has now clocked up 43 years in the garage! I would be delighted to know of anyone to whom this accolade can be transferred, so please step forward if you can beat that! In fact, they say that records are there to be broken, so please get in touch if you can better any of the above. Of particular interest would be more one owner cars, or two owner cars if the current ownership is say 40 years or more.

STEERING RACK CORRECTION

Shortly before the August article on steering racks hit the streets, I went over to HQ to do some research on last month's speedo article. Thumbing through the Vitesse 6 and 2-Litre parts manual, I also looked at the steering racks and was surprised to see that the Vitesse 6 lists part nos. 305775 RHD, 305776 LHD with the alternative part nos. 305932 RHD, 305933 LHD (this being the Herald rack) which seemed at odds with what I had previously thought – that all Vitesse racks were the same. This means that the Vitesse 6 had the 6-tooth pinion as standard, and not the 7-tooth pinion of all later Vitesse.

On consultation with Dave Rumens, he believes the difference between part nos. 305775/6 and the Herald rack was the addition of a small bush under the securing clamp to reduce the play on the nearside – there is an additional hole drilled in the rack casing to take this bush. And the reason for listing the Herald rack he suspects was an alternative to keep the production line going if the supplier couldn't meet the demand for the Vitesse rack.

The use of the 6-pinion rack in the early Vitesse is corroborated by the following information in contemporary road tests: Motor road test no. 42/62 (31/10/62) for the Vitesse 6 states 3¾ turns of the steering wheel from lock to lock, whereas the Autocar road test no. 2122 (9/3/67) for the Vitesse 2-Litre states 4.1 turns lock to lock. The figures for number of turns can't be that accurate, but they would

confirm that a faster rack was fitted to the Vitesse 6, the 6-pinion rather than 7-pinion. One can only presume that Triumph received feedback from the dealers stating that some customers were finding the Vitesse 6 steering a bit heavy at parking speeds, especially on full lock, hence the change being made for the new 2-Litre model.

I hope this clears up any doubts on

what Triumph specified when the cars were new. If you have any further information on steering racks, please write in.

Stay safe and keep firing on all six!

Dave T

2012 COURIER INDEX		
Many thanks to Des Sowerby for offering to assist with the Index – here is the next instalment.		
Month	Title	Detail
January	Restoration	DIY restoration of modified Vitesse 6
February	What's under your bonnet?	Origin & development of the 6 cylinder engine
March	Get a head	Engine developments leading to the Mk2 2000 and 2.5 engines. Explanation of which cylinder head matches which engine.
April	Bits and pieces	1. Problems when converting to alternator. 2. Differences between brake back plates.
May	Showtime & the dizzy	Events at SEM and Prescott. Explanation of the Vitesse Lucas 22 distributor.
June	Vitesse 6 – 50 years old	Introduction and development of the Vitesse 6
July	Shows, and more on the dizzy	Request for show cars. Discussion of differences between 41305 dizzies (fitted to late Mk2s) and the earlier 41273.
August	The Kenilworth Dragster, and more on cooling	Recreations of Harry Webster's 6 cylinder coupé. Benefits of mounting the radiator metal to metal.
September	SEM and Steering Wheels	Description of Vitesse at SEM. Steering wheels and columns compared.
October	The Vitesse 50th	Description of cars at the International.
November	Never say die	Mk1 Vitesse rebuilt as a Moss Mamba.
December	Wash, Wipe	Changes in wash and wiper controls.



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Geoff's 2.5 Mk3 at Camberley Car Show.

CAMBERLEY CAR SHOW

I displayed my GT6 at the Camberley Car Show this year. For this event, the town centre is closed off to normal traffic and cars are displayed in the roads and pedestrianised areas of the town centre. The show used a picture of my car in the subsequent 'thank you' to show how much was raised for charity, which was nice!

THE BRITISH MOTOR SHOW

There were quite a few Triumphs at the British Motor Show in August. The show has been held annually for the last few years at Farnborough Exhibition Centre and in the grounds of Farnborough Airport. They are more like a festival nowadays than the old British Motor Shows that used to be held at Earls Court and the NEC, with

a lot of live action, test drives of some of the latest cars and lots of classic car clubs in attendance.

Rather than the major manufacturers exhibiting their wares like in the old days, the new cars at this show are mainly displayed by large dealerships. Only two GT6s were there, well one GT6 and one GT6-based Vincent Hurricane.



David Burden's Mk2 (with a Mk3 front) at the Camberley Car Show.



The Camberley Car Show's 'thank you' publicity with my GT6!



My GT6 at the British Motor Show.



Joe Wilson's Mk2 GT6-based Vincent Hurricane at the British Motor Show.

DEPARTURE LOUNGE CLASSIC CAR SUNDAY



Dick Twitchen's Mk1 at the Classic Car Sunday Meet at the Departure Lounge café near Alton.

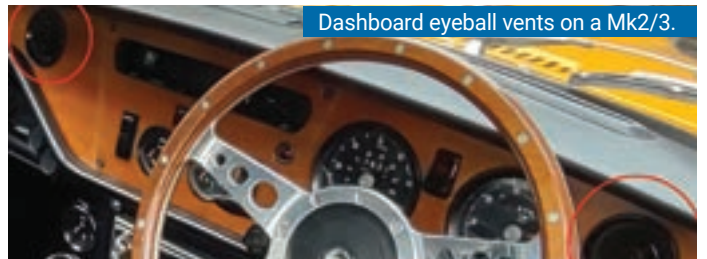
KEEPING COOL *in a GT6*

As owners will know, the inside of a GT6 can get rather warm in the summer, partly because of the proximity of the engine/gearbox, partly because of the small and snug cockpit and partly due to the limited ventilation. I know of some owners who say that all GT6 owners have to wear shorts in the summer due to the heat inside the car!

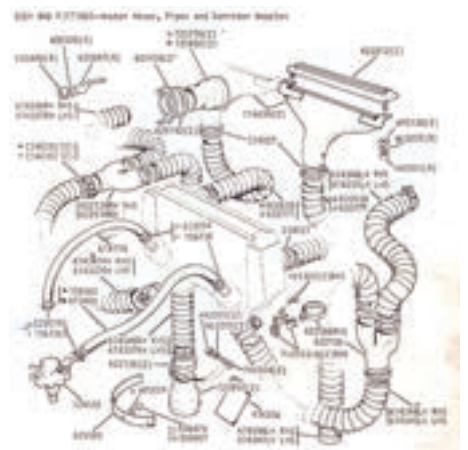
Triumph did try and improve the

ventilation on the Mk2s and 3s by adding eyeball vents to the dash and footwells, plus outlet vents in the upper rear quarters. The eyeball vents were ducted from the blower and had a Y-piece splitting the ducts between the footwell and dashboard. The parts manual (right) shows the complex system of ducts, including the windscreen demisters. My GT6 no longer has the

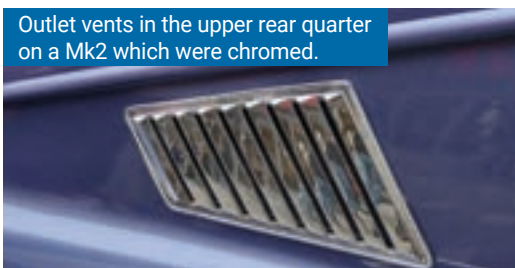
Dashboard eyeball vents on a Mk2/3.



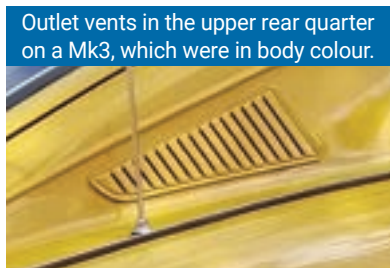
The complicated ducting arrangement on a Mk2 or Mk3 GT6.



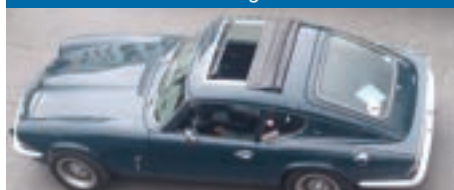
Outlet vents in the upper rear quarter on a Mk2 which were chromed.



Outlet vents in the upper rear quarter on a Mk3, which were in body colour.



A Tudor Webasto folding sunroof.



footwell vents as it has been changed to work without the Y-pieces and just duct to the dashboard.

However, one popular addition to a GT6 to improve ventilation much further was the fitting of a folding sunroof. This was never a factory-fitted option and wasn't listed on the official Triumph price list of accessories or special orders, however it was offered as a dealer fit option by many Triumph dealers and the fitment was approved by Triumph. The Tudor Webasto sunroof was the type/ make approved by Triumph as the dealer fit accessory, although some dealers fitted the very similar Britax Weathershield sunroof. I guess Triumph did use Tudor Webasto sunroofs as a standard fitting on some cars like the Herald 12/50 saloon, which is why that type was the manufacturer favoured and approved by Triumph.

Fitting the sunroof was a very involved process. Not only did an accurate aperture have to be cut in the pristine roof of a new car, but a wooden frame had to be fitted between the headlining and the roof, and the headlining itself also had to be modified. Some of the sunroofs had a tinted Perspex wind deflector at the front – I'm not certain, but I do think this was the Britax

Weathershield version.

I've done some research, and it appears that the last distributor in the UK for Tudor Webasto (R&S Coachbuilds and The Trimming Centre) has now ceased trading. However, Webasto are still making sunroofs and Tudor Webasto Sunroofs in Poland is now the worldwide distributor (tudorwebastosunroofs.com).

In the 1980s, folding/removable glass sunroofs became popular as an aftermarket accessory for all cars and these sometimes were fitted to GT6s, however in my opinion they just don't look right, being a little too modern in style for the car.

In the US where the temperatures soar, some cars were fitted with an aftermarket air conditioning system. This was never a Triumph-approved option and is pretty rare. An in-car unit was fitted in place of the passenger parcel shelf under the dash and a belt-driven compressor fitted to the engine. I can imagine it would have sapped quite a lot of power, which would not have been great when the later GT6s stateside were already down on power due to changes made to meet US emissions regulations in some states. I do remember seeing a picture of the in-car installation, but I've searched high

and low and can't find one now. However, I did however find an advert for a firm that was fitting air con to Triumphs including the GT6 back in the day.

Andy

NOW AIR CONDITIONING

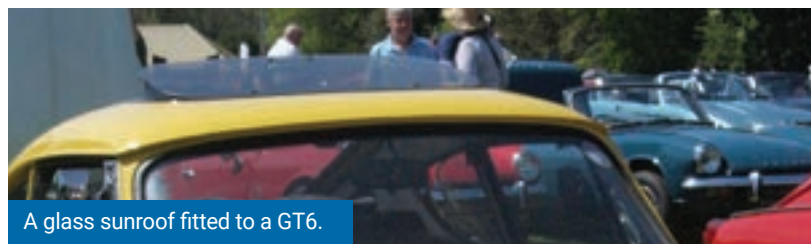
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FROM THE ARCHIVES



If a sunroof doesn't provide enough ventilation, then you could always modify your GT6 to have a Targa roof like this one, seen at the SEM Leatherhead event in the early 1990s. Excuse the poor quality pictures – it was a long time ago and there were no smart phone cameras back then!

The Targa top GT6 pictured in the 1990s.



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INTERNATIONAL NEWS

A VISIT TO THE MILLE MIGLIA



John gets to try out the best seat in the house.

We've got something a little different for you this month. It's a report from an event that is definitely international and which included a number of Triumphs, but it's from the personal perspective of John Pullicino, our Malta Country Contact. So here's John's report on his visit to see the start of the world famous Mille Miglia earlier this year.

The Italians claim this event as the most beautiful race in the world. Well, I cannot say I have been to many international classic car events, but this is certainly by far the most beautiful event I have ever seen. On 11th June my wife Elizabeth, myself and my son Benjamin met in Brescia to watch the start. Participants were mostly Italian, but there were British, German and Belgian participants in significant numbers too. A few even came all the way from the USA and Japan. It is an event for deep-pocketed people with an entry fee of €12,000, so the display of rare, historic and top models from

the world's famous brands was so exciting and a feast to anyone's eyes.

The event is open to eligible cars made between 1927 and 1957. The legendary Alfa Romeo 6C was among the participants, together with late 1920s models from OM, plus so many XK Jaguars, Talbots, beautiful Mercedes and Astons, Ferraris and Bentleys among a total entry of 500 cars.

A visit to the Mille Miglia Museum revealed that in the early 1930s, cars were already achieving a sustainable average speed of 130km/h on their slim spoked wheels and completing the Brescia-Rome-Brescia event in approximately 24 hours on potholed tarmac and mud tracks. Real racing drivers like the legendary Nuvolari had so much endurance and courage without fearing death.

By 1955 Paolo Marzotto reached an average 198km/h in his Ferrari. Denis Jenkinson accompanied Stirling Moss whilst winning the 1955 edition, saying



John Pullicino cheering the entrants on, never mind the weather...



...and the next one...



...and the one after that!

that they found themselves in a sea of excited spectators who used their arms to get a better view. Tragedy struck in 1957 when Alfonso de Portago left the street at 250km/h, bringing to an end this crazy racing period. The event was later relaunched as a timed event in 1977.

The timed race starts from Brescia and heads down to Rome and back, passing through some of the most beautiful Italian countryside and cities along the way. You can imagine my sense of satisfaction and completeness when I found seven



Elizabeth with yet another TR at the Mille Miglia museum.

participating Triumph TRs this year.

The start of the race got us fully drenched in an impressive thunderstorm, which is all part of the deal. Driving an open top car worth a million Euros or more in a thunderstorm does actually take some courage, not just financial backing! The race ended on 15th June at Brescia with the cars lining up in the city centre. Luckily I had the opportunity to speak to one of the Italian drivers and navigators, who offered me a seat in their TR prior to raising the hood. What a wonderful place to be with

the steering wheel close to my chest, my left hand nearly touching the tarmac and a monumental view over that beautifully curved bonnet. It reminded me of my Spitfire days, but this was sublime. The TR participants had nothing but praise for the behaviour of their cars and for their reliability over this event.

Thank you to John for this report on a summer event that sounds as though it was positively autumnal this year.

John



One of the TRs prepares for the start in Brescia.



Carefully looking at the listings to photograph the next Triumph.

BRABHAM HERALD REPLICA - 53 RPE

I had not intended to provide an article on this yet, but with our new editor having chosen to put my version of a Brabham Herald on the cover of last month's Courier, I thought I better provide some context. To that end this is a précis of that which I provided for a write up in Triumph World in the June/July 2004 edition.

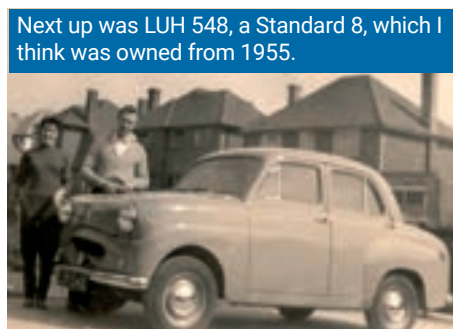
Finn Egeland-Jensen, my father, came to this country during the early 1950s. His only

previous connection with the UK was that he had attended an International Scout Jamboree in Cardiff in 1934. His intent was to escape post-war Finland, (he had been in the Finnish Army fighting the Russian invasion in the two Winter Wars), and add to his interior design qualifications by training to become an architect. He met my mother whilst studying at the London Polytechnic and they soon married. On considering vehicles within their

budget, my father's already keen interest in cars gravitated towards the compact but eminently practical and economical cars of the Standard range. Initially my parents made do with a 1938 Standard 8 tourer, but whilst working for Percy Thomas' firm of architects in Cardiff they managed to afford a change to a much more modern 1956 Standard 8, registration LUH 548. This was soon followed by a 1957 Standard 10.



The 1938 Standard Flying 8, which was my parents' first car in 1953.



Next up was LUH 548, a Standard 8, which I think was owned from 1955.



The Standard 8 was fairly quickly changed to Standard 10 (registered as EJ3) just after the Suez crisis.

The end of the 1950s marked a significant period in my parents' life. A change of working location for my father to Sir Basil Spence's architectural practice brought with it a move to Exeter – the firm was engaged in work related to the expansion of Exeter University.

Having been influenced by the success of the Herald, in June 1960 my parents exchanged the Standard 10 for a brand new Pale Primrose and Sebring White Triumph Herald Coupé; thereafter my father remained devoted to cars with the Herald chassis. Having been born in January 1963, I was introduced to the Herald floorpan at an early age – no occasional rear seat was fitted in our Coupé, so safety and comfort in the rear were achieved by an array of cushions!

At the time of purchasing the Herald, my father was particularly impressed by the Brabham Herald demonstrator, registered 55 RPE, which he had seen at the Earls Court Motor Racing Show in January 1961. In later years, once I was heavily involved in Triumph cars, he would muse on what it would have



The Herald 948 Coupé, purchased new by my father in 1960 after the move to Exeter.

been like to have one of those.

The Brabham conversion was not just a simple tune-up, but involved an engine transplant, a clutch change, larger radiator, improved brake linings and larger rear wheel cylinders. A rev counter was also recommended at further cost, and other

improvements could also be specified. The basic conversion cost the owner £395, and a fully prepared car could be purchased from Jack Brabham at just over £1000. This was pricing the small car very much in Jaguar territory, so perhaps it is no surprise that few were completed. Certainly my parents, with a

The blue Herald, a 1200 Coupé (1964), purchased by my father in 1984 to take the dogs for walks and as a nod to loving Heralds. This was the one I later converted to the Brabham.



growing young family, would never have been able to afford such a car at the time.

Thus, for my father, the image of a Brabham Herald remained very much a pipe dream, and he began to look for alternatives to replace the beloved Coupé. Being in need of at least a four-seater, and with Brabham Heralds few and far between, in 1969 he exchanged the Coupé for a Bond 2L Mk2 demonstrator at Motor Macs of Exeter.

By the mid 1980s I was gaining experience working on a sequence of my own Triumph Vitesse variants, gathering knowledge and practical experience for major modification work and beginning to seek out information about the Brabham cars. In fact, throughout this period, realising the advantages of having over 100bhp from a much lighter engine, I had been considering the possibility of recreating a Brabham Herald.

At this stage the objective was to try and

build a replica of the Earls Court car for my father and I to enjoy, but the project could not be started until I had more information about the details of the original conversion, in particular the Coventry Climax FWE engine. I conducted much research into the origins of this little aluminium SOHC unit. It was conceived specifically for the Lotus Elite (FWE standing for FeatherWeight Elite) as an amalgam of the race-winning 1097cc FWA and the 1460cc FWB competition engines. The basis for all these engines was the 1020cc FWP (FeatherWeight Pump) which had been designed by Hassan and Mundy to power auxiliary fire-fighting pumps for the services. One of the design criteria for the FWP had been that it should be able to be run up to 5000rpm from cold.

Other sports car manufacturers, in particular TVR, Fairthorpe and Turner, also used the FWE engine; however, Lotus took

the majority of Coventry Climax's production of 1550 FWEs. The basic version of the FWE had a single SU and produced 72bhp. Next up was the twin SU version with a four branch exhaust manifold producing 83bhp. The latter was fitted to the Elite SE and incorporated a compact ZF four-speed gearbox that Colin Chapman had arranged to be specially made for the Elite. A 90bhp unit could be specified utilising a high lift cam profile, and there were also a few Super versions with quoted powers of 95bhp, 100bhp or 105bhp.

The version used in the Herald conversion was the twin SU, although technically with 83bhp as in the Herald a simpler cast iron manifold was used. I suspect that power was down to about 79bhp, however this gave the little Coupé the performance of a Vitesse: 102.2mph and 0-60mph in 10.8 seconds. Fuel consumption was an average of 27mpg. Certainly contemporary road tests referred to the car being 'capable of hassling much larger 120mph jobs.'

During the last few years of my father's life I had still been promising to look into the possibility of carrying out the long dreamt of conversion. I managed to find and purchase two ex-dockyard FWP's in 1992. (One of these remains fully operational and still pumps effectively.) Although my father did not live to see the car nearing completion, he had seen the project at its initial stage and had enjoyed the occasional sound of a Climax fire pump being run up in the back garden.

The death of my father in 1993 left me with my two Vitesse's, his Bond, 1½ spare Bonds and a Herald Coupé that he had bought in 1988 as a local runabout to carry three Dalmatian dogs. I had asked Stan Walters of SW Classics to carry out some necessary chassis and body repairs, but this was purely to keep the car in road-going condition. The first big conversion step taken was a full repaint of the car in its now distinctive colour scheme in the fashion of the two-tone arrangement used for the prototype Herald. The colours actually used are Triumph Sapphire and Ford Silver Fox. These colours are also an acknowledgement to the Lotus Elite SE scheme which had a silver roof over a blue body.

I next set about the task of finding information and parts from various sources. Many of the Lotus specialists were appalled by the idea of losing one of their precious engines to a Triumph Herald, although one company said: 'It would not be a problem to build an engine, the cost will be £8500

The Coupé sporting its two-tone Triumph Sapphire/Ford Silver Fox colour combination.





The Herald chassis was restored and modified with a bespoke rear end suspension of my design, turned into reality by Mike Brotherhood.

please.' Finally, my search for information led me to a historic Lotus specialist called Mike Brotherhood, who helped to a great extent.

In June 1996 Classic Cars magazine provided an article on one of the two known remaining original conversions, a saloon registered 188 XPF. The car had been owned since 1964 by its second owner, Arthur Stroud of Bournemouth. It had been off the road since 1981 and he had just completed a restoration. A comment in the article by Malcolm McKay caught my attention: 'It took Triumph eight years to catch up with this level of performance.' I was very keen to view this car and to meet Arthur and discuss his experiences, but unfortunately, mainly due to my work in the Royal Navy, I missed several opportunities to see this car when it made appearances at shows such as Beaulieu and subsequently it went to a large Triumph collection in America.

Over the years I had made many engineering studies and sketches to try and work out exactly how to improve the Triumph swing axle arrangement. In the process I considered adapting a trailing arm set-up from the bigger Triumphs, a BMW or even Ford. I looked at De Dion arrangements and

even thought about using a live axle! Having formalised some of my ideas in deepest Antarctica, I elicited the help of Mike Brotherhood to bring them to fruition. His experience with many Lotus cars and special racers allowed him to develop my ideas into reality. The resultant bespoke rear end was added to the refurbished chassis

of my Coupé over the course of the summer months of 1998.

At this time Mike had also obtained a run of Lotus L1 camshafts prepared for some racing engines, and I could not resist the temptation of taking the specification a stage further. The capacity was also determined to be 1471cc by the use of a Climax FWB longer throw crank and a slight overbore using a carefully selected modern piston that could be adapted to fit.

My final concept was to build a Coventry Climax FWB-engined Herald modified to Stage 3. With a Lotus L1 profile cam the optimum choice of carburetion was a pair of Weber 40 DCOE. A handcrafted 4-2-1 exhaust system was also constructed, although space limited the actual primary and pipe lengths that could be used. Power output should be of the order of 125bhp in a much lighter car than standard, potentially achieving 150bhp per ton.

One of the reasons that the specification of the Brabham-converted cars varied was due to the frail nature of the rather ordinary Herald gearbox, which came originally from the Standard 8. As with the Lotus Elite, MGA gearboxes were tried, but the best option

was the Elite's ZF box. One convertible that was converted at Jack Brabham's Chessington workshop received a gearbox transplant which required some careful cutting of the main chassis rails with the car supported on an array of axle stands. The latter were under constant adjustment to try and keep the

temporarily floppy car in true alignment! Scarcity and cost of ZF gearboxes led me to choose a modern compact box that would fit the Herald chassis with no modification. In the 1990s the Toyota T50 box was an ideal choice with the obvious advantage of an overdriven 5th gear, but spares for this box are now almost as scarce as ZF boxes!

The real difference in specification though was my decision to build a double wishbone suspension set-up for the rear. This is centred on a Ford Sierra differential and shortened halfshafts, but uses Vitesse Mk2 rear vertical links adapted for a disc brake set-up. From the last lateral chassis outriggers, the chassis is completely modified, the main rails running straight aft from the outrigger roots, thus gaining enough space to have a relatively long lower wishbone which is also mounted over a wide base. The stability thus achieved allows for a relatively simple top wishbone that mounts within the standard bodyspring tunnel.

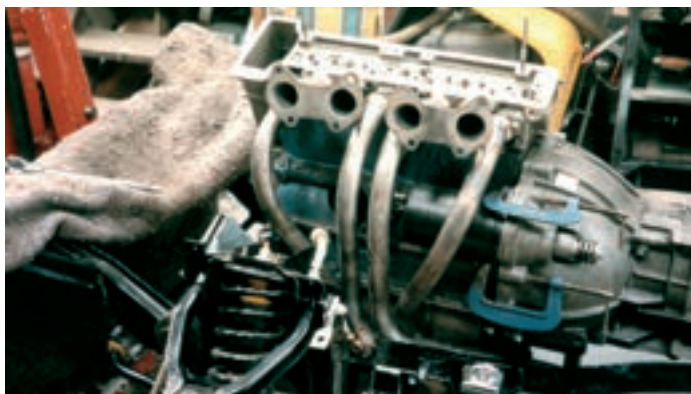


In a lightened Herald, this spec FWB engine should deliver as much as 150bhp per ton.

The car was re-registered 53 RPE. I had observed this plate for sale for six years before finally taking the plunge. This was the closest I could get to the registration of Jack Brabham's 1960-1961 demonstrator 55 RPE. The original Brabham cars are scarce, but I have researched and compiled a register of known conversions. In fact I need to confirm the identity of one that has emerged in Buckinghamshire – I believe I know which one it is, but need to update the register.

At the moment my own car is off the road for a detune and to seek a few more authentic FW series internal components. With a Lotus L14 cam now available, I am aiming for 112-115bhp.

Adam



The Coventry Climax engine was built up to a specification that should deliver around 125bhp.



Spitfire 4 | Mk2 | Mk3

UPDATES ON SOME LONG-RUNNING STORIES

I have a few ongoing stories for you this month. Firstly, to continue with the story of Paul Smith's Spitfire 4, Paul writes:

'Now with my beautiful wife and two wonderful kids all grown up, the car was still there in the garage where it was always kept, usually covered with loads of stuff! I always thought it would be a retirement project, but then Covid hit. I was furloughed, and after

two or three weeks the novelty of having no work wore off and I decided to clean out the garage. From then on, I was hooked on the Spitfire 4 again, and there was no stopping me now!

'As everything I had done was about 30 years old, I stripped it down again to a bare chassis and scraped all the suspension parts back to bare metal. (Fortunately

camera phones are about now, so I took loads of pictures from this point on.) I found the original colour under some underseal on the inside of the bonnet. This also matched the colour under the front chassis suspension turret. It was Primrose Yellow, which I found out has no colour code, so I had it colour-matched and bought 10 litres of cellulose paint.



SPITFIRE 4 | Mk2 | Mk3



'I painted the chassis yellow and the suspension parts black. I built all the suspension up using new bushes, bearings, joints and seals where necessary. I partly stripped the engine and replaced the gaskets. The gearbox and rear diff were completely



stripped again and any parts needed were replaced. I then built it up into a rolling chassis before moving onto the bodywork.

'It was a struggle as I only have a single garage and a shed, so space was tight! All bodywork was stripped to bare metal again



and painted in bits, as I had so little space.'

Paul wasn't kidding – he sent me loads of photos, too many to include them all here, but here are a few to give you an idea of the amount of work he did. To be continued next month...

Another continuing story is that of the Spitfire being restored in Pakistan. The windscreen surround on this was in a terrible condition and it required major work. As for the boot lid, this was constructed from scratch, as indeed were many of the other panels.





Finally we also have another long running project in the Shropshire Spitfire. Briefly for new members, some years ago a Spitfire was given to the Shropshire Area of the TSSC. They have since been working to restore it with the aim of then selling it on and giving the proceeds to the Severn Hospice in Shropshire, the place which had cared for the car's previous owner during his final illness. David Embery, AO of Shropshire Area, recently contacted me with an update on the car.

'As you know from our ongoing efforts over the years, the Shropshire Spitfire is a charitable project where the only beneficiary is the local Severn Hospice here in Shropshire. We've now put the detailed story within our local group website and dedicated Facebook page. We've also completed a small video explaining the story of the project and how we got to where we are today with it.

Website: http://www.tssc-shropshire.co.uk/tssc-shropshire/shropshire_spitfire.asp

Facebook: <https://www.facebook.com/profile.php?id=100091654540513>

Video on YouTube UK: <https://www.youtube.com/watch?v=mgb7QE4ply8>

'We have now secured the services of an experienced welder and car painter. Therefore, it is anticipated that the Spitfire4 Mk2 car will be ready for its final fit regarding interior, electrics etc by the end of September/beginning of October. It is that final fit which I currently have in

mind and why I wanted to ask if you knew of anyone who could help us resolve our rear bumper problem? Our over-riders, both front and back, along with the front bumper are perfectly fine. However, we do need to resolve the problem we have with the rear quarter bumpers so that we can complete the car and have it ready for auction. This will be done by Mathewsons of Bangers & Cash fame on the Yesterday channel. We will have the car picked up etc, all filmed, and eventually the whole story along with those who have contributed and the auction itself will be a part of a future programme.

'Looking at the Rimmer Brothers website, the parts I can see we need are 806900 and 806901. I wondered if you knew where we could get our hands on decent rear quarter bumpers for a Mk2 Spitfire 4?'

David's question arrived while we were in Italy, so we weren't in a position to do much then. But I hope that by asking the TSSC membership as a whole through this medium, there may be someone who can help this very worthy project to stay on track. If you can please contact David directly, his details are in the Area



Directory in this magazine.

And finally, at the Shuttleworth Collection we visited early in September for the All Triumph Day while on the Bond Equipe Weekend, I was very pleased to see the aircraft our little cars were named after – the Supermarine Spitfire.

We also spotted two of the four-wheel Triumph versions there too (below), a lovely Mk2 and a Mk3 that we only saw when it was driving away.

Suzie





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TSSC INSURANCE NEWS



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

It seems that many TSSC members had a fantastic day out at the All Triumph Day, which took place at the Shuttleworth Collection at Old Warden in Bedfordshire. The phenomenal turnout of cars made it clear that this venue, with its mix of aviation and architectural heritage, was the perfect place to celebrate the cars of a manufacturer that named one of its models after a Second World War fighter plane!

Speaking to members during the weekend, it's clear that, in many cases, the whole family shares a passion for the Triumph. Many of you say that your cars are to be handed down through the generations. We are keen to help facilitate this, so we offer young drivers the opportunity to insure a Triumph through the Club's scheme in a way you would not normally find out there in the wider market (for example, other insurers often set an age limit of 25 or even 30 for classic car insurance).

But suppose you don't yet own your own Triumph but instead want to drive the family's car? In that case, there are other options, including what we call 'Accompanied Driver Cover', where you can drive with another family member in the car for a modest additional premium. The key

is to talk to us! We can try to work with you and your individual circumstances to ensure we get the next generation behind the wheel and on the road at TSSC events to safeguard our future for enjoying these cars.

So, if you are passionate about Triumphs but are classed as a young driver, or if you have a family member wishing to get involved with the world of classic cars, don't let insurance be a barrier. Join them up to the TSSC as a member and then put in a call to TSSC Insurance on 0121 274 5348, and we will do our best for you.

Looking at the Triumphs on the show field at the All Triumph Day, it's clear that there have been some painstaking restorations undertaken on these vehicles and that their owners know them better than anyone. Natural then that in the event of the unthinkable happening, you would rather repair your Triumph yourself, at home, and that is what our self-repair option is all about. For an equivalent cash settlement, we can empower you to repair your Triumph after an accident to allow you to make sure all those little details that you took so much time to perfect during the restoration, for example, can be done again to your

exacting standards and time frame.

As summer inevitably turns to autumn, we hope you still get out and about in your Triumph and enjoy some of those beautiful sunny autumnal days, driving with the roof down and the gold and yellow leaves of the season billowing in the rear view mirror – driving bliss!

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.
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- Cover for tools, spare parts and accessories.
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FERRARI F40?...

My inspiration for this month's piece came from the website **car-from-uk.com**. This is a website I regularly land on when I'm searching for interesting cars (by which of course I mean interesting cars with a Triumph connection).

There is something a bit mysterious about this site; it purports to be a marketplace to sell cars, and here is a brief description from its home page: 'On our site you will find a huge

number of listings of classic and antique cars from around the world. The main countries of the presence of our website are: UK, USA, Canada and Australia. Car-from-UK.com is an online vehicle listing service that connects car buyers with sellers. We are not car dealers. Any listing information about a particular car comes directly from the seller, not us.'

It sounds straightforward enough, but I get

the distinct impression that most, if not all, of the adverts are harvested from other on-line selling agents, such as the ubiquitous eBay. The thing is that there is never a listing date given, and individual cars seem to remain visible year after year. Anyway, the car that caught my eye this time was the yellow TR40 UHJ 686W. I'll go straight into the seller's description.

TRIUMPH TR40

Kit car based on Triumph TR7 convertible with the Rover 3.5 V8 engine. First registered 10/07/1981, stated on log book as convertible. 500cc (sic) manual.

This car has had a lot of money spent on it being built, but just needs some finishing touches (loose trims etc). I am unsure of date the car was built into the TR40 from TR7. It has a very strong sounding engine with Edelbrock 4-barrel carb. Rocker covers. Alloy catch tank. Electronic ignition. Electric fans. Custom exhaust.

Interior has reclining race seats and Cobra harnesses. OMO steering wheel. Wheels are 15-inch split rims.

The paint work is OK, a few cracks here and there but nothing major. My plan was to re-paint it in black and re-sell it on, but not



got round to it so am just selling it on.

The car has MOT till 27th June and it passed with no advisories. I have had the car on a ramp and it is very solid and had new bushes etc all round. The car can be

viewed at any time and put on ramp to have a good look at if you wish. I am willing to offer repaint to winning bidder if they want it doing, but at a cost, any colour you want. Thanks for looking. Any questions just ask.'





Before I tell you what I know about the car, let's analyse the advert for a minute. Reference to 'winning bidder' suggests to me that the car was put on eBay. Apparently it had an MoT until 27th June, but what year? Looking at the MoT history of UHJ 686W doesn't show any MoT that expired on the 27th June of any year. Its most recent pass was April 2021, which was the same month that its last V5C was issued, so I suspect that it was advertised for sale in early 2021. It is currently SORN'd.

Now I can tell you what I know about the Triumph TR40. It is better described as a Eurosport TR40. Eurosport was a company originally specialising in Fiat X1/9 parts, based in Essex, and it introduced the TR40 in 1992. The TR40 was marketed as a Ferrari F40 replica; yes, I know, you have to squint pretty hard. It was not really a kit car in the sense we generally use that term, it was a set of body panels to transform the look of a Triumph TR7.

In 1997 the production rights for the TR40 transferred to a company called Rimmers, yes, that Rimmers. I don't believe they ever sold many kits.

The TR40 was not a commercial success; according to Steve Hole's book A-Z of Kit Cars, the number made was approximately four. This book is a very useful reference for all things kit car – it is subtitled: 'The definitive encyclopaedia of the UK's kit car industry since 1949,' and it was published in 2012. Like all 'definitive' guides it does have omissions and mistakes, but it is still a good piece of work.

In my research across the literature and internet for this article, I actually came across SIX examples of a TR40. I haven't sought permission to reproduce photos of these cars, but I'll list their registration numbers so you will know if you find any more. So, apart from the yellow UHJ 686W, there are another two

yellow cars, UGJ 60S and EKX 386Y (which is the car in Steve Hole's book), and three red ones – JTS 771X, MRV 589R and SWN 316S.

You can see a photo of SWN 316S on triumphtr7.com, where it is labelled as being a Rimmers-supplied kit. If I've found six TR40s, I suspect there may have been a few more than this made. I've checked all of my six on the DVLA and DVSA sites – all are still described as Triumphs, four are SORN'd and two are untaxed. So, none of these six are currently roadworthy. I wonder if any will reappear? If you see any, or if you own a TR40, let me know and we'll write it up.

Trevor

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REVISITING THE PAST

I am going to have to disappoint those of you expecting the next instalment of the restoration of Adrian's Herald 13/60 this month I'm afraid, but don't worry, I will bring you what I hope to be the final(ish) update next month.

All Register Secretaries are constantly on the lookout for interesting content, so

with Adrian's Resto approaching its natural end and in a moment of uncharacteristic forward planning, I posted a plea for content on several Triumph-related Facebook groups. This worked well, and almost immediately I had received three responses from 13/60 owning members, two of which I

will include you this month.

First up is a great story from Andrew Hughes, who after many years of detective work has managed to track down a previously owned Herald. I'll let Andrew tell the story (so far).

REUNITED WITH MY HERALD 13/60





Happy days for Andrew with his Herald, pictured here in 1994.

Many of us dream of finding our lost car, usually following a tantalising DVLA database search suggesting that it is still in existence. After six years of looking, I managed to relocate my Herald 13/60 convertible and buy it back, making me a proud member of the club of people who have owned the same car twice.

I first bought the car way back in the cold January of 1993 as a university student, having been attracted to the owl like appearance of the 13/60 model as well as the reasonable prices for convertibles. The car was in Cambridgeshire and having paid £1800 for it, I headed up the A1 to the north east of England as a proud Triumph owner, with virtually no heat whatsoever coming out of the Smiths heater. However, that didn't matter as the Damson paint and white bumper combination looked simply stunning.

The car served me very well indeed for the next five years, covering 25,000 miles with few incidents. I learned more about car maintenance and began to appreciate the simplicity and easy access of the Triumph cars, usually while working on the car on my parents' driveway with the essential oily hardback manual by my side.

I fitted a new clutch and a secondhand gearbox (just £15 from a classified ad in *The Courier*), arranged a respray and sorted out the brakes and suspension. This was in the days before the internet, and finding out

how to repair items consisted of peering at grainy black and white pictures in my trusty Haynes manual or asking my local Triumph specialist, Sports Car Supplies in Gateshead.

At the same time, I was also messing around with VW Beetles and a move to London in the late 1990s meant a loss of storage and a difficult decision – should I sell my Beetle or sell my Herald? Unfortunately I chose to keep the Beetle, which continued for a few more years before succumbing to rust, leading me to regret my decision bitterly.

SEARCHING FOR A LOST CAR

Following a recent TSSC Facebook post about buying my car back, a TSSC member asked me how I managed to find it. My reply was – an awful lot of detective work, some very helpful classic car fans and a sprinkling of good luck. With the DVLA database moving online in the early 2010s, I tentatively put the Triumph's registration number in, expecting to find that it had gone to Herald Heaven many years ago. To my amazement, the car had a relatively recent MoT history and was showing as SORN, meaning it was likely to be languishing in a shed somewhere.

In 2018, I began my search to locate (and hopefully purchase) the car again. The process took six years in total and included long periods when nothing would happen, followed by sudden bursts of activity and excitement as I got closer to the vehicle. I began with posts on classic car Facebook groups and forums. A tip for anyone trying this – a pretty photo of a car gets noticed online! Leads came in

from time to time which fitted together like a jigsaw. I set up alerts on eBay and other classic car sales sites so I would receive emails when *Herolds* came up for sale. A new subscription to the TSSC was taken out, meaning I could check *The Courier* every month for possible news of the car.

Slowly the clues began to trickle in. For example, I found a photo of the car heading to a car show on the Shetlands, so contacted the organisers of the show and a car group on the islands who were able to give me some useful information. After a few years of searching, it was becoming clear that the car had headed further north after I sold it in 1998 and was most likely to be found in a shed in the Aberdeen area.

Finally, in early 2022 I had a name and address of the likely owner, so I sat down and composed a letter explaining my connection, with a few photos enclosed. I expected an agonising wait, but the following day I received a call from a lovely lady to explain that she had been the owner, but had sold it a couple of years previously. However, she knew the current owner and would gladly put me in touch. We then spent a delightful hour discussing the car's history and foibles, which resulted in me being invited to a classic car show in the Aberdeenshire area to meet both the lady and the current owner. I hopped on a train without hesitation, but the owner wanted to continue with his restoration of the car and was unwilling to sell.

In August 2024 I decided to enter my current VW Beetle in the same car show, making the 500 mile journey from North Wales to Old Meldrum in Aberdeenshire



Bringing the story up to date, this is Andrew and his Herald today in 2024.

HERALD 13/60



over two days and nearly deafening myself from engine noise in the process. The Herald owner and I began chatting about cars again, the difference being that this time he was willing to sell the car and felt that I would be a worthy owner. Almost immediately we headed to the large barn where the car was being stored and a price was agreed. Seeing 'your' car again after a 25 year gap is simply a wonderful experience, even if it does have a liberal covering of bird poo.

PLANS FOR THE HERALD

Over the intervening 25 years, the car has been sprayed poorly in a mix of white and

blue and has acquired several items off a Vitesse, including a boot lid and door cappings. The remainder of the panels are original, still showing signs of the Damson paintwork underneath.

The previous owner has carried out most of the tricky welding, but the car needs a new interior, hood and recommissioning having been off the road for eight years. I intend to restore the car to its 1990s condition, including the Damson paintwork and minus the Vitesse parts. Naturally I will have my Haynes manual by my side just as I did 30 years ago, but this time the advent of the internet means I shall also have access to countless TSSC members, YouTube

videos and forums when I'm struggling to get a part to fit!

One of the best things about the classic car world is how our vehicles bring people together and I intend to keep in touch with the car's two previous owners to update them on the restoration progress. I'm sure that updates will follow here too, and many thanks to the TSSC members who assisted with my search.

Andrew

Thank you Andrew for sharing this. What a great story, and we eagerly look forward to hearing about how the restoration progresses.

THE YELLOW PERIL

Next up is a short but sweet story from Gillian Pelham on how she acquired her Saffron 13/60.

I have owned Peril for 12 years or so now. It was an early 60th present from my son (he lives in Australia). He won it on eBay, called me up and said: 'Here's an address, go and pick up your car!'

I replied: 'But I have a car, my Rover 75.'

'It's a present mum, it's just like the one you drove me in as a young two year old kiddie.' (Actually that was a yellow 1200 Convertible, and Peril is a Saffron 13/60.)

I've been a member for many years, in the 1980s then rejoining around 2010 I think. Here's my usual stop at the cemetery to have a chat with Nana and Grandad and to polish the stone.

Gillian



Thank you Gillian, I do love Saffron on a Herald, it suits the car perfectly!

Do you own a 13/60 and would like it

featured here? All you have to do is email me with some words and pictures (send them to herald1360@tssc.org.uk) and I'll

do the rest!
See you next month.

Darren

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KNOWING WHEN —TO STOP— *(Part 2)*

This is a continuation of David Hudson's TR4 winter project from last month's edition. Thanks David, and over to you...

After removing the head, it was clear that the head gasket around cylinder No.4 had been leaking. This would account for the drip of coolant in the crankcase, plus the overflowing coolant reservoir. Incidentally, I use the '4 Life' coolant that the club supplies, which says it changes colour when in contact with exhaust gases to indicate head gasket failure, but I didn't observe that at all. I then noticed that someone had previously repaired damage to one of the head stud fixing holes (I have read that it is quite common for this particular location to be damaged if the stud is torqued down into the blind hole before the head is fitted).

It looked like the repair had been effected by brazing and I suspect the heat involved had caused a minor distortion in the block. I carefully torqued down the head with the old gasket, and indeed the liners on cylinders 1-3 protruded above the block by the expected 5 thou, but No.4 was almost level. I know at this point I should have had that repair done properly and the block decked, but I hoped/hope that it will be OK without going to those lengths, so I got a thicker figure-of-8 gasket to use for No.4 cylinder only, and I replaced the liner which had obvious wear due to the coolant leakage.

Liners 1-3 looked in good condition, so I suspect they were renewed when the car

was restored, but the piston rings gaps were much too big, so I can only assume a strange decision was made to replace the liners but leave the old piston rings. Anyway, a new set of rings is fitted now.

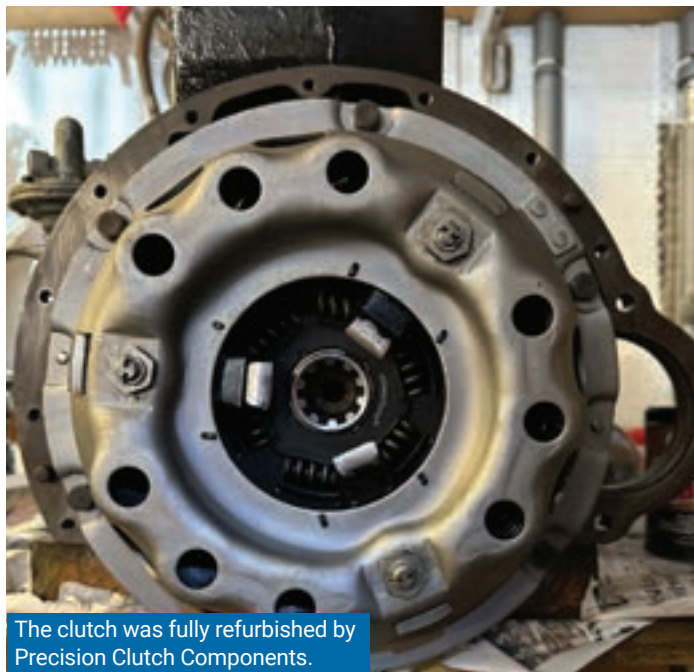
I had the clutch refurbished by Precision Clutch Components (highly recommended). The old one was covered in oil, as was the inside of the bell-housing, and it's a wonder that it worked at all. The oil seemed to have come from the gearbox, so a new oil seal was fitted and will hopefully prevent that in future. The clutch release fork had been welded to the shaft, clearly following the common taper pin failure, so a new shaft and fork was ordered, adding a secondary



One of the head stud fixing holes had previously been repaired by brazing.



Oil liberally splattered around the bellhousing probably came from the gearbox.



The clutch was fully refurbished by Precision Clutch Components.



The welded-up clutch release fork was replaced with new components.

roll pin to hopefully reduce the chance of failure in future.

The gearbox selector shaft O-rings were replaced, and I drilled a very small hole in the gearbox top cover to act as a vent. Theoretically this is not needed as the overdrive is already vented, but I wanted to do everything I could to reduce oil leaks.

The propshaft UJs didn't feel smooth and so were replaced, although interestingly once removed they looked and felt fine. When removing the propshaft, I realised there was a leak from the differential pinion oil seal, so that was replaced.

Finally, the front bumper is in need of re-chroming, and rather than pay for that or a new stainless one, I decided to go bumperless with spot lamps. It is not everyone's choice I know, but I like the look, and as I like to do with all changes, I'll keep the original parts and it's fully reversible.

The engine is back in now, and the car is running OK apart from the overdrive not working. Annoyingly it was operating very smoothly before I took it apart, and I can only think I must have damaged it with solvents whilst attempting to degrease the outside of the gearbox/overdrive. Hopefully this is an easy fix, and she'll soon be fully back on the road.

So, should I have done any more? I decided against replacing the rear crank oil seal because it didn't look like it had been leaking, but everyone says you should do this and I'm regretting it now. And should I have had the block properly repaired and decked, the head skimmed etc? Who knows, but for now I'm going to enjoy

FUTURE JOBS ON THE LIST ARE:

- Rebushing suspension all round
- Rear anti-roll bar
- Refurb the speedo because the needle wavers a lot
- Try to make some of the locks match so I don't need so many keys
- Fit a towing eye, (that shows how confident I am in my ability to reassemble a reliable engine/drivetrain – has anyone got any advice on sourcing a towing eye that fits a TR4?)
- Fit bucket seats maybe

driving it for a while after a lot of evening and weekend hours in the garage.

Finally, which do I prefer, Vitesse or TR4? Well, if I could only keep one it would be the Vitesse because of the family history, and the howl accelerating in third gear is really addictive. But I love the sports car feel of the TR4 which, though it has about the same power as the Vitesse, is a very different experience.

**TR OR VITESSE?
IT'S ANYONE'S GUESS!**



David decided to save the cost of new chrome or stainless steel and go bumperless.

Bernard bought this GT6 and has started work on its restoration, but do you want to take it on?



GT6 MK2 UP FOR GRABS

About eight years ago I was contacted by a lady who asked me to recommission her Triumph GT6 Mk2 with overdrive. It had been sat in her garage unused since 1989 as it had required some bodywork. She had owned the car for nearly 30 years and there was a genuine 36,000 miles on the clock.

To cut a long story short, I serviced the engine and hydraulics and got the car running, then when I started on the bodywork her son, a newly qualified mechanic wanted to take over.

Fast forward eight years and the lady contacted me saying that her son had never

got around to working on the car and would I like to buy it? She had advertised it, then found my phone number which she said she had lost, otherwise would have contacted me before advertising the car. Anyway, she offered me the car for the same amount as the highest bidder.

I went to have a look at the car and decided that as I had no other project, I would buy it and slowly do it up, adding any costs to the purchase price as I went along. If no buyer came along by the time it was finished, I might be tempted to fit a Spitfire body and create a Gitfire; the sale of a GT6

Mk2 bodysell would finance this.

I have now started work on the car. The engine runs very nicely (as a 36,000 mile engine should) and I have purchased the required repair panels. The cost to date (but this may have risen by the time this is in print) is £4500, so if anyone wants what will be an extremely nice Mk2 GT6, please get in touch.

I've a slight desire to create a Gitfire!

Bern

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ONE LAST DALES RUN FOR ALAN 13th - 15th June 2025

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

Friday – Arrival at campsite from noon

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

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

Sunday – Wind down with treasure hunt in Dent village

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

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

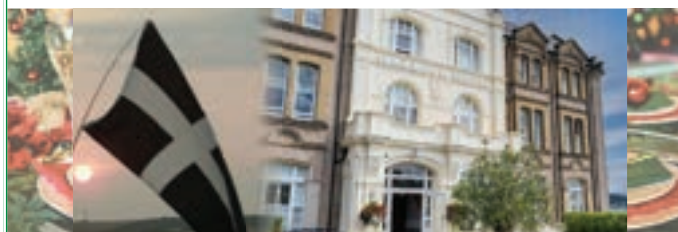
See booking form on reverse of the address carrier sheet.

CORNWALL TRIUMPHS

Christmas Dinner And Dance



Saturday 14th December from 7pm
at the Harbour Hotel, Padstow



Bookings are now being taken via Carol Coventry

Email: carol.63@hotmail.co.uk

Tel: 07979 464643 or 01726 824523 after 6pm

Dinner and Dance £43 per person

(a £10 non-refundable deposit for the meal is required).

Rooms from £131.50 (book your own room with the hotel direct on **01841 532486** using a code from Carol).

We will also be meeting at 12noon at The Old Custom House for lunch and a pint, followed by a stroll around Padstow for a bit of last-minute Christmas shopping or sampling some fine ales. Then it's back to the hotel to dress to impress. Party on and enjoy our Christmas Event!

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

So that's another classic car season nearly over. I trust you all managed to get out and about in your Triumphs over the summer. Don't forget you don't have to put them into hibernation, they really do benefit from being used all year round, especially if your area organises the odd winter runout.

There are still a couple of events to come before the end of the year. Next up is the Classic Motor Show at the NEC on 8th-10th November. If you're thinking of going along, don't forget to use the club discount code – CCCNOV242 (see the advert on page 13 of this issue for more details).

A month later we have the open day at TSSC HQ on Sunday 1st December. If you haven't been to the club HQ, it's well worth the journey and this is always a popular event, with the chance of a guided tour around the museum.

Don't forget – a Triumph isn't just for summer.

Paul & Christina



ANDOVER

Firstly, a report from Jasper, who said: 'Every year on the last Wednesday in July there's a big afternoon meet at The George Inn at Longbridge Devrill. It started off as a commercial vehicle meeting, but now it is a very well attended meet with lots of cars and bikes spilling out into the local farmer's field. I went in the GT6, and met up with Jon Burton who took his Tristan Vitesse. There were lots of different vehicle to see, and several Stags caught my eye together with this Standard 8 presented very much in the vein of the Stirling Moss car. The weather was hot, hot, hot and I'm sure the ice cream van did well.'



For our August lunch we had a very good run out, with a mystery drive and pub lunch arranged by Ed and Maureen. Thanks to both of them for a good route, well organised and a very good choice of destination – the George Inn at St Mary Bourne. We're hoping they'll do something similar for us next year. We all managed to stay

together and parked in a neat line up at the pub – just before quite a lot of others arrived, so it was good timing.

The day was completed by the traditional huddle around an open bonnet while everyone worked to diagnose the reason for Alan's car failing to proceed – in the rain, of course. Richard, Guy and Robin eventually succeeding in identifying the culprit, which was a dodgy fuse, and getting Alan on his way again. Seven cars and 10 people was a good turnout for what was a very enjoyable run out, particularly for those who did not get too wet.



We discussed regular lunch meeting pubs and have decided to go to the Clatford Arms again for the next couple of months to see if that would work again out

in the long run, and to probably have Christmas at the Chalkhill Blue as we have done the last few years. However, we can consider other options for Christmas so please let us know if you have any suggestions.

NEXT MEETINGS:

9th October at 12.00 –
The Clatford Arms, Goodworth Clatford, SP11 7RN
13th November at 12.00 –
The Clatford Arms, Goodworth Clatford, SP11 7RN
8th-10th November –
Classic Car Show at the NEC

Guy and Suzie

AVON

Hi all. As I write this I am listening to the rain battering the glass and wondering if my planned visit to Goodwood Revival in two days' time will be a wet trudge through mud. Being early September there are a few shows still to come, so let's hope they are dry.

Members have been at the Clevedon Flower Show and Hay-on-Wye recently, and the pictures are just a small selection from the ones I took of members' cars that were present.

We welcomed Sharon and Alan at our recent monthly meeting and hope that they, with help, will be able to get their TR4A back on the

road after a long absence.

We are trying a different venue next month – we will be at the King William IV, Tower Road South, Warmley, Bristol BS30 8BL.

Stay safe everyone,

Dave



CHESHIRE

Due to an administrative error, my application to Mortons (Tatton) didn't get into their system, so I failed to get an invite and didn't attend. However, Capesthorpe had shows on two consecutive days (25th and 26th), both with some threat of rain with a week or so to go. As we got nearer the time, the Monday looked better, so I booked online with a day or two to go.

The show was fairly well attended and I headed for the 1960s area and parked up between a Morris Minor saloon and a Traveller. I spotted a pale blue GT6 which I have seen before, a red Spitfire 1500 with a very clean tan interior, three Dolomites, a white TR7 ragtop, a very unusual Beetle-based car (an Evaresto) with a rather weather-worn paint job and almost no ground clearance, plus that Triumph Formosa which keeps popping up, amongst others. I also met Matthew, who was trying to sell a surplus dynamo that came with pile of Spitfire bits. There are several surplus dynamos (and starter motors, hoses, fan belts, etc, etc) on my garage floor so I don't need another one.

Last month I mentioned a potential diff change on Hark the (Triumph) Herald. I've been reading the words in the FM (workshop manual) and it seems that while I have changed the diff on Heap the Vitesse twice (1978 and 1992), I have no recollection of removing the back seat to gain access to the top of the diff, nor which tools I used to remove the bolts at the back of the diff. The nuts on the 'inside' of the chassis have rather poor access on first inspection, the spanner I tried wanting the spare wheel well out of the way, please.

The weather on meeting night was pleasant enough to allow ragtops to have their tops down. I believe four or five Triumphs appeared in the car park. During the meeting I learned more about the Spitfire being re-assembled from a kit of parts by Matthew, and a set of Spitfire/GT6 pepper pot wheels may have found a new home. I am puzzled why the previous owner of the kit should have dismantled the engine which was recently refurbished, but that's life. There was also serious discussion about workshop manuals. The Club seems to offer paper versions, but ideally we'd have a PDF for the Spitfire Mk4 rather than a paper one so you can print a page or two off or use a tablet in the workshop. I've just had a look on the internet and found manuals for some of our cars, as well as some links that are likely to result in unwanted results. The older official manuals came in ring binders, so one could scan the relevant pages without problems. The later manuals are effectively a book, so scanning involves pressing the spine down

(quite hard) on the scanner.

Roger seemed to want to refurbish his Spit 1500 dashboard, mainly as a previous owner seemed to have made a bit of a mess making a hole for an oil pressure gauge. I mentioned that I was intrigued with the 'finish' of the dashboard on Monty's Bond, and I think the reply was it was the same as one of the seat fabrics.

Our next meeting is on Thursday 3rd October at the Cock and Pheasant for an 8:30 (ish) start.

Henry

CORNWALL

October already – where was our summer? I can only hope for an Indian one. Well, we can dream.

We had a get together at Carnhell Green on 10th August, which raises funds for Cornwall Air Ambulance, Cornwall Hospice Care, and the Children's Hospice Southwest (Precious Lives Appeal). This rally includes vintage cars, tractors, motorcycles and steam engines along with displays of threshing, wood sawing, stone crushing and crafts. There are shire horses and ring events too along with stalls and a large car boot fair, plus catering and a licensed bar on site too. It is a great one-day show, and it was lovely to see you all and spend time with great Triumph friends. Due to work, that was my only show that I could attend in August, but Mike has put a few words together on his adventures with his Stag.



FOWEY REGATTA CAR SHOW

Held on Thursday 22nd August with a 2.30pm start, this is the largest car show associated with a regatta in the UK. Organiser Dennis had capped entrants at 220 this year, which was still a healthy increase on 2023's event. However, early morning rain meant about 50 no shows leaving plenty of space in the school field. The variety of cars on show was really interesting – cars ranged from pre-war saloons to VW surfer vans to Ferraris. The Tamar MG and Tamar Rover clubs had over a dozen a piece of mainly moderns with ZRs and a split of 50/50 old and new convertible MGs.

Exotics included a rare Lexus coupe full of gizmos, a replica Ferrari 250, a Lancia Stratos without the usual quad front rally lights and an impeccable pair of Alvises – one was a convertible with exposed running boards, the other the 1960s modern incarnation in fantastic condition. Triumphs were there with a 12/50 and a Vitesse, plus three Stags in yellow, purple and my white one. Field marshal Johnny had his 1954 MG up for sale, as were about ten others including a cheap Roller.

The food was excellent and cheap, and the 5.30pm parade through the town ended with a special run through a tunnel by special permission, making it the longest car procession associated with a regatta. All in all a really good show for exhibitors and the public alike.

WADEBRIDGE VINTAGE AND ANTIQUES FAYRE

Held on 24th August at the showground, which made the 50 exhibitors look fewer and as though the field had swallowed them. Nonetheless it was a good showing of 1950s and 1960s

stalwarts, with some solid lorries and Landie conversions. This day used to be bigger, but a run of bad weather days has whittled returning exhibitors down.

TREWARTHA'S FAYRE

A three-day event with quite a few exhibits, supported by campervans staying for the overnight BBQ and music. It's always down to the weather if longer events have any cars left by the final day, and luckily there were a lot of exhibitors who held on for the promised sun on the bank holiday Monday. Everything from commercials through to Fowey cars back out for another show were in the field. Motorbikes and agricultural were in good numbers and, as you would like to see in Cornwall, even a section of smaller tractors driven by much younger owners. They drove around the ring and had races years ahead of getting their road licenses. Again, the Tamar clubs were out with moderns vs different editions of Mini, a fantastic SS roadster, an E Type coupe 2+2, XK8 4.0, a couple of Stags and one Herald. This is a big event worth attending, with plenty of room and the public paying £10 each to attend.

Thank you Mike for your write up. It looks like you and others had lots of fun. There is no more news from me, other than the events listed below. If, like Mike has done for this report, you would like to add to next month's report, I shall need it in by the 6th of the month and it would be much appreciated.

FORTHCOMING EVENTS

October

Thursday 10th – Club Night.

Sunday 13th – Car run and lunch out organised by Malc and Claire.

November

Sunday 3rd – invite from North Devon to take part in Ten Pin Triumphs at Trethorne Leisure Park. Please let Darren Groves (A/O) know of your attendance as I shall be working.

Saturday 9th – Fireworks and Food at your A/O's abode.

Thursday 14th – Club Night.

Sunday 17th – Car meet being organised by Jane and John.

December

Thursday 12th – Club Night.

Saturday 14th – Christmas dinner and dance at The Harbour Hotel, Padstow. Book with A/O. Happy and Safe Motoring

Carol

AREA NEWS

CUMBRIA

Well, what a busy month August has been this year. The month kicked off with the Maryport Rotary event at Netherhall Rugby Club on the 10th, and some members from Cumbria also attended the Classics over the Sands Show in Grange on the same weekend. With barely time to draw breath, this was followed by Gosforth Agricultural Show and The Wigton Car Club's Dalemmain Show the next weekend. In general we were able to enjoy good weather, and above all some great craic, which is what it is all about.

Rod Moore brought his iconic Sinclair C5 to Maryport, which attracted more interest than all the Triumph cars put together, although at one point I did fear one of the young test drivers was going to make off down the road in the C5 never to be seen again. Rod even gained a second prize at Gosforth for his smart Vitesse estate (however I suspect the award may have been more for the extensive array of contemporary motoring paraphernalia on display in the vehicle), and the offer of a book of Green Shield stamps. (Younger readers may need to do an internet search if they don't know what Green Shield stamps are.) Tony Holiday was also awarded a third prize for his nicely turned out Spitfire. We were pleased our former AO Roy and Anne were able to join us for a couple of shows.

The one remaining show event for the club in Cumbria is the Wasdale Head Show and



Shepherd's Meet on Saturday 12th October. This is not so much a car show as a nostalgic reminder of Lakeland past, and a thoroughly good scenic drive along the whole length of Wastwater to see one of the best views of Scafell, England's highest mountain, once voted the finest view in England. And there are a few Herdwick sheep to look at too. We are very fortunate as a club in Cumbria that we don't need to go very far to enjoy some fantastic scenery and interesting drives around the county.



Future events as we head into autumn are our regular Sunday lunch meetings starting on the 29th September with Brook House, Boot at 12.00 (CA19 1TG) followed by a drive up Eskdale (and over Hard Knott pass for the intrepid.). Thereafter on Sunday 27th October at the King's Head, Thirlmere (CA12 4TN), also at 12 noon. There will be no November Sunday lunch meeting, but a date for the diary is our members' Christmas meal at the Pennington Hotel, Ravenglass on Sunday 22nd December at 12 noon. Safe motoring.

Nigel



DERWENT

Our September meeting was held at The Top club at Stanley Common. It was a smaller turnout than normal as a few people were on holiday. For our October meeting on the 1st we will be meeting at The Amber Hotel at Ockerthorpe, from 7:30pm.

Bryan



DEVON

Devon cars were out and about in August to be seen at various shows and events. We particularly enjoyed the show at Buckfastleigh held by the P4 Rover Drivers Guild – one of the best organized smaller shows we have been to and definitely on for the diary next year. Aveton Gifford as always also delivered a good day.

August Club Night at the Star again saw a pub full of us eating, and a great selection of cars in the car park to be admired. We were delighted to see Mike and Jackie after a period away, and to welcome new member Peter along with first timer Mark. Club Nights continue on the 1st Thursday monthly in North Devon at the Crealock Arms, Littleham, nr Bideford EX39 5HN, and the Devon Club Nights are on the 3rd Wednesday monthly at the Star Inn, Liverton near Neaton Abbot TQ12 6EZ.



I hope you have already booked in for our lunch at the Countryman Inn at Sampford Courtenay near Okehampton on Sunday 6th October. This is a joint



North/South event, open also to members of the local Stag Owners Club, so we are hoping for a really good attendance. If you haven't booked, get in touch with me soonest please. Lunch is booked for 2.30pm, and Jon Chartres is organising a run there, meeting by the Knightstone Tea Rooms, Yelverton at 11.45am to leave at 12.30pm for a 1.5 hour drive to The Countryman. What3Words for meeting place [///sway.jetliner.regulate](https://www.what3words.com/sway.jetliner.regulate)

On Sunday 3rd November we have a carvery lunch and ten pin bowling at Trethorne Leisure near Launceston. Lunch (a vegetarian option available) is booked at 12.30pm, followed by two rounds of ten pin bowling. Lunch is £12.95 with option of a dessert at £5.95, while bowling will be £10.50 for two games. Extra desserts/drinks can be ordered on the day. Please book via Andy Luckhurst arluckhurst@gmail.com soonest, and pay into the TSSC Devon account by 18th October – bank details are TSSC Devon, sort code 20 87 94, account 83764737 – quoting surname/bowl as your reference.

Wednesday 20th November is the Devon Area AGM held at the Star Inn, Liverton at 7.30 for 8pm. Let us know what you want the Area to do next year – volunteers always welcome.

Sunday 24th November sees our annual Inter Club Skittles at the Waie Inn, Zeal Monachorum, nr Crediton. Skittles starts at 11am followed by great value lunch. Please book by 13th November via Sue – sue@jassy.org.uk. We WON the trophy last year so let's try to keep it.

Christmas is coming and the goose is getting fat. We celebrate Christmas in style with an evening meal at the Dartmoor Lodge Hotel, Peartree Cross, Ashburton. The date is Saturday 7th December. NOTE: As the Dartmoor Lodge is now under new management (all the lovely people we dealt with previously having left.) we are now required to pre-pay a £10 per head deposit which MUST be received to the Club bank account by Tuesday 29th October. The balance payment together with Menu choices must then be received by Sue (sue@jassy.org.uk) to the TSSC Devon bank account no later than Wednesday 20th November. There will be NO exceptions. Discounted B&B is available by mentioning TSSC Dinner, but this year there will be a £10 per person deposit for overnight stays due to some embarrassing no-shows last year. Again, the bank account for payment is TSSC Devon, sort code 20 87 94, account 83764737, quoting surname/Xmas as your reference. The cost is £25 for two courses or £30 for three courses.

I make no apologies for the emphasis on food in this report – apart from driving the cars, it is one of the things we do best.

DEVON DIARY

Thursday 3rd October –

North Devon meeting at Crealock Arms, Littleham EX39 5HN.

Sunday 6th October – Joint North/South lunch at the Countryman Inn, Okehampton.

Wednesday 16th October – Club Night at the Star, Liverton TQ12 6EZ.

Sunday 3rd November –

Ten pin bowling/lunch at Trethorne Leisure, Launceston.

Sunday 24th November – Inter Club Skittles/lunch at the Waie Inn, near Crediton.

Saturday 7th December – Christmas evening meal at the Dartmoor Lodge.

Sue and John

ESSEX

August started out with a really good social time together, and from then onwards shows every weekend made the month one of the best. Also, we managed to make contact with new faces that would like to meet up with us in the future. With our whatsapp area club sales page we have sold

many parts that had been donated, and monies go towards our club funds – it was also good to sell some parts to enthusiasts out of our area.

CLUB BBQ

The second weekend of August brought our Essex crew together for our monthly meet-up, and we were thrilled to host the annual club barbecue at our place. The sun was shining, casting a warm glow over the garden as the intoxicating aroma of sizzling burgers and hot dogs filled the air. As everyone arrived, I asked what they would like to drink and to my surprise tea and coffee was the first choice. Laughter and lovely chatter echoed through the garden as friends old and new reunited. From refreshing sparkling lemonade and alcohol free beer, there was something for everyone to quench their thirst. As always, the turnout was fantastic, and it was heartwarming to see everyone enjoying themselves. We held a raffle with lots of prizes. We can't wait to do it all again next year.



MERSEA ISLAND

Several members went to this great show, with plenty of cars to see and stalls. Simon and Debs put Danna their dog into the Best Cross Breed where she came 4th, but she also won the Best Rescue Dog class.



HEDINGHAM CASTLE

We had nine cars at this show – lots of Spitfires, a TR6, Herald, GT6 and an MGB. We all drove in together and parked up on the lower grass area by the lake, which gave us a long hill climb to get to the castle keep and toilets. Rachael had a stall selling her handmade jewellery and other items, and she seemed to do quite well. Carol did a lot of sketching and Janice took lots of photos.



all of our cars on show behind us. At the end we were able to take our cars around the circuit for a parade of all British cars, making for a fantastic weekend.

CLACTON SHOW

There were a great number of different cars, especially a lilac Morris Minor which was a special from the factory to celebrate the millionth made. The couple had T-shirts saying: 'Yes it came out the factory that colour.' Also parked near us was a Holden Monaro with the paint that changes colour – it was blue, green or gold depending on the angle from which you viewed it and where the sun was. There was a band playing most of the day too, and quite a few different stalls.



BRAINTREE AND BOCKING PUBLIC GARDENS

Only two of our Essex members went to this as others went to shows elsewhere that were on the same date. As agreed we met up to drive in together, but we were pleasantly surprised to find four more joining us to make a total of six members. It was very sunny, which made the whole day joyful, with good music, delicious food and lots of shiny bits to look at. This is a lovely little village show in the local public gardens.

The day ended and I set off looking at my fuel gauge. I knew that I needed to get some petrol, so drove around the corner. This was my first mistake as my little





soft-top Spitfire did not like the E5 petrol. I must have stirred up something in the tank. Luckily I was not far from where one of our Essex members lived, and he came out to me and towed me back to his house. We fiddled a bit with the fuel pump, but it was late so I had to leave my car and return another day. We both worked on it then, and thanks to Alan's help, my car is now back home. I'm so grateful for the support of such great members.

BUNTINGFORD CLASSIC CAR SHOW

Everyone loves this event – great atmosphere, quaint village High Street with lots of shops and cafes, and lovely cars on show. We had eight Triumphs attend.

ALL TRIUMPH DAY

It was so nice to have the All Triumph Day back again, this year at the great venue of Shuttleworth. Eight cars from Essex Area met up at Biggleswade. The rain came down very heavily, but once we were ready to leave for the show it had stopped. We drove in and each car was photographed in front of the control tower and then we parked up. Our flag and banner went up and off we trundled to the cafe for refreshments. There was lots in see in the site's collection, and also the Swiss Garden was beautiful. Well done to all who organised this and let's hope this event can continue and grow in the future.

Sue and I would like to thank all those that contributed in August by organising and attending shows, sending write ups and pictures, this input is much appreciated because it is everyone who makes the area so good.

ESSEX DIARY FOR OCTOBER

Sunday 13th - Monthly Club Meet at The Astronomer, Avenue E, Braintree CM77 7AA at 12 noon. Contact Mike for details.

Mike and Sue

ESSEX AREA MEMBER'S CAR OF THE MONTH IS KARL'S GT6

For many years I've had Land Rovers and competed in 4x4 motorsport, but I had always hankered after a classic car. In my teenage years a good friend had a TR6, and it was an absolute beast back in the day. So a few years ago my kids were grown up, my divorce had come through and it was time to get myself a toy – I'd earned it.

I remembered the TR6, but I wanted something a bit different and the GT6 hit that spot. 'The poor man's E-type' some folk said. Well, that suited me, so I set about looking for a good one and found it in the small adds of TSSC. Viewings were made and a deal was done.



It was a good spec with an upgraded and worked over 2.5 engine, uprated gearbox and overdrive, recent interior work and an exhaust note to die for. In reality the deal was done when then owner started it and reversed it out of the garage. The rest of the test drive and paperwork inspection was just a formality. How is it that cars can affect us like that?

The GT6 in question is a 1972 Mk3 in Saffron Yellow, not the colour I set out to buy, but it's definitely grown on me. She came with the name Lucinda, and the vendor told me that was the name the car had when he got her. I couldn't change it. Since taking Lucinda home in 2018, we've had a few adventures – touring France and attending the Le Mans Classic, some road trips and a few shows, as well as some driving/ navigational long distance events with some other clubs. And for

me, the GT6 is very much a car to take out and be driven. She's show-worthy, but not a concours car, and for me that's as it should be because they're made to be driven.

What does the future hold? Who knows. A few timely upgrades as and when needed, and lots of driving adventures.

Karl

GATWICK

Well what a brilliant month August turned out to be – lots of shows and meets to go to, and the weather wasn't too bad either.



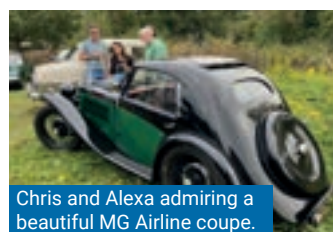
Cranleigh Classic saw a magnificent turnout of club cars. The stand was hosted by Micky and his troops from Thames area, joined by cars from Gatwick and Surrey, and I think some cars were from Sussex and London areas too. Sadly Justine the local girl failed to make it, saying the queue was too long and the GT6 was getting too hot. (Personally I think she just slept in.) The show had all the usual stands and autojumble which make it so good, added to the benefit of a great range and collection of cars



Sadly again I had to miss the Surrey area meeting which clashes with the Surrey Vintage Vehicle Society, whose August meeting was at the Fox Revived at Norwood. There was a superb gathering of cars, especially vintage, which I am definitely



getting more into. I'm fairly new to this group and am only just getting to know people, so I was surprised to bump into Chris and Alexa, who by chance had gone to the pub in Dolly for a meal. My next surprise was to bump into Will Chigwell from Surrey area.



Finally the time has come when Village Garage could take my Mk3. I am getting them to fit the rebuilt engine, and also to restore the Ashley hardtop and fit it. Let's hope it doesn't cost too much or take too long.



After missing a few of the Bletchingly meets, I managed to make the third one of August. Normally there are only two, but occasionally a third is added (sign up to the Facebook group, Four Countries Classic, to get the information). It was a nice meet and great to catch up with everyone. I hope to attend more this coming month.



The East Grinstead classic show was back after two years. It was definitely another success with plenty of cars to enjoy, so hopefully the show will be held again next year. Joe Public came in their droves, and they loved it with the variety of vintage and classics to see. This has to be the way forward if we're to get the next generation interested in our cars. Our cars need to be out there, seen and touched by the general public who don't go to classic car shows. It also adds life to the dying High Street.



Well that's pretty much it for the show season this year, other than the NEC in November. Also in November is the Old Crocks Race, which would be great to go and watch in our cars.

There will still be the Bletchingly meets every 1st and 3rd Saturday mornings each month, which helps

keep our cars in regular use. Our own monthly meeting is on the second Tuesday of each month, and this month it'll be on the 10th. Sorry to mention it, but get your thinking caps on as to where and when to hold our Christmas meal. Keep enjoying your Triumphs,

Tony

HERTS AND BEDS

By the time this is printed, our Shuttleworth event will be over with (as of today) 270 cars paid and booked in, which must be the biggest collection of Triumphs in the south east – amazing, and such good value. There'll be more to report on this next month.

It has taken days of graft to remove the white water marks caused by some lazy so-and-so taking the car to the snow foam disaster, but it is back to shiny now. Note to self: don't do



\that again.

We had a bit of a low turnout for our joint Jaguar and Triumph BBQ at the Raven. This normally completely blocks the car park, and with a good few emails to cancel our bank holiday meeting delayed until the Tuesday and then cancelled to fit in the Jag/Triumph BBQ, I would not be surprised if some still turned up on the cancelled days. I don't know how to get these messages to make base, but we tried.



Still, with a wet start to the day it dried up to a pleasant evening and we managed eight Jags and eight Triumphs, but around 40 members in total to finish off some brilliant burgers and sausages with lots of natter. Phil's TR5 and Trev's XK150 were voted as favourites, and both were presented with a smart glass trophy.

Brian has had to sell his mum's house and will move from the area, but the spin off is the story that he has been offered free storage of his GT6 in a neighbour's garage, which is where the car was bought from 50 years ago just over the road. How's that for a yarn?

The next pub meets at the Raven in Hexton (SG5 3JB) are on September 23rd and October 28th, (always the fourth Monday). We have our area AGM on November

25th, which is always a good night. The question is, will I stand for another year? I am wanting out after 20 years of being AO – the time has to come for a change.

That's all folks,

Peter

WEST KENT

As the AO for West Kent, it's my sad duty to announce the passing of Colin Hugh from his battle with cancer. I've known Colin now for over 14 years, and he was always there whatever we were up to. Only his love of bowls could override a meeting, else he was the one I knew would be there, and it's sad meeting without him.

Colin was also always there on drive it day and loved the car shows. He was especially fond of Bromley Pageant of Motoring, and the spring show at Detling which he attended this year. Pride and joy was his Spitfire 1500. Bought nearly new, and still 100% factory original, this always caught judges' eyes, so he had a nice collection of trophies.

Colin left school to be an apprentice in the print trade. He had fond memories of his early years in the print and as a salesman for Heidelberg who made printing presses, but he realised quite early on that he would rather be managing print than getting filthy running the presses and eventually he went to work with his good friend from school, Ivan, at Bowen and Court (BowCourt), a commercial printers and office suppliers where he remained until he retired.

I only discovered recently he had a twin sister along with two brothers. Married to Sue, they had two children, and our thoughts are with them all. Colin's Spitfire will remain in the family with his son-in-law (Paul) and grandson (James) taking care of it and hopefully enjoying it for many years to come.

Colin



Colin Hugh, who recently lost his battle with cancer, pictured with the Spitfire he owned from nearly new.

NEWBURY

Robin our Scribe is taking a rest this month, so the Area News is compiled by your AO.

Our first piece comes from Mary R, who says: 'Our roving meeting for August was at the Spotted Dog, Cold Ash on Wednesday 14th. This was the first meeting venue that the Newbury Area had when we formed back in 1999, so we are now 25 years old. Interestingly there were five people there that night who were at our inaugural meeting: Nigel, Colin, Sandy, Dave and Mary.'

The second report is from Ian N, our Events Secretary. Ian writes: 'For our latest run out of the year we went for a mystery pub lunch. Six Triumphs and a Honda met on Sunday 18th August in the carpark at Waitrose in Newbury. With the weather forecasting a rain-free day, the convertibles had their hoods down. There was the normal natter and photos as we all waited for the departure time to arrive. At 11:00-ish the group left, being led by Ian in his TR6 followed by Dave and Mary in their Herald, Steve and Sue in the Vitesse, Roy and Helena in their TR3, Andy and Thomas in another Vitesse, Nigel and Helen in the TR7, plus Colin and Sandy bringing up the rear (rebuilding a Spitfire, hence the Honda).

'We headed west on the A4 towards Hungerford, but having crossed over the A34 Newbury Bypass, we left the A4 to go onto a B-road towards Hoe Benham. There we turned off and headed down a minor road to the aptly named Halfway (it's halfway between Newbury and Hungerford). After a short blast back on the A4, it was off onto minor roads again through the lovely villages of Kintbury and Hampstead Marshall.

We passed the normal second meeting of the month location of the Craven Arms after only 25 minutes, so it was too



quick to fool people into thinking that was our destination. After a bit more on minor roads, we joined the A343 back towards Newbury and after 40 minutes we passed the normal first meeting of the winter months location of the Two Watermills. Ian may have planned this deliberately to trick everyone into believing we had arrived, but from there it was a short jump to the Swan at Newtown – which we didn't quite get to before turning off onto a very minor road and doing a quick two mile loop to return to the actual destination of The Swan. Instead of the three miles from start to finish points, we travelled about 20 miles and completed it in just under an hour.

'Upon arrival there was the normal discussion about the route, including the sneaky little extra loop, and the obligatory photo of the cars. It was then into the pub for lunch. Just after 2pm we left the pub, had a natter in the car park and departed on our respective ways homeward bound. Thanks Ian for another excellent Mystery Run through beautiful countryside in our Triumphs.'

Thanks Mary and Ian for those reports. A number of us attended the Shelbourne Classic Car Show on the August Bank Holiday. This is a real country event with stalls selling traditional country fair items. There was an excellent range of cars present, ranging from the early 1900s up to the 2000s. Our members attending were Nigel in his TR7, Tim and Helen in their Spitfire and Mary and Dave in the Herald.

Moving on to our last meet of the month, which was as normal at the Craven Arms, here we discussed plans for the Christmas meal (so dust off the festive clothes) and more immediate events coming up next month. Next came one of Mary's raffles in which there was a very large bottle of white wine. Helen's eyes lit up and focused on it, so Nigel was coerced into buying more raffle tickets than he has ever bought before. Lo and behold Ian ended up winning the bottle, but out of kindness they did a prize swap.

Don't forget, from October onwards the meetings on the second Wednesday of the month are back at the Two Watermills, Newbury for autumn and winter months.

That's all folks for now,

Dave

NORFOLK

While it might feel as if the classic car season is coming to an end, I'm hoping to see a few Triumphs at our meetings still. It does them good to be used regularly.

NORFOLK TEA AND CAKE AFTERNOON

This started with a run from Attleborough and finished at Saham Toney for tea and cake. Yet again the weather was kind to us and it was great to see so many Triumphs turning out for what has become an annual Norfolk event. The car of the show must have been the 1937 Triumph Dolomite, which coped well with the run and was admired by all.



Thanks to Christina, Emily and Christine for the baking. Thanks also to Lou and Karen for helping out in the kitchen, all the offers of help and of course to all those that came along to make it such a great day. We raised just under £300 for Macmillan Cancer Support and around £50 for area funds with the book sales.



SEPTEMBER MEET

It was another great night at the Worlds End for our monthly meet, where we filled our area of the



pub to capacity. Many thanks to all those who came along and for such a good turnout of Triumphs. It's not the first time we've seen Dirk and Sue's Herald, but it was interesting to find that it previously belonged to Simon, the Courier editor, and featured in his article last month.

FORTHCOMING EVENTS

Thursday 3rd October – Monthly meeting at the Worlds End, Mulbarton.

Thursday 7th November – Monthly meeting, AGM and our Grand Raffle. Venue to be confirmed, but we are looking at booking a room in a suitable social club with a bar.

Thursday 5th December – Christmas meal at a suitable hostelry, still to be confirmed. Confirmation of each event will be given nearer the time via email and Facebook.

All the best,

Paul and Christina

NORTH EAST

We are getting towards the end of the year now and we still have not had our summer – I have never known a year like this with such poor weather. Let's hope the autumn is a bit better. As I am writing this, I have just sent out a reminder for the Whitfield Show. We hope it is a lot drier than last year's biblical rainfall.

Ushaw House had a show on the Sunday of the Bank Holiday weekend, and a few members attended that one where there was another good selection of cars to be seen. On the August bank holiday Monday, Brian Andy and myself displayed our cars in Durham city centre. We were



Andy got there early and got a prime spot for a photo

parked on Palace Green right outside the cathedral. This was not your usual car show as most of the people showing interest in the cars were there to visit the city, and they were very surprised to see all the classic cars parked around it. We spoke to quite a few people who were surprised at the age and condition of the cars on display. It is a show to pencil in for next year if it's on, but you have to book and be selected.

On the way home from this event, the gear linkage on the GT decided it was time to separate and I could only get second gear. Luckily I was not far from home, and after stripping out all the interior in the garage (I couldn't get it outside as it was stuck in forward gear), it was a simple repair. Then I could reverse out of the garage to refit the interior – it took 10 minutes to rectify the fault, but three hours to replace all the interior correctly.

Brian was away for our September meeting, so we didn't have the use of the Training Centre. Richard Eagle turned up in his Herald and is very happy that we got it running again after being stationary for over two years, so after a brief meeting we went off for coffee at a local garden centre. Quite a few people were still away on holiday so there were only seven of us, but we did have a good natter over coffee and cakes.

See you in October back in the training centre

Geoff

NORTHERN IRELAND

As per usual at the start of September, the weather brightened up as the kids and others returned to school. A pity that it didn't happen a few weeks earlier so that we would have had some summer weather for our runs. Sorry about the mistakes last month as regards some of the dates and those arranging the runs – just human.

THE COOKSTOWN SIZZLER OR DRIZZLER?

The August Run on the first Saturday was in the capable hands of Peter and Nathan (M) with us meeting at the Castle Garden Centre in Antrim. There was a good turnout of cars, despite the traffic problems in the area due to road works and diversions. It was nice to see Tina again after a time away and all the others who

had made the effort to take part and support the organisers. The weather was good enough at the start of the run to have the roof down for a number of us so we made the most of it.

Leaving the centre saw us take the A6 towards Randalstown, with Shane's Castle hiding from us among the trees as we joined the M22 to make our way to and through Toome. Crossing over the Lower Bann River, at its mouth with Lough Neagh we then headed towards the Creagh and Aughrim Roads to turn left onto the Shore Road to take us to Ballyronan. Once in the centre of the village we took the direct route to The Loup using the Ballyneill, B18 before taking a left towards the top end of Coagh. As we wished to have a break in Cookstown, we took the Littlebridge Road and then the rest of the B73 to bring us to the centre of Cookstown to make our way to the Asda car park at the bottom of the town for a well-earned rest stop and a wee bite to eat. Thankfully, whilst some of us were away from the cars at least Stephen (K) and Alan (F) remained. Why, I hear you ask? Well, whilst away the sky opened, and it was so heavy that we couldn't leave McD's, even though it was just a short distance away. A few of us were grateful that they had time to get our roofs up, otherwise the insides would have been soaked.

With the stop over we were on our way again out of town towards Omagh on the A505, with the roof down again after the heavy shower, passing the Drum Manor Forest Park, close to the Kildress area. Next up we took a left on to the Killeenan Road and then I got a shock. The previous week I had been that way, in the opposite direction, planning a future run when I had been returning from Dromore. Great minds, as they say. After a while on this route, we crossed over the A505 again to make our way over the hills to

the Beaghmore and Broughderg areas keeping, in the distance, the Beaghmore Stone Circles landmark to our right. Once over the lower part of the hills to the other side we came to the main road between Greencastle and Draperstown with us heading in the direction of Tobermore for tea. Then it happened again, the flood gates. Fortunately, we were able to pull to the side of the road to a wooded area and get the roofs back up again without too much damage to the inside.

From there on it was a straight run through Draperstown and Tobermore to our destination at Walsh's Hotel in Maghera for our evening meal. Nice surprise when we were there when we met up with Amanda (M) and Peter's mother, Hazel, for our meal. It also brought back good memories for Barry (F) who had made use of the hotel in the distant past. A good meal was had by all, once again. Thanks to Peter and Nathan for all their arrangements.

SUMMER SUN, SUMMER SUN, SUBMARINE



Saturday 24th August saw us meeting up at the Logwood Garden Centre on the outskirts of Ballyclare for a bite to eat, shopping and a bit of a chat. Once again, an impressive turnout of cars and it was great to see Basil (H) and his good lady in their blue Herald joining us for the first part of the run to Glenarm. A few photos taken in the car



park, and we were on our way joining the A8 dual carriageway to Ballynure. Once through the village we swung left on to the Lismenary Road to then join the Lower Ballyboley Road. Keeping the forest on our left and mirroring the path of the A8 on our right we made our way to Kilwaughter to continue along the Deerpark Rd to join the Mullaghshandle Rd on our left. Remaining on this road for about 3.5 miles and then over the hill towards Carnalbanagh to then take a right on to the Loughdoo and Feystown Roads with Scawt Hill in the distance on our right.



We then dropped down to the A2 Coast Road at the village of Glenarm, having at the same time had a good view of Glenarm Castle and the Forest Park, as we parked up at the marina. Spent an hour or so here whilst a few went window shopping before heading along the Coast Road towards Carnlough. Rather than going as far as there, we turned left up the Ballyvaddy Road, as this took us back up into the hills, via the other side of the Glen to join the Munie Road to the main Carnlough Road. This brought us now into Broughshane village where we turned left up the Rathkeel Road to avoid Saturday traffic and roadworks on the M2. Taking this route brought us up through Lisnamurrikin passing Slemish mountain, that is historically called Slieve Mish, to drop down to The Battery. Tradition holds that Saint Patrick, enslaved as a youth, was brought to this area and tended sheep on Slemish, and that during this time he found God. At the Battery we turned right and then further along left on to the Kilgad Road at Moorfields to drive to and through Kells to the A26 for our evening meal in The Ramble Inn a short distance along it. Good



AREA NEWS

meal here and a big thank you to Maureen and Alan (H) for all their effort in making the run such a success.

EVENTS DIARY OCTOBER

Wednesday 2nd –

Area Meeting, Nortel Social Club, Newtownabbey.

Saturday 12th – Run County Down area, Alan (F).

Saturday 26th – Run Antrim/Sperrins, Douglas (H).

NOVEMBER

Wednesday 6th –

Area Meeting, Nortel Social Club, Newtownabbey.

DECEMBER

AGM and Area Planning

Meeting, Nortel Social Club, Newtownabbey.

JANUARY 2025

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

SPITFIRE FOR SALE



Michael (K) is selling his Spitfire. The asking price is £3995ono for the Spitfire 1500. Overdrive, unleaded stage 2 head fitted, stainless exhaust and manifold, also an electronic distributor. First registered Feb 1979. The vehicle is tax and MoT exempt in Northern Ireland due to its age and condition. Anyone can contact him on mobile 07720 302303, landline 02891 456 181 or email m.kernahan1@sky.com. should you require any further details.



GOOD TO SEE HIM AND CAR

As many of you will know, Laurence (C) hasn't been very well this last while and so it has been good to see him at the Area Meetings in recent times. To get him through his serious illness his good friend Alan (F) encouraged him to buy a car, and he opted for a Nissan 350Z. Thankfully it is now

fully road legal after some serious problems removing and then replacing the rear wheel bearings. The car is now looking good, and Laurence has a new lease of life and an interest to keep him going. Good to have friends, whether the car is a Triumph or not.



SOCIAL RUNS

As mentioned previously, there is the possibility, if agreed, of three Social Runs during the months of November, December and January. Please let me know your views and thoughts as soon as possible so that I can add it to the programme and obtain planners/leaders for the proposed events.

That's about it for this month. I hope that I will see you at one or two of the runs or meetings throughout the autumn/winter period. Keep safe and well.

Douglas

NOTTINGHAM

First of all, we would like to send our apologies for missing the write up for September – as always, there are not enough hours in a day for us. It is no excuse I know, but married life and work is so busy as usual. So you can have a bargain two-for-the-price-of-one this month.

For our July run out we went to the Griffins Head at Papplewick and had a lovely meal. For our August meeting we met at Bingham market square for chips etc – they were exceptional and the night was pleasant, but it turned a little nippy as we are



now coming to autumn. We had a little run to the Royal Oak at Car Colston near Bingham, where we chatted about various subjects. This pub was set on a village green and worth a run out to in later months.

We had the pleasure of going to Cromford Steam Rally at Tensely. If you have never been to this event, it is worth going. You can camp all weekend, take your Triumph to show it off with all the wonderful steam traction engines, lorries, motorcycles and steam fairground rides. We were blessed with wonderful sunshine, and the weekend as a whole was brilliant. If you are interested for next year, the dates are Saturday 2nd and Sunday 3rd August 2025.



Myself and Nigel went to the Silverstone Festival on the August bank holiday weekend. A great show as always, with amazing acts and racing plus lots of classics and a great support to the TSSC – an excellent weekend overall. Very tiring after over 21,000 steps each day. Later it was fabulous – Olly Murs, Sophie Ellis Baxter and Busted, what more can a woman want?

Every third Saturday there is a breakfast meet at Shardlow Marina which quite a few of us go to. It is a social and a little breakfast indulgence, and a few different classics that go. Come and join us, even if you're in your modern. Also at Shardlow, at the beginning of September was the fabulous Shardlow Festival, another fantastic free show where you can take your classic and enjoy two days of fun, stalls and

canal boats galore. Camping is available on the weekend, or a day trip is well worthwhile.

We are both now planning the classic car NEC weekend from 8th-10th November. Look in The Courier for the code to get your discount for tickets to what is going to be a celebration of 40 years of the classic car show. (The Triumph Sports Six Club was one of those first car stands to show there.) We are looking forward to seeing you guys – we need to chat about Christmas already.

Nigel and Di

OXFORD

We visited the Blackthorn Show arranged by Joshua, and with over 350 cars in attendance it was a blinding success! It was all arranged by four people, so congratulations and well done. JDX was in prime position next to another early Herald. We even got the Oxford flag flying. Nick used to rave about this show and we now know why. Thanks to Carl for travelling up from Beaconsfield too. Later in the day another car arrived, the low mileage Triumph Acclaim that was also offered to the classic car loan scheme and is now with its new owner. As the last model produced with the Triumph badge, it sat nicely next to the earliest Herald on the road, quite the sight. Apologies for my Scimitar photo-bombing the pics, it's finally back up and running.



I'm looking to arrange a run to the Great British car journey at the end of October, most likely on a Sunday morning. Further details will be on our Facebook page asap.

As ever keep an eye on the Facebook page – TSSC Oxford – and our monthly meets are on the 3rd Tuesday of the month at the Great Western Arms, Aynho Wharf OX17 3BP.

Thomas & Julian

PETERBOROUGH

It was party time for Peterborough area as we celebrated the area's 40th anniversary on September 10th. Doug worked hard to ensure we had a super day. Starting at Wansford around 9am, we enjoyed a lovely coffee in the local café. Some decided to have a more substantial start to the day with a traditional English breakfast. Then we set off and headed for Foxton Locks, a very interesting place quite close to HQ and well worth a visit. A few of us had visited several times before, so took the opportunity to quench our thirst in the lovely Foxton Locks Inn. Well, it's thirsty work driving a classic Triumph around all those country roads.



After an unplanned detour on the way to HQ, we stopped and decided to go a different route. (The correct one this time...)

Arriving at lunch time, we found a fabulous spread laid out for us and a warm welcome from Chairman Chris, Lisa, Graham and Tracey. After the refuel, Chris took us on a guided tour around HQ. This was most informative and Chris went into detail about how the club has changed over the years. The info on the exhibits was very interesting too – an area trip to HQ is highly recommended. It was then time for another cuppa and cutting of the cake. As Doug had been area AO for almost half of its existence, the honour fell to him. A few members required valuations on their cars, and this tied in nicely with Charlie and I being trained to do the task. Expertly guided by Chris, we managed to get all the cars done by around 4pm.

A few of the area cars will be



now enjoying a well-earned rest as several of us also attended the All Triumph Day at the Shuttleworth collection on Sunday 9th. Although the weather was poor on the journey down, it soon brightened up and we enjoyed a lovely day admiring the Triumph cars, and also the aircraft and car exhibits in the museum. I hope the show turned out to be a success as it was a great venue and several of us agreed it would be nice to return next year.

We attended both the Maxey and Stamford car shows in August. The cars are popular and we always have plenty of the public at large admiring them, and telling us of the Triumphs that they have had in their lives.

Unfortunately, a lack of care and attention from a Fiesta driver saw Doug's GT6 receive some damage to the nearside front wing and door. Luckily it is reasonably light and he is in the process of arranging repairs at the moment.



Colin was able to snag a great Warner Hotels weekday break which will be taking place after Christmas. Several members have taken advantage of the deal which, after several discounts, sounds like terrific value. Hopefully these will continue, and more of us will be able to join in on future events.

I reported on the passing of long term member Brian Lawson last month. His family held a remembrance ceremony on September 7th. Doug was invited,

and I joined him. We were able to share some of the photos from our old area calendars, and I read out the obituary which Doug and Paul had written. It was lovely to say a final farewell with his friends and family.

MY CAR AND ME

This month, the My Car and Me article comes from Malc Trimm and his GT6.



How did I end up as the proud owner of a 1973 Mk3 GT6? I blame the driver of a yellow GT6 parked at a viewpoint in the Smokey Mountains, USA. We were on holiday and at that moment, my now money-earning son decided that this was the style of classic car he would love to own. Back home in the UK, we found a nice blue example at Beech Hill Garage. No amount of common sense from my wife could dissuade him once we had that test drive. I had forgotten what it was like to drive a proper car – that intoxicating smell (a mixture of hot plastic, leather and petrol fumes), feathering the choke (oh, how I missed having a choke), crunching gears and nursing the car around the roads. It made me smile.

As it turns out, having a classic car was not the most practical decision my son had ever made. Living in Earl's Court, London, at the time, he had to park it outside on the road. Mind you, he was in good company with the odd Porsche up and down the street. However, within a year, a move to an even less convenient part of town coincided with my retirement. His idea was that dad could take on the GT6 as a 'retirement project,' and besides, we had a garage. So that's how I accidentally became a GT6 owner.

What to do next now that I've inherited this baby? I had limited information about the car's previous history. It had been recently restored (we had some photos of an off-chassis restoration), but then sold at an auction, so we didn't have a previous owner to talk to. I realised I did indeed have a

project: to keep the GT6 on the road and enjoy it. Despite my career at Perkins Engines, I've never been one for major car fiddling – the odd oil change was about it. I certainly subscribed to the 'If it ain't broke...' mentality. However, I realised that owning a GT6 requires a balance of regular inspection (leave it alone) and preventative maintenance (get in there) to keep things ticking over. I quickly realised I would need to up my game in the 'hands-on' department. Thanks, son.

Other Triumph owners and enthusiasts have been a great source of assistance. I quickly joined the local TSSC (Peterborough) group and found other GT6 owners with hints, advice and similar tales of woe. You're never alone. A great aid and source of advice is my mate Steve, who owns a Stag – he always puts me straight or helps out.

It's been fun. My son and I have attended the Silverstone Classic, joining the club pitch – father and son bonding. I've been to the odd show and Drive-it Day run as well. However, the most fun is driving around the country lanes of Cambridgeshire, window down, the heat of the cockpit (phew), the sound of the exhaust (I must fix that leak) and the cheery wave of the odd Triumph driver you meet along the way.

Keep driving.

Our next meeting is on October 14th at the Gordon arms.

Finally, we send out regular emails through the Mailchimp app. If you do not receive these, but would like to, please contact myself or Charlie with your current email address and we will add you to the list.

Steve

SCOTLAND EAST

August has been a mixed month of weather, but there have been a few goods shows to attend. I went to the Fife Association of Vintage Vehicle Owners show at Ladybank, a nice little show with everything from a lovely Austin 7 and steam powered lorry to fully restored tractors and even the odd 1990s hatchback. While I didn't get to speak with him, I saw the Mk1 Vitesse 1600 owned by Fergus Carmichael, another great example of a car that's only original once.

As most of us are starting to put





our cars away for the winter, I think it's worth a special mention to those who keep their cars going all year round, and especially anyone who still uses their car daily. Colin with his brown 2500s is one of those people. He has owned the car for the past 20 years and it is still his main daily driver. It is currently sitting with about 188,000 miles on the clock, which must make it one of the highest mileage Triumphs still on the roads. Weekends are regularly filled with running repairs to the bodywork – most recently he repaired the bottom of the nearside B-post and footwell. Just because it's a work horse doesn't mean it is hidden away. You will regularly see the car at shows across the region, and while it may not shine like some others, it wears its history with pride.

The September meeting was well attended as ever. We discussed all sorts, including Cameron's new beard and the upcoming East Coast BBQ in late September. As the summer draws to an end there is already talk of next season's shows. Keep an eye on the Facebook pages to keep updated, and as always let me know if there are any shows you think we should attend as a club.

Alan

SCOTLAND WEST

A big thankyou to Colin for organizing the Kirkintilloch Canal festival event – the date moved back a week and I was already committed to another event, so could not attend this year. The Lanarkshire



Classic Car Club are still holding their monthly meeting on the last Sunday of the month at Sandyholm Garden Centre in the Clyde Valley; this is normally a very eclectic mix of cars and well worth a visit you are in the area.

There will be a number of us travelling down to the NEC Classic Car Show in Birmingham. The plan at the moment is to travel on Thursday 7th November, stay overnight at the Premier Inn at Hockley Heath (postcode B94 6NX), then attend the show on the Friday, leaving when the show closes to come back up the road.



Our AGM this year will be on Thursday 5th December at the Harvester Restaurant in Hillington. Alan Wells, the east coast area organizer, and myself will be travelling down to the TSSC Annual General Meeting on Sunday 22nd September. This will be the first time we have attended in person, and we will report back next month.

Look forward to catching up soon,

Dave

SOMERSET

Hi all, hope you are well and getting to a few end of season shows. By the time this drops on the door mat, we will have been to Castle Combe Classic. Hopefully it will be a great day. I did get along to the Baltonsborough Village Show and Haynes Breakfast in the last few weeks, too.

The Lime Kiln, Knole proved a good venue for the monthly club night, so we'll continue to use that for the time being. Hope to see more of you, and bring along your questions/problems as the collective knowledge around the table normally means a solution can be found. Over the winter months last year we had boxes of bits being brought along, from headlamps to brakes.

I have sent details of Xmas lunch via email and FaceBook. Please let me know if you wish to attend as soon as possible – closing date was end of September, but I may be able

to squeeze in an extra couple of places. It's all happening on 15th December at the Bower Inn Bridgewater from 12.30.

If you attended a good show or run this year, drop me a line so I can add it to the 2025 calendar. It would be great to have the future date if you have it. Drive It Day for 2025 is 27th April for example (a week later than normal due to Easter being the week before). Anyone going to the NEC Classic Show in November and may want to car share?

Steve

SOUTHERN

Well folks, as promised I will resume my reports for July and August.

The 7th saw us going to the Godalming Lions Show in conjunction with a food fair in the High Street. A good showing of club members – Wendy, Derek and Jackie, Tim and Paula, David H and Mark S. A rather damp day to say the least. Led by Mark S, Wendy and yours truly had a pilgrimage to Wetherspoons after looking around all the various stalls to see what was on offer. After going back to the cars for a while, I said to Mark: 'It's time for the other leg.' We found this footpath and proceeded along to the High Street and just opposite – you've guessed it – was a pub. Sitting inside with a pint, it was raining cats and dogs outside.

Netley Marsh on the 19th was a nice sunny day. Barb and myself along with David H and Wendy attended. As usual a good line up of cars. This is a show that has something for everyone – you name it, it was there.

The following Saturday we met up with David H and Wendy at Petworth and journeyed to Worthing. A nice sunny day with a cool sea breeze. As usual, a good show of cars. Met up with David B in his GT6.

August 3rd saw Barb and myself off to an early start, top down for an hour and a half run to the Steam and Vintage Extravaganza at South Cerney. The weather was kind, no rain and intermittent sun. This is a large show, you couldn't do it justice in a day and the arena is on the go all day. There were more cars than I have ever seen before, and lots of club stands. We had a pleasant journey home.

Sunday 11th August saw Wendy in her Spitfire, David H in his

TR6 and myself and Barb in the Stag meet up at Milford Station at 08.00 hours and journey onto Cranleigh Car Show. On arrival we parked up on Mickey and Julie's TSSC Thames Area club stand. We were very thankful for the shelter of their large gazebo. There were more stalls selling everything you could wish for, more than ever before. I think that was the hottest day of the year, so drinks a plenty and so hot that I drove home in my shirt sleeves.

Mike



Our intrepid AO, Mike Goolding has been busted. Yes, caught sizing up an MGF at the August regular meet when we invited the local MGs to the meeting. We're not sure if Mike was checking out the MG ready for a change of cars, or whether the old duffer had a senior moment and got into the wrong car.



As usual the Southern area turned up at the Wisborough Green fete on the bank holiday Monday. The weather stayed fine all day, which was a blessing. There were five Triumphs and a Healey in our line up, and I think Derek turned up later in his Stag.

On September 1st I had a choice of either the Classic Car Sunday at Alton or the Hinton Arms Classic Car Show, Cheriton. I chose the latter. The day had started off a little chilly, but as soon as I had got to the pub and parked up I was stripping off the leather jacket and

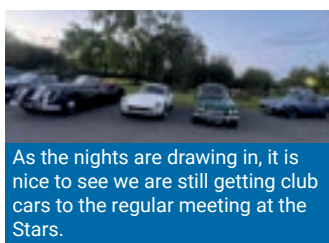


jumper, it was so hot. I was also lucky to get a place in the field as there were only five spaces left.

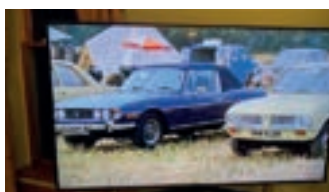
They had a hog roast going, also burgers, bacon baps and hot dogs. Inside the beer tent was packed with people sheltering from the midday sun. A lot of very nice cars on show, also a traction engine, a few tractors and a couple of Willys



Sad news for me – my partner in crime Dave Moore has now sold his Mk3 GT6. It is now going to reside in the Salisbury area.



As the nights are drawing in, it is nice to see we are still getting club cars to the regular meeting at the Stars.



Last but not least Mike, Barbara, Dave H, Wendy and Mike H were caught on camera at the Farming show for ITV Meridian.

jeeps.

Mike G will be asking for numbers for the October Sunday lunch meeting. If all goes well it will be at the The Hunters Inn SO32 2PZ.

UP AND COMING EVENTS

October

1st – regular meet, Seven Stars GU32 3PG.

20th – Sunday lunch meeting, The Hunters Inn SO32 2PZ tbc.

November

5th – regular meet Seven Stars GU32 3PG.

17th – Sunday lunch, The Jolly Drover GU33 7QL.

December

3rd – no regular meet at the Stars. Christmas dinner to be confirmed.

That's for this month, folks.

Mark

NORTH STAFFORDSHIRE

Hello folks. Well here we are – it's autumn already and summer had hardly started. Only a few events done last month. Eccleshall Show clashed with Ipstones Show, with some members going to each one. A couple of us attended Eccleshall, but there were not that many small Triumphs to be seen. The last event of the showing season is on 6th October at Foxfield Railway.

The number of members attending any events over the year has fallen. That is one of the reasons, along with some ongoing health issues, why I feel a new AO for the area would be good for the club. If any of you would like to take on the role, please get in touch.

Dave

SUFFOLK

September's meeting saw a good number of us at the Sorrel Horse and the evening stayed dry and light enough for us to have a browse around the cars, especially as there was a new one in the car park. Colin has acquired another Triumph 2000 saloon, Rusty Custard RVM 702J, which is a well-known car in club long distance driving events and has passed through several hands in recent years. (Google the registration number and you'll see where it's been.) Although originally a 2-litre, it was fitted with a replacement 2.5 engine fairly early on in its life, and has overdrive and a 3:45 diff, making it an excellent car for eating up the miles. It does have a few areas that need to see a welder, most notably the windscreen surround which is quite rotten in the lower 50%. The screen currently has a good layer of duct tape around it to a) keep the screen in, and b) keep the water out.

So that's one new car in, and another has left the Suffolk fold. Chris has sold his Mimosa Dolomite Sprint that completed the Round Britain Run and a trip to Le Mans last year. Someone on another club forum was looking for another Sprint after selling his a few years ago. There are not many for sale at the moment, and those that are out there are either fairly serious projects or concours trailer queens (with prices to match). Chris got in contact with him, the car matched

his condition, spec and budget and a deal was done. Whether that newly created space in the Downs collection gets filled with anything else remains to be seen.

Mathew is continuing his recreation of the Canley production line, by concentrating on 'only' two restoration projects at the moment. First is a Mk3 GT6, for which he's managed to acquire a good secondhand roof/hatch panel without a sunroof. He's in the process of grafting this onto the bodysell and taking care over all the tricky alignment that this requires. The second project is a 1500 Spitfire, bought locally and which has had all the welding completed to a good standard, but came as many boxes of parts. This will 'only' require prep, painting and complete reassembly.

Pete and Mike are both off to the Shuttleworth collection on Sunday 8th. Pete is collecting some spares en route – a 3.7 diff, steering rack and some proper TR4 door glass panes. Mike was hoping to take his Dolomite, but that's currently away having the sills replaced and not expected to be back in time, meaning he'll be taking the Herald estate. I look forward to hearing the reports of the show, as it seems there's well over 250 cars going and that site is a fantastic place to have the event, with plenty to see and usually a bit of flying going on.

Ordinarily, I would have gone to Shuttleworth, but I am off to Goodwood Revival that weekend, (as is Colin, but we're not going together). I'm not taking a Triumph, but will report back if there are any racing in amongst the multi-million pound machines.

See you on October 1st for the next meeting.

Russell

SURREY

Hello all. I'm sitting at the abacus tonight on the same evening as the Goodwood Revival, so clearly I am not in attendance there. I understand that Tom was there yesterday and AKW are there the whole weekend. I'm sure it was great, with classic sartorial elegance and suitable cars. However the slumming boys attended Bletchingly instead, which was fun and had the benefit of free-flowing coffee and sausage baps. Trevor and Tony in attendance, me in the Spit and

Tony with the Brillo pad. Much discussion as to the merits of overdrive – do I or don't I on the Vitesse?

I have enclosed a photo of Tony and one of a Vitesse which appears to have lost an engine. The story so far – needs a rebore and is currently on a hydraulic stand having the studs removed prior to deconstruction at an engineering workshop which is at present at an unknown location! Hopefully it will be done before the weather really closes in, but I should be able to sling it back into the car in the home garage.



Cranleigh was good and the sun shone. I didn't buy any tat, but did have a beer. Well done Micky and pals for the gazebo tent and tea with cake. A very good turnout of all manner of cars, and some strange folk who wanted to be American policemen in their sedans all dressed up in 1950s uniforms and claxons. They should have been at Goodwood.

We had a good turnout at the pub last Wednesday and a change of venue to the White Hart – grub fine with loads of salad. Michael has a change of career and now runs racing cars! Jeremy was off to the IOW to relive the spring bonanza, although I think the weather may have contrived against him. Paul's GT6 will soon be a GT9 if it stays at Oxted any longer, hope my namesake remains fast as at the same location. Right, off to the Edenbridge classic car show tomorrow.

That will be the last of the summer events I think. It's been a blast. That's all folks!

Cliff

EAST SUSSEX

It was a Sunday morning in early August when the peace and quiet of sleepy Blackboys in East Sussex was disturbed by the sound of Triumph engines being started for the car convoy to Waldron a few miles away. Two Vitesse, three Spitfires, a GT6, a Bond Equipe and two 2500 saloons had made their way to the Blackboys Pub car park to group together before their assault on the car show. Arriving together meant we could all park together, and the gazebo and club flag were soon erected and camping chair spaces claimed in the shade.

It was a glorious sunny day and lots of classic cars had shaken off their dust covers and stretched their legs for a day out. Walking around the rows of cars we met John and Ann from Horam with their Stag, Guy Halvenden from East Hoathly and owner of a 2000 saloon, and Jim and Helen from Tunbridge Wells in their Vitesse, all local to our club area and who were duly invited to our monthly meetings. After the walk around, people convened again in the shade of the gazebo to relax, eat some lunch, enjoy Lynn's lovely cakes and put matters right with the world.

When the conversation got around to bodywork issues (a few members have recently had restoration work done to their own frames), Ian casually remarked that he could no longer pick up dollies. Stunned silence followed, until he said that he had lost his grip. Was Ian digging himself deeper into a hole? No, no, no he explained, it was the curse of arthritis. Phew. Thank heavens that was out in the open. The rest of the day passed without further incident, until Andy and Lynn nearly got taken out by a speedy car on a crossroad junction

around the country lanes on their way home.

At the Southern Classics Society Show at Worthing Rugby Club on Sunday 18th we were entered as the TSSC Club and as such we were allocated a space to the rear of the rugby field. This allowed us to all park together irrespective of when the cars arrived, instead of being put into rows representing the various decades when the cars were built. Pete, Ian and Chris, Andy and Sue and Geoff and Wendy attended the show. Looking at the weather there was uncertainty as to whether we needed shade, but in the end it was decided to erect the 'marquee' since the trusty gazebo was with Andy and Lynn at another show in Penshurst. This was the first appearance of the marquee and I must say it went up quite easily, except we forgot to velcro the roof covering to the uppermost horizontal roof poles but by then it was too high to reach.



The Southern Classics Society Show at Worthing.

Over in Penshurst, David and Kim plus Andy and Lynn (owners of the famous gazebo) were at the show at Penshurst Place. They said it was a very well attended (reportedly 700 cars were entered) with plenty of room and they would definitely go again next year.

Every year on the August Bank Holiday weekend there is a Festival of Transport show at Hellingly. Unfortunately this year the weather was not kind to them on the first day, the Saturday. Vic and Jean plus Jon and Oli went along, but ended up in their cars

The pub meeting in August.



sheltering from the rain. In fact Jon had to go around the various stalls in the rain to find some microfibre cloths to mop up inside his Spitfire. I believe that on the second day the weather was kinder to the show organisers.

On the Bank Holiday Monday it was the turn of the Bexhill 100 Club to host their show in Polegrove, Bexhill. This is a popular show and I was told that there were over 450 cars on display. TSSC East Sussex were represented by six Triumphs (plus one gazebo and one club flag). There was Viv and Jean in their Spitfire, Ian and Chris in their GT6, Andy and Lynn in their Vitesse, Andy and Sue in their Spitfire, Chris Tickner in his Spitfire and finally Geoff and Wendy in their 2000. It was a day of sunny spells interspersed with rain showers so the trusty gazebo did sterling service protecting club members and general public alike. Since Wendy acquired her 2500 PI Auto Estate she has taken a keen interest in car mechanics, so much so that she was checking all the Triumph oil filters for leaks with an oily tissue in her hand. It wasn't clear if there actually was a leaking filter somewhere or she was trying to scare the car's owner into thinking there was one. Note for future shows; if you raise your bonnet, expect to be scared.



The Bexhill 100 Club's show in Polegrove.

Finally, with it being a rather miserable damp Wednesday night there were only 13 die-hards at the pub for the September meeting where the events due to happen during the month were discussed. Many thanks to Andy for fixing my 2500 grille with a bit of specialist (aluminium) welding, so it is all one piece again (that man helps just about everybody out in some way).

Make a note in your diaries for Saturday 14th December when the annual East Sussex TSSC Christmas Lunch will be held at The Halfway House Pub.

EVENTS HAPPENING IN OCTOBER ARE:

Wednesday 2nd –

TSSC monthly meeting.

Sunday 6th – SCS Breakfast

Meeting at Shoreham Airport.

Sunday TBC – Morning drive and lunch at a pub?

Once again, a renewed invite to old and new members (and partners) who live in the TSSC East Sussex area to come along and join in the monthly meetings, where you would be made very welcome.

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

Geoff

WEST SUSSEX

Hello, I hope you're all well. Thank you to everyone who attended our August monthly meet. The good weather encouraged a great turnout of Triumphs which included three Spitfires, two Vitesse, a GT6 and a Herald. I particularly liked the variety of all the colours of the cars this month.

Thank you to Jack for sending in some more photos and updates with his Triumph Herald project car to our WhatsApp group chat. As usual Jack has been busy tinkering and made some more good progress, with the latest updates and photos showing his new four-branch sports exhaust manifold and twin SU carburettors. It looks excellent, and as well as



At the Waldron Show.

looking forward to seeing it, I now also look forward to hearing it as it promises to sound fruity with those new parts fitted.



Dominic has also been busy working on his Vitesse, fitting his refurbished gearbox which does look particularly good from the photos I've seen in our WhatsApp group chat. After a little bit of the extra tinkering with the clutch fork, the car is now back together and up and running after being off the road for two years waiting to be fixed after I regretfully egged on Dominic to show us how good his sports exhaust sounded leaving the monthly meet – the exhaust did sound excellent, but some of the gears inside of the gearbox proceeded to explode.

Joe has also made some progress diagnosing the engine issues with his Triumph Spitfire. Unfortunately this broke down with a seized engine on the way to our monthly meet back in May. Joe has now had the opportunity to tear it all apart and investigate the issues. Unfortunately Joe found that the camshaft has seized in the engine block, causing the camshaft to snap. I'm not sure what the next step will be. I know Joe would love to replace the 1500 four-cylinder engine with a straight-six, so we will wait and see what the next step is in due course.



We'd love to see you at one of our meetings. We have a really great and welcoming group, and also a very nice variety of Triumphs between us. You can also join in online as we have a Facebook group, TSSC West Sussex, instagram @tsscwestsussex and a whatsapp group chat I can add you too.

George

SOUTH WARWICKSHIRE

We had another very well attended meeting with four GT6s in attendance (my oily white Mk3, Ian Sellars' blue Mk2, David Moore's red Mk3 and Martin Barnsley's green GT6+/Mk2), two Vitesse (Matt Bliss's white Mk2L convertible and Pete Boyce's green Mk2 convertible), rounded up with Neil L's red Spit 1500. Roger interloped with his son's MX5/Eunos, and Lewis turned up a bit later in his Mk1 Astra too. The weather was reasonably warm and dry, and we spent at least an hour nattering in the carpark before finding the entrance to the club.

So where are all the four-cylinder Triumphs these days? Well, one that's soon to return is Dave Bramston's Gerald the Herald 948 convertible. Apparently, HE'S SOLD IT. He says he didn't want to sell it to Ashley Whiting, and Ashley said he didn't really want to buy it, but together their wives worked out a deal. So Ashley has now joined our little gang and hopefully next month (weather permitting – we're into September now as I write) we'll see Gerald driven along by its new owner Ashley. Very nice to see you and your wife this month.

Speaking of new members, the guy in the MGB that I shamefully failed to get a name for last month returned this month, in the form of Ian Sellars. Apparently Ian has a few cars, possibly more than yours truly, including a GT6 and a Spitfire. His GT6 Mk2 is just recently back on the road after a long spell parked up. Mid-dark blue paint, just like my Mk3 was when I bought it as a heap, although Ian's is much nicer – very tidy, and it sounded great. Martin Barnsley also returned in his absolutely mint (green) GT6+. It is a wonder to behold, utterly concours condition and running as sweetly to match. Nice to see Pete Boyce returning too in his Vitesse, which we enlightened him had had an extra crankcase breather pipe connection soldered into the rocker cover by a previous owner. He's resolved to blank it off by next month, and I reckon that'll improve the running, although it's been like that for 40 years.

I brought my white smoky GT6 Mk3 along again, but this time with some improvements. The new front shocks that I'd fitted were wrong (as per so many of the parts that we buy these days) – the spring seats were

1/4in too high so that the front end sat 1in too high. But having tested the original rusty 50-year-old shocks, I found that they still worked perfectly, so I cleaned and painted them and refitted them. The car now sits perfectly at the front, and drives brilliantly. I also replaced the manifold gasket which was blowing, and fixed the overdrive by swapping the two wires at the bullet connectors by the transmission tunnel entrance at the bulkhead. Sorted.

Oh, and I had a sneaking suspicion that the oil burning was reducing, having taken it (nervously looking in my mirror all the way) to The Blue Lias the previous Sunday to meet with the TR Register guys and gals who finished their annual Dave Gleade memorial run there. A definite reduction in blue smoke on the way to The blue Lias. Still on the topic of car repairs/issues, Roger tells me that after spending a fortune on his Stag engine's cylinder heads, it's now turned out that the block needs reboring too. Ouch. Owen has been busy painting his Spitfire, and all was going well until the final top coat which bloomed, unfortunately. However, we think all is not lost because a flat and polish should bring it up to an acceptable shine, so don't fret Owen. In fact, photos just in, it looks very nice after a bit of a polish. Also, he reports that the repair to the front is nigh on invisible, which is very good. On another positive note, David Moore's GT6's overdrive and reversing lights have spontaneously fixed themselves.

So on to reports of events. On Saturday 7th September, a few of us (myself, Dave H, Philip S, Roger S) convoyed from Harbury Club to Wellesbourne cricket club for the annual Wellesbourne Show with a large classic car display. We met Marcus there, with his mum (who knew all about Triumphs, having had them herself), plus Owen P with his dog (not his Spitfire which is still in paint in progress), and Rich G. Tea was had, and a wander around looking at the cars (including the obligatory Sinclair C5, and the incredibly ugly Citroen

Ami – the original version based on a 2CV.

Unfortunately the weather was not too kind and it rained on the parade a little, but Roger brightened things up with his Morris dancing troupe – he was in full costume complete with May Day hat hand made from rushes. We saw the warm-up dance, but most of us sloped off when it started bucketing it down and a few of us headed to The Wharf at Fenny Compton for lunch as planned. Roger's Morris team's dance at 1:30pm seemed to bring the sun out (maybe an anti-rain dance?), so lunch at The Wharf was very pleasant outside in the beer garden by the canal – a nice venue, and hopefully we can arrange to go again.



The next day, a few of us took the hour and a half trip to Shuttleworth airfield just north of London (Neil L pictured overleaf along with his car, his brother, and my friend Andy Cook who's also the GT6 register secretary for the club). The weather was a mix of a short burst of torrential rain followed by a lot of roasting sunshine, so although it was a bit damp going there, the Spitfire (Dog the Spit 6) was thoroughly dried out by the time I got home. I didn't realise what a great collection of early (very early) flying machines they have there, stuff from literally the dawn of aviation. Fascinating, and I might well go back. The turnout was very good, with Triumphs of all types. I'm sure there were more cars there than at the last Duxford event that I attended before the pandemic, so this new Shuttleworth event looks



like it's going to be a successful and regular fixture in the calendar.

Oh, and as I was leaving, a bloke was hanging around my Spit 6, wanting to talk to me about it since he is building his own Spit 6 from a Mk3 Spit. Then he said: 'Oh, my wife has a brown Spit 1500 with a similar numberplate.' So I said: 'It's not UDG***S is it?' Yes it was – my old Spit 1500 that I restored and then sold to a guy from Ilford, RIP bless him. The last I'd heard it was flooded out in a council lock-up, but was being found a new home. Fantastic news to see that it went to such a good home and is being cared for, with the original engine being rebuilt and the gearbox repaired (apparently it ended up full of water). So anyway, a possible trip beckons to see it and hopefully the previous owner's widow, who I remember as a very nice lady, once the car is back in one piece.



The next event that we're planning is the Distinguished Gentlemen's drive which will, by the time this reaches you, have just happened on 29th September. This is a charity car run which Neil L has organised in aid of prostate cancer charities, and which will take in a fair number of miles around Stratford. Neil and I will be spreading more details across the Whatsapp group, and we'll both obviously be taking part, along with a good handful of others (I think we currently have over half a dozen taking part, more being added). Looking forward to that and of course we'll report how it goes and how much we manage to raise.

Aside from that, there are also of course the monthly meets: Gaydon Gathering on 2nd Tuesday of the month (a few of us always attend this – booking is free online and easy), the Banbury Cricket Club Show on every 2nd Wednesday of the summer months (nice show with a refreshments pavilion), and Southam Cricket Show on every

2nd Thursday during the summer (great show with a bar and hotdog stand). I believe the latter two are the last ones of the year now, so I'm planning to attend all of them in the smoky white GT6 (to get some miles and temperature cycles into it, and hopefully free up the oil control rings a bit more – it's vastly improved and did NOT asphyxiate everyone following me on the journey over from Wellesbourne to Fenny Compton).

Right, that's it until next month. 1st Tuesday of every month – next time is Tuesday 1st October. We run meetings all year round, but if the weather's too foul to risk your trusty steed or if it's in pieces or broken, don't feel guilty about bringing a modern instead, we're just glad to see you. The venue, as always, is Harbury Village Club and Institute, Crown Street, Harbury, near Leamington Spa CV33 9HE from around 7pm. The club car park is accessed from Hall Lane (which is a one-way street), so set your satnav for the Bull Ring Garage at Harbury CV33 9HL and continue round the tiny one-way section until you see the large Harbury Village Club car park on your right. Just ring the doorbell to be let in.

Mark

WESSEX

August was a busy month, with members attending various events – Wilton House, Fordingbridge Steam and Vintage, Verwood Rustic and many more, too many for me to keep up with or list. These were good shows, but nothing out of the ordinary to expand on here. However a couple like IMBERBUS, Silverstone Classic and the Air Show, deserve recognition as being well worth attending next time.

IMBERBUS was a great day. For those of you unfamiliar with the event, it is held on one of the few days in the year when the MOD open the ranges on Salisbury Plain, allowing the general public limited and controlled access by way of classic bus travel. Over 40 buses, run by enthusiasts, kept everyone mobile, everything from late 1930s cream open tops to Routemasters and even the latest London bus, commonly known as a Boris bus. The background is very similar to Tynham on the Purbecks. The MOD evacuated the village of Imber during the second world war for military manoeuvres,

and to this day it is still used for this purpose. St. Giles's Church is the only building in a complete useable condition, with only the shells of a few of the original buildings still standing.



At Silverstone Classic, the main event seemed to be the weather! Over to Trevor for a summery.

A weekend dominated by the wind and rain. Met up with Pete and Duncs, Thursday am at Rownhams in the rain. Journey up, slow with heavy traffic. Stopped off at our usual services for KFC for lunch. Eventually got there mid-afternoon, by which time the rain had subsided.

On arrival at the Golf Club campsite we were escorted to our allotted pitch (all in accordance with recommendations in line with fire regs)! The rest of the day was taken up with setting up camp and acclimatising ourselves to the campsite facilities.

Friday started with a cooked breakfast, after which we set off. This year all tickets were confined to an app which we had to download onto our phones. Despite misgivings, it all worked very well, all we had to do was remember to keep our phones charged sufficiently. Anyway, once inside we made use of the buses to explore the infield and both sets of pits. There was the usual array of historic cars from all eras with the usual sights and sounds. During the day the wind started to blow, getting stronger as the day went on.

Through Friday night the wind continued to blow with strong gusts thanks to storm Lillian. I was glad for the camper – the worst I

experienced during the night being a rocking of the van as the gusts of wind hit. Pete and Duncs were in Pete's tent, which was one of those blow-up types. Looking out of the window at one point in the night I could see the tent leaning over a good 30 degrees in the wind. It did hold up, although the occupants didn't get much sleep that night!

Saturday was a totally different affair, initially a complete washout with heavy rain. Needless to say we did not venture out onto the racetrack. Instead we availed ourselves of the facilities of the Golf Club house. A cooked breakfast followed by hot showers, then back to the bar for a bevvy or two, then lunch. By mid-afternoon the rain had stopped, so we set off back to the track to watch some of the racing from the shelter of one of the covered grandstands. Just as well we did as the rain returned for a period, which made for added interest on the track as the cars emerged from the spray.

In between the showers we made our way back to the golf club clubhouse for an evening meal, more bevvies and a spot of evening entertainment courtesy of a local band.

Sunday's weather was much better and we were able to spend the day looking around the car club stands and watching the racing. So despite the weather we had a good weekend!

Trevor

Bournemouth Air Festival lived up to its reputation, though there was disappointment that the Red Arrows were in Canada (I'm sure they could of just popped over, wouldn't of taken them long!). To make up, there were two Spitfires, a Hurricane and the only flying B17 Flying Fortress. The highlight was the Tornado – you have to be there to experience the noise, the power and the manoeuvrability. Wing walkers and helicopters going through their party pieces. The bi-plane with two jet engines strapped on was able to climb vertically and because it delivered more thrust than it weighed, could hover at the top, suspended in mid-air. Very impressive! The event finished with a parachute drop by the Red Devils. On the ground, musicians entertained in the gardens, centring on the band stand. For the youngsters (or the young at heart) the fair had rides

to scare yer pants off. The only other scare being the price of everything!

The last meeting was well attended. Most seemed to think the Fish Inn a suitable meeting venue and reasonably central for everyone, so it has been agreed that we will make it official – last Thursday of the month, **7.30pm**, The Fish Inn, Ringwood, BH24 2AA. Trevor was asked about the Christmas Dinner, He asked for any thoughts; the Fish Inn was suggested, which got the nod of approval from everyone. The possibilities will be looked into and dates that might be available. Also discussed was a Road Run towards the end of October to the East Somerset Railway; Alan is going to make enquiries.

Martin

NORTH WILTSHIRE

While we haven't had any extra area-organised events in the last month, members have been busy attending individual locally organised events. Craig himself attended the Brownie Company meet at Foxham, where he recruited a new member for us who has a triple Weber-carb'd TR6. Welcome Nick.

Our August Foxham meeting had our best ever array of



Triumphs on display. Without going into too much detail, we had Spitfires in both round tail and Kamm tail variants, GT6s, a 2000 Mk2 saloon, a Stag and a good variety of Heralds and Vitesse. We also had a guest appearance of a Spitfire street legal lookalike race car boasting a couple of hundred bhp, a tubular space frame and very little else Triumph – it was quite the talking point.

Our other Nick has been out and about in his rather attractive Vitesse convertible, and has also been doing battle with his panel gaps. As he puts it: 'When you think you have the door right, it catches on the bonnet etc.' He photographed his car and



a kindred spirit at the Corsley meeting this month – Nick's is the Saffron car in the previous photo.

In other car related news, Andy has now fitted a refurbed head and replacement cam to his GT6 and is running it in. Mark's brown 2000 Mk2 is up and running and attracted a good deal of attention at Foxham. There's no progress yet on his white 2000. Chris has made a few cosmetic touch ups to his Vitesse 6 and has simply been enjoying a few pleasant trips out. Craig tells me that Callum has bought another Herald coupe. Meanwhile my Sixfire has been having attention paid to its parking brake, while the GT6 remains fully serviceable.

The pictures show Nick's Saffron Vitesse and one owned by someone else at Corsley, one of Mark's 2000 being given the once over at Foxham, and another with GT6, Herald and Spitfire behind it and a line-up of Heralds, with Ben's Spitfire sandwiched.

Craig and Jim

WORCESTER

Well, according to the meteorological service we are now in autumn, and it certainly is beginning to feel like it when I write this on the Thursday morning following the meeting. Firstly, I would like to thank Vicky and John for holding the club BBQ at their house. A nice time was had by all, with Andy and Vicky doing a grand job cooking the food, and surprisingly the weather held out. I was still unable to use my Spitfire to get to the meeting however, despite the much appreciated help from Costa and Paul managing to get her to start. We then found a leak from the inlet manifold, dripping onto the

exhaust manifold so obviously not driveable until rectified.

However, we had some 20 members turn up in several classics and a lot of lively chatter (the food arriving soon put a stop to that), followed by Vicky giving the news of upcoming events – Shakespeare's Show at Hanbury on 21st-22nd September (one we used to hold our annual camping get together and concours at) and news of the early bird tickets being available for the NEC Classic show.

Another event which did take place this month was a TR7 run from the old Triumph works at Speke in Liverpool down to the Triumph Social Club in Canley. 18 TRs managed the route, together with a Vitesse, all without any major breakdowns. I remember the old Triumph works from those brief years I was courting Sylvia, as her family lived in Woolton, literally half a mile to a mile from the factory, close to some of the Beatles track names such as Strawberry Field's Children's Home and Penny Lane. Oh dear, memories flooding back as I drove my first car (a Sapphire Blue Triumph 1500 FWD) around there comforted in the armchair type seats which they had, and yes I did manage to keep all four wheels on it when I stopped – such a myth about Liverpool.

Vicky did another surprise raffle (only the prizes hidden in bags), but it appears no cable ties or sponges were on offer, so I'm glad I've got plenty now. Anyway, enough of my rambling and reminiscing. See you all at the next meeting at The Oak on 2nd September.

Take care and enjoy your classics.

Stef



NEXT ISSUE DEADLINE

All contributions for the November 2024 issue of *The Courier* must be received by Tuesday, October 8th.

Email: editor@tssc.org.uk



THE
TRIUMPH
SPORTS SIX
CLUB



THE
TRIUMPH
SPORTS SIX
CLUB

Area Directory

For area meetings please check with your AO

SCOTTISH AREAS

SCOTLAND CENTRAL WEST

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

SCOTLAND CENTRAL EAST

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

SCOTLAND NORTH EAST

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

NORTHERN AREAS

CHESHIRE

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

CUMBRIA

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

LANCASHIRE

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

LIVERPOOL

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

MANCHESTER

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

NORTH EAST

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

WIRRAL

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

NORTH YORKS

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

SOUTH YORKS

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

WEST YORKS

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

MIDLANDS

COVENTRY

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

DERWENT VALLEY

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

LEICESTER & RUTLAND

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

LINCOLNSHIRE

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

NORTHANTS

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

NOTTINGHAM

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

OXFORD

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

PETERBOROUGH

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

SHROPSHIRE

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

NORTH STAFFS

last Tuesday of the
month at 8pm at the George & Dragon in
Meaford near Stone, ST15 0PX.
David Woodward: T: 07939 603061
E: triumphsportssixstaffs@gmail.com
tsscnorthstaffs.home.blog

SOUTH STAFFS

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

WEST MIDLANDS

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

SOUTH WARWICKSHIRE

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

WORCESTER

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

EASTERN AREAS

CAMBRIDGE

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

ESSEX

2nd Sun, 12 noon
Mike & Sue Titchen: T: 07860 708356
E: miketitchen@aol.com
FB: Triumph Sports Six Club Essex Area
Various venues from April to September -
contact AO for venue
The Astronomer, Avenue E,
Braintree CM77 7AA from October to
March

NORFOLK

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

SUFFOLK

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

SOUTH EASTERN AREAS

EAST BERKS

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

BODIUM

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

SOUTH BUCKS

3rd Wed, 8pm
Daniel James: T: 07818 052276
E: 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
FB: Isle Of Wight Area Triumph Sports
Six Club
Various - see report in Area News

WEST KENT

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

SOUTH LONDON

1st Tues, 7.30pm
Richard Robinson: T: 07968 702564
E: 15grassmount@gmail.com
The Greyhound, Commonsides, Bromley,
Keston BR2 6BP

NEWBURY

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

SOUTHERN

1st Tues, 7.30pm
Mike Goodling: 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 Scarbrow: T: 07833 944847
E: gwscarbrow@gmail.com
FB: TSSC West Sussex
The Halfway House, Rose Hill,
Isfield TN22 5UG

WEST SUSSEX

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

AREA DIRECTORY/WHO'S WHO

THAMES

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

SOUTH WESTERN AREAS

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

AVON - 1st Tues, 7.30pm
David Dyer: T: 07860 878058
E: daverover@hotmail.com
FB: Triumph Sports Six Club Avon Area
King William IV, Tower Road South, Bristol BS30 8BL

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

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

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

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

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

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

WESSEX - last Thurs, 8pm
Trevor Carlyle: T: 01425 475376
E: trevorcarlyle@btinternet.com
FB: Triumph Sports Six Club Wessex Area
To be confirmed, contact AO for details

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

WELSH AREAS

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

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

NORTHERN IRELAND

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



INTERNATIONAL CONTACTS

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

WHO'S WHO

TSSC Council of Management 2024



Chris Gunby
Chairman/
Gen Sec



Tracey Hawes
Financial Lead



Paul Girling
Area Liaison



Nigel Hill
Events & Shows



Tom Hartley
Director



Jane Rowley
Director

TSSC AGM – Sunday, September 22nd 2024

Any member who has any item of business that they wish to be discussed at the AGM should send the item to: Chris Gunby, Riverside Forge, Water Lane, North Witham, Lincs, NG33 5LJ.
Tel: 07843 435190 or email: chairman@tssc.org.uk

Please ensure that any items you wish to raise are received by the General Secretary Chris Gunby at least two weeks before the date of the AGM.

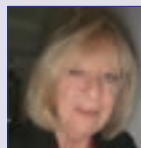
TSSC Headquarters



Lisa Marley
Membership
info@tssc.org.uk



Graham Moody
Club Shop
clubshop@tssc.org.uk



Trudi Prettyjohns
Accounts
trudi@tssc.org.uk

TSSC HQ

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

Club Shop

Mail Order or Local pick-up

TSSC Museum

Open Monday to Thursday



TSSC Honorary Members

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

Model Register Contacts & TSSC Officers

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

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

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

Model Registers

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

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

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

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

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

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

BOND EQUIPE
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 Wiltshire SN8 4NE
 T: 01672 514241
 E: guy@bondequipe.org

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

BIG SALOONS
Dave Harvey
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 DE73 6TQ
 T: 07540 167534
 E: bigsaloon@tssc.org.uk

TOLEDO | DOLOMITE | 1300 | 1500
Andrew Burford
 13 Highgate Avenue, Birstall,
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 E: toledo@tssc.org.uk

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 E: tr4-tr6@tssc.org.uk

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

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

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

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

TSSC Officers

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

INTERNATIONAL LIAISON SECRETARIES
Jess Smale & John Lay
 6 Derwent Close, Horndean, Waterlooville,
 Hants PO8 0DH
 T: 0781 107 3138
 E: international-liaison@tssc.org.uk

YOUNG MEMBERS CO-ORDINATOR
Conor Lukeman
 14 Quinton Close, Redditch,
 Worcester B98 0EL
 T: 07758 539750
 E: youngmembers@tssc.org.uk

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

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

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

FOR SALE

GT6



Mk2 GT6 1970 with overdrive. Full mechanical overhaul including rebuilt engine and gearbox. Interior refurbished. Original steel wheels with rostyle trims and new tyres. Body sound and chassis solid.

Claire Gapp (Nottinghamshire)
Tel: 07866 939906



GT6 Mk3 overdrive model, 1973. Many new panels fitted before respray, too many to list. Before being put back on the road was checked out by "Willow Triumph." Lots of receipts and historic records. £11,000.

Kenneth Rogan (Newcastle-upon-Tyne)
Tel: 07770 987020

HERALD



1964 Courier van

Very original, chassis looks good, nice trim and Courier unique parts. Some history, current v5, body needs restoring. Many spares Inc. Reborned block and pistons. £2900. **M Bowden-maunders (Oxon)** Tel: 07557 551558



Herald 1200

Very original, 48,000 miles only. In my possession for last 12 years. Run regularly. Kept in dry garage. £2500. **Ashby de la Zouch.** Tel: 07899 787260

SPITFIRE

1980 Spitfire 1500. One previous owner. Some upgrades including sports exhaust, overdrive. Always garaged. MOT. Hard and soft top £7000.

Robin (Crawley) Tel: 01293 532547



1977 Spitfire 1500

Car drives OK. Cylinder head professionally overhauled, brakes lines and m/cylinder replaced, cooling system renewed with wide radiator. No MOT. Needs some body and chassis repair and clean up. Hood in reasonable condition with tonneau cover. £1995 **Grahamperkins_3157 (Southwold)** Tel: 07906 300640



1969 Spitfire MK3

Solid car, clean underneath. Original engine, lightweight Herald all-alloy gearbox – Spitfire ratios. Wood rim Mota-Lita steering wheel. Many new parts + few spares. Needs new hood. £6500 **David Southwood (Norfolk)** Tel: 07810 590198



1970 Spitfire Mk3

Good solid car, owned since 2017, lots of new parts. Last Insurance valuation £12,500. A1 condition, 52,000 miles. Overdrive. Hardtop available, needs refurb. £9500 **Mike Edwards (COLEFORD, Gloucestershire)** Tel: 07721 404823

STAG



1974 Triumph Stag Auto

Good condition, drives well. Older restoration. Recent new Blockley tyres. Does not overheat. Selling only due to

new project. Many pictures available
£9500 **James Sturgeon (Bristol)**
Tel: 07796 141126

TR6

TR6 CR

Good usable 1972 example, runs well, reliable with potential for improvement. 4 owners, good history. MOT Aug 2025 although exempt. Good paint and chrome. £16,000 **Chris Bottomley (Somerset)** Tel: 07814 936780

VITESSE



Vitesse 2.0 Mk1

Overdrive. Beautiful condition. This car has a massive history file. Original green log book, MoTs, only 4 former keepers. Interior lovely. Just needs to be seen. TSSC value £12,500. £11,500 ono **Leo Coelho (West Midlands)** Tel: 07951 432302



1970 Vitesse 2.0 Mk2 with overdrive

This car has been in storage for the past 10 years. Was in running condition before being laid up, so hasn't run in years but the engine turns freely. This is a full renovation project or can be used for spare parts. Matching VIN and engine numbers. The V5 logbook is in my name. Comes with the original handbook and an extensive history file. Buyer collects and cash only on collection. **Jeff, Ellesmere Port CH65 4LY.** Tel: 07944 691004



Vitesse Mk2 Convertible

Late example (J Reg) in white with black detail. Black interior and hood. 4 brand new tyres and a good spare. New battery. Alternator. Refurbished clutch master and slave cylinders. Refurbished carburettors. Paintwork and hood in excellent condition. Minor alloys, also in excellent condition. Drives well. All-weather and indoor covers. Original Triumph workshop manual. An affordable and drivable classic at a realistic price. £10,500 **Michael Cole (Bognor Regis)** Tel: 07590 672501

PARTS FOR SALE

Triumph 2.5PI

Brake master cylinder and servo unit, might suit other big Triumphs with single line brake system. Looks good, but unknown condition. £40 or offers. **James Sturgeon (Bristol)** Tel: 07796141126

Dolomite 1850

1976 Dolomite 1850 gearbox and clutch swapped out for overdrive box. Worked well. Gear lever included. Make offer. **William Arnold (Worcestershire collection only)** Tel: 01386 555112

GT6 Mk1/2

Petrol tank, bought secondhand from Chic Doig for £100, but not used. £100 **Richard Lloyd (Wirral)** Tel: 07979842391

Herald 1200

Just need to clear out my garage. I have various 1200 parts for sale. The price is £100 for the lot. These include steering rack, diff, 4 standard wheels with tyres. Please note it is collection only. **Leo Coelho (West Midlands)** Tel: 07951 432302

Triumph 2.5PI

Metering unit. Unknown condition. £75 ono. Also starter motor £40. **James Sturgeon (Bristol BS16)** Tel: 07796 141126

Garage clearout

2000 bumpers, rear lights, brake m/c and servo. Early Herald gearbox. 948 engine dismantled. TR7 front bumper. Standard 8 g/box dismantled. Cheap to clear. **James Sturgeon (Bristol BS16)** Tel: 07796 141126

Mike Papworth Gearboxes std and

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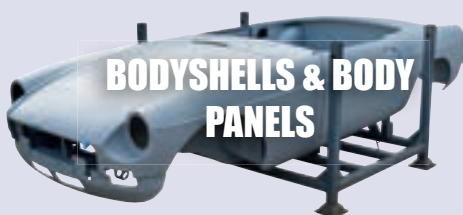
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